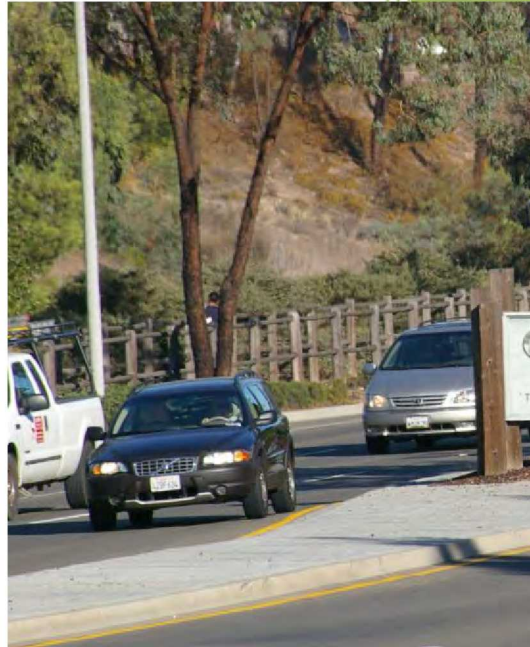


City of Poway

Transportation Master Element



March 2010

TRANSPORTATION

PURPOSE

The main purpose of the Transportation Master Element is to set forth goals, policies and strategies that promote effective, safe, and efficient use of existing transportation facilities and development of new facilities, while protecting and managing the natural and economic resources of the City.

The TME is consistent with other elements of the General Plan, such as Land Use, Community Design, Energy Conservation and Natural Resources (which includes Air Quality). The design of the transportation system takes into account route function and efficiency, as well as other factors discussed in the various elements. Thus, another important aspect and purpose of the TME is to promote the goals, policies and strategies of the General Plan as a whole.

Furthermore, since Poway is linked in numerous ways to many areas of the San Diego region, it is important that the TME be consistent with, and supportive of, regional goals and policies regarding transportation, and related factors such as air quality and energy conservation.

Another purpose of the TME is to ensure compliance with California Government Code Section 65302(b) which mandates that jurisdictions include a Circulation Element within their General Plan that describes and locates the basic systems which provide for the transportation needs and land uses of the jurisdictions.

The TME identifies existing transportation conditions and needs and then sets forth the goals, policies, and strategies for enhancement of the transportation system. Separate sections are included for Roadways, Public Transit, Scenic Roadways, Bikeways, Pedestrian Facilities and Trails.

BACKGROUND

The previous Transportation Master Element was adopted by the City Council on November 19, 1991 (Resolution 91-131). There have been amendments to the TME in the past 18 years, as shown below:

- Resolution 98-056, adopted on June 2, 1998, amended Figure V-6 (Bikeways Master Plan) and V-8 (Hiking and Riding Trails) by updating new bicycle and trail linkages.
- Resolution 01-050, adopted on June 19, 2001, deleted the section of Sycamore Canyon Road between Poway Road and Garden Road, and reclassified the section of Sycamore Canyon Road south of Garden Road from a 4-lane Major Arterial to a 2-lane Local Collector. This Resolution also called for the preparation of traffic engineering studies to upgrade the following roadway segments:

- Espola Road;
- Poway Grade between Espola Road and SR-67;
- Twin Peaks Road between Community Road and Ted Williams Parkway (SR-56);
- Community Road between Aubrey Street and Hilleary Place; and
- Poway Road west of Pomerado Road.

The transportation system in Poway has traditionally been largely automobile-oriented. However, in the recent past, more attention to development of alternate modes has been underway, including public transit options (ride sharing, van/car pooling, bus rapid transit), pedestrian paths, equestrian trails, and bikeways. Since the last update, Poway has implemented, or is in the process of implementing policies related not only to road improvements, but also to encouragement of transit and other modes of transportation. These improvements include the installation of numerous bicycle lanes throughout the City, as well as pedestrian and equestrian oriented paths and trails safety enhancements, updated traffic signal communication network and traffic signal synchronization, roadway enhancements and circulation upgrade projects, promotion of regional transit programs, and implementation of a traffic impact fee program for local and regional roadway improvements.

ROADWAY ELEMENT

Since the last update of the Roadway Element in 1991, Scripps Poway Parkway from SR-67 to I-15 has been completed. Various amendments to the Roadway Element have been approved to address specific transportation needs and additional studies have recommended to identify the proper roadway classifications for various facilities in the Poway roadway system, including:

- Poway Road, from Espola Road to SR-67;
- Espola Road, from Titan Way to Twin Peaks Road;
- Espola Road, from Twin Peaks Road to Poway Road; and
- Twin Peaks Road, from Ted Williams Parkway to Community Road.

Traffic modeling has been an essential step in the development of the Roadway Element, by providing a valuable tool in the analysis of the timing and location of transportation network improvements and planned land uses within the City of Poway. The SANDAG Series 11 Combined North County Model (CNCM) was utilized for this purpose.

Roadway Network

Poway's existing roadway system features six (6) key roads: Scripps Poway Parkway, Poway Road and Twin Peaks Road in the east-west direction, and Pomerado Road, Community Road and Espola Road in the north-south direction. These backbone roads are supported by and connected to numerous local and residential streets that make up the City of Poway's roadway network.

State Route-67: State Route 67 (SR-67) is located in the eastern part of Poway and serves the communities of Ramona to the north and Lakeside to the south. SR-67 is a four-lane State Highway south of Poway Road and a two-lane conventional State Highway north of Poway Road. It is the City's vision to implement a multi-purpose trail on the west side of SR-67 connecting trail linkages on Poway Road and Scripps Poway Parkway, as shown in the conceptual drawing below.



Scripps Poway Parkway: Scripps Poway Parkway is a six-lane Prime Arterial in the southern part of the City that serves the South Poway Business Park, and connects SR-67 to the east and I-15 to the west. Scripps Poway Parkway between Sycamore Canyon Road and SR-67 is designed as a scenic roadway.

Poway Road: Poway Road is a four-lane east-west Major Arterial running through the center of the City between SR-67 to the east and I-15 to the west. Poway Road's primary role is to serve the City's main commercial corridor. Its regional role as a east-west linkage between SR-67 and I-15 has diminished with the completion of Scripps Poway Parkway, which provides a more attractive east-west connection. The City proposes to conduct a corridor study for Poway Road between Oak Knoll Road and Garden Road to seek ways to improve its capacity as a four-lane arterial. Poway Road "Grade"

between Espola Road and SR-67 is designated as a scenic roadway and is classified as a two-lane special collector.

Pomerado Road: Pomerado Road is a four-lane north-south Major Arterial through the western part of the City that provides an important connection between residential areas to the north and the office/industrial areas in the southern part of the City.

SANDAG has identified Pomerado Road as a local arterial for the I-15 Integrated Corridor Management (ICM) program, and thus provides a local alternative route for I-15 corridor. The City is working with SANDAG to implement a Traffic Responsive/Adaptive Signal System to balance the requirements of serving regional through-traffic and local access traffic.

Community Road: Community Road is a four-lane Secondary Arterial from Twin Peaks Road south to Hilleary Place, and changes to a four-lane Major Arterial from Hilleary Place south to Scripps Poway Parkway. Community Road connects the central residential areas of the City with the office/industrial uses in the South Poway Business Park.

Twin Peaks Road: Twin Peaks Road east of Pomerado Road to Espola Road is a four-lane east-west Major Arterial. West of Pomerado Road, Twin Peaks Road changes to Camino Del Norte as a six-lane east-west Prime Arterial. It provides an important connection between I-15 and central Poway.

Espola Road: Espola Road is a four-lane north-south Collector north of Titan Way. It is classified as a three-lane

Special Collector south of Titan Way to Poway Road. It provides an important connection between Poway Road and Twin Peaks Road. Espola Road also provides the northernmost link between Poway and I-15 and serves Poway High School, Lake Poway, and the Blue Sky Ecological Reserve. Espola Road is designated as a scenic roadway.

Ted Williams Parkway: Ted Williams Parkway is a six-lane east-west Prime Arterial. It provides an important linkage between central Poway, I-15 and SR-56 through the Carmel Mountain Ranch Community.

Midland Road: Midland Road is a two-lane north-south local collector from Twin Peaks Road south to Hilleary Place and changes to a four-lane Arterial Collector between Hilleary Place and Poway Road. Midland Road provides an access to Old Poway, which includes Old Poway Park and the Historic Commercial District. Midland Road between Twin Peaks Road and Putney Road is designated as a Scenic Roadway.

Garden Road: Garden Road is a two-lane east-west local collector which connects Poway Road's commercial corridor to the residential neighborhood to the southeast.

Cross-Sections and Classifications

As a key component of the Roadway Element, a set of roadway functional classifications were developed to ensure that roadway characteristics and design attributes properly reflect the desired character of the City, while providing for

acceptable traffic operations. The designation of roadways by functional classification is the process in which the individual routes comprising a roadway network are grouped by type or class, according to the service they are intended to perform. Generally, arterial roadways are intended to provide a high level of mobility, with limited access to the collector street system. The collector street system is designed to facilitate both mobility and access, providing connections between local streets and arterial roadways.

The following are the City of Poway's functional roadway classifications. Details of the respective standards associated with each classification are presented in Table V-I.

Prime and Major Arterials: The main function of the roadways within this classification is to provide a high level of mobility for through traffic with restricted access to adjacent properties. These roadways generally serve trips of several miles, link major activity centers within the community, provide connections to regional roadways, and serve pass-through trips. Such roadways typically include higher design standards to ensure adequate mobility levels, with design characteristics that include six travel lanes for the Prime Arterial and four travel lanes for the Major Arterial, medians (raised or striped), controlled access, Class II bicycle lanes, no parking, and design speeds of 45 mph to 55 mph.

Collectors and Local Collectors: The Collector street system is designed to provide both mobility and access, as well as connections between local/residential streets and arterials.

Collector streets generally serve shorter trips connecting local and major facilities, or within neighborhoods. Collector roadways can have either four or two lanes of travel, with design characteristics consistent with their role. The four-lane Collector design typically includes Class II Bicycle Lanes, no parking, and design speeds of ≤ 40 mph. Two-lane Collectors typically have on-street parking, optional bicycle lanes, and design speeds of ≤ 35 mph. Local Collectors include two undivided travel lanes, with on-street parking, optional bicycle lanes and design speeds of ≤ 30 mph.

Residential Collectors: Residential Collectors are two-lane undivided roads with frequent driveway access points, and are designed with the intention of providing access to adjacent residential land uses and feeding traffic to collectors and other roads with higher classifications. This type of facility typically has on-street parking, no bicycle lanes, and design speeds of 25 mph. The design capacity for Residential Collectors is not determined by the physical capacity of the road, but rather by an acceptable level of traffic consistent with the quality of life in residential areas. Residential collectors carry an Average Daily Traffic of less than 2,400 vehicles per day.

POWAY COMPREHENSIVE PLAN: GENERAL PLAN

**TABLE V-1
CITY OF POWAY
CIRCULATION ELEMENT ROADWAY CLASSIFICATION, DESIGN THRESHOLDS AND CAPACITIES**

Functional Classification		Paved/R.O.W. Width	Design Speed	Number of Thru Lanes	Median Treatment	Bicycle Lanes	Parking	Design Threshold ¹	Capacity ²
Prime Arterial		106'126'	55 mph	6	Raised @ 18'-24'	Yes	No	57,000	63,000
Major Arterial		70'-82' / 92'-102'	≥45 mph	4	Raised @ 14'-24'	Yes	No	43,000	50,000
Collector		66'86'	≤40 mph	4	Two-Way Left-Turn Lane @ 12'	Yes	No	32,000	41,000
		48'68'	≤35 mph	2	Two-Way Left-Turn Lane @ 12'	No	Yes	16,000	21,000
Local Collector ⁴		40'60'	30 mph	2	None	No	Yes	10,900	14,000
Residential Collector		36'56'	25 mph	2	None	No	Yes	< 2,400 ³	--
Residential		36'56'	25 mph	2	None	No	Yes	< 800 ³	--
<i>Specific Arterials</i>									
Poway Rd Arterial, Espola Rd to SR-67		46'60'	55 mph	2	Raised @ 6'	Yes	No	26,000	30,000
Espola Rd Arterial	Titan Way to Twin Peaks Road	52'72'	50 mph	2	Two-Way Left-Turn Lane @ 12'	Yes	No	24,000	29,000
	Twin Peaks Road to Poway Road	46'66'	50 mph	2	Two-Way Left-Turn Lane @ 12'	Yes	No	24,000	29,000
<i>Business Park Facilities</i>									

**TABLE V-1
CITY OF POWAY
CIRCULATION ELEMENT ROADWAY CLASSIFICATION, DESIGN THRESHOLDS AND CAPACITIES**

Functional Classification	Paved/R.O.W. Width	Design Speed	Number of Thru Lanes	Median Treatment	Bicycle Lanes	Parking	Design Threshold ¹	Capacity ²
Prime Arterial (<i>Scripps Poway Pkwy, Western to Eastern City Limits</i>)	106'107'	55 mph	6	Raised @ 18'	Yes	No	57,000	63,000
Major Arterial (<i>Pomerado Rd, Stowe Dr to Stonemill Dr</i>)	86'106'	45 mph	4	Raised @ 18'	Yes	No	43,000	50,000
Business Park Collector (<i>Community Rd, north of Scripps Poway Pkwy</i>)	76'77'	45 mph	4	Raised Median @ 12'	Yes	No	30,000	37,000
Business Park Collector (<i>Community Rd, south of Scripps Poway Pkwy, Kirkham Rd/Way, Stowe Dr & Parkway Center Dr</i>)	64'65'	35-45 mph	4	Two-Way Left-Turn Lane @ 12'	No	No	30,000	37,000
Business Park Collector (<i>Tech Center Dr & Danielson St</i>)	48'49'	25 mph	2	None	No	No	18,000	22,000

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Notes:

1. Maximum Volume/Capacity (V/C) ratio = 0.90 and minimum V/C ratio = 0.76 depending on functional classification.
2. Volume/Capacity (V/C) ratio = 1.00
3. The ADT threshold is determined not by the physical capacity of the road, but rather the acceptable level of traffic which will not affect the quality of life in residential areas.
4. Not all Local Collectors require full-width improvement, subject to discretion of City Engineer.

Residential Streets: Like Residential Collectors, the design capacity of Residential streets is not determined by the physical capacity of the road, but rather by an acceptable level of traffic consistent with the quality of life in residential areas. Residential streets carry very low traffic volumes, generally less than 1,000 ADT, at speeds of 25 mph or less.

Specific Arterials: The Poway roadway network includes two facilities that are categorized as Specific Arterials, given their unique characteristics in travel patterns, surrounding land use mix, traffic controls, and travel speeds. Unique Level of Service standards for these two Specific Arterials are discussed in the “Level of Service Standards” Section of the Roadway Circulation Element Technical Report. The two Specific Arterials are described as:

- Poway Road, between Espola Road and SR-67 – This facility is designated as a Specific Arterial with two travel lanes, a narrow raised median, and Class II bicycle lanes. The design speed for this roadway section is 55 mph.
- Espola Road, between Titan Way and Poway Road – This facility is designated as a Specific Arterial with two travel lanes, striped median and/or two-way left-turn lane (TWLTL), and Class II bicycle lanes. The design speed for this roadway section is 50 mph.

Business Park Collectors: Another part of the City requiring special consideration is the southern area that

is characterized by industrial office and manufacturing uses, referred to herein as the Business Park. While the Prime and Major Arterials (Scripps Poway Parkway & Pomerado Road) retain their respective Level of Service standards in the Business Park, an additional Business Park Collector classification was developed to address the interior circulation street system.

The Business Park Collector street system is designed to provide both mobility and access to the Business Park. The cross-section of a Business Park Collector can either be four lanes with a raised median/two-way left-turn lane, or two-lane undivided roadway. Four-lane Collectors have Class II bicycle lanes, no parking, and design speeds of 35-45 mph; while two-lane Collectors have no parking, no bicycle lanes, and design speeds of 25 mph.

The cross-section for each roadway is arranged by functional classification and presented in Figures V-1 through V-6.

Existing (2008) Conditions

Table V-2 displays the existing cross-section and average daily traffic for roadway segments under Existing (2008) conditions. All of the City's Circulation Element roadway segments are currently operating within their respective design thresholds.

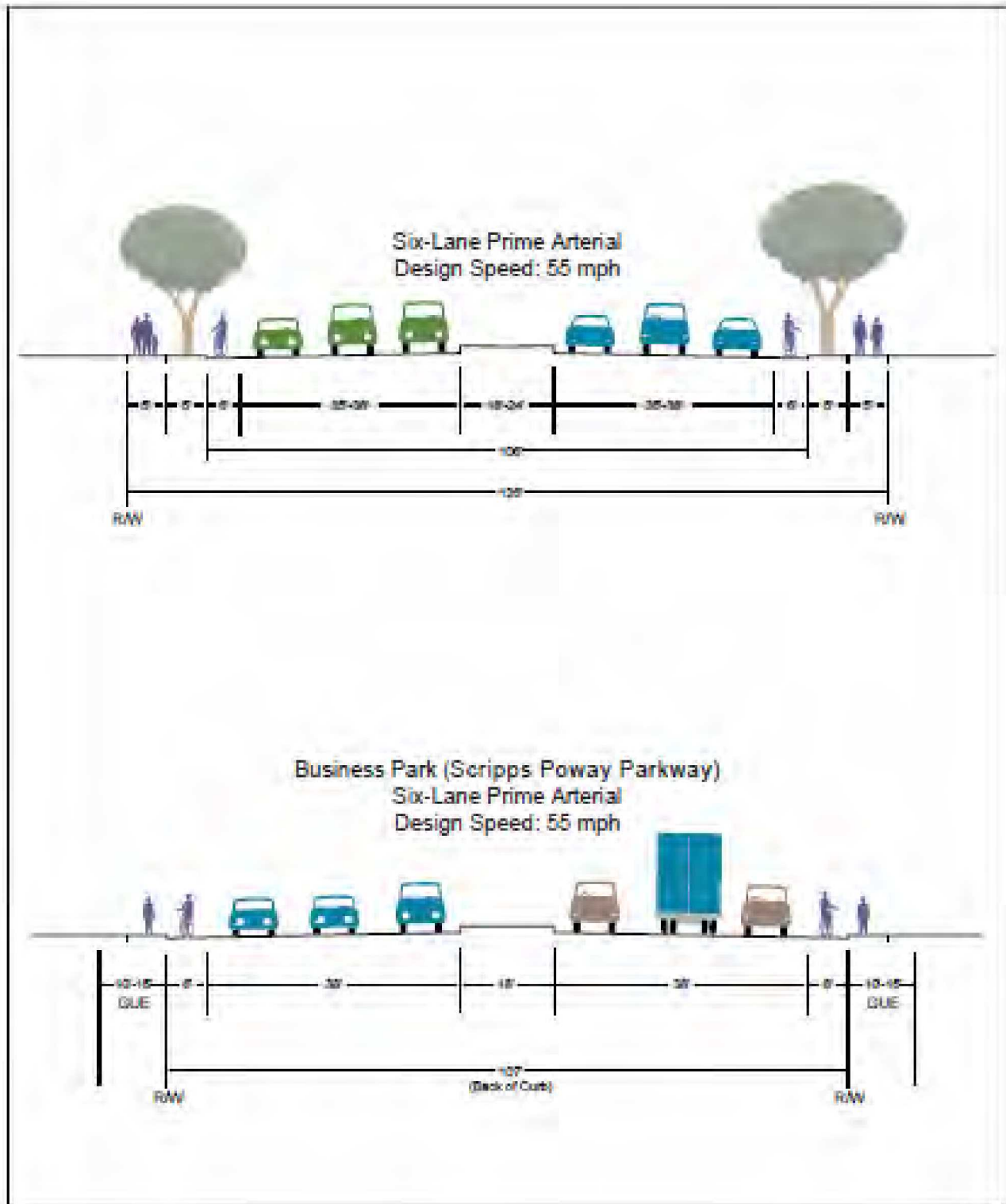
Designation of Roadway Classifications

SANDAG performed numerous iterations for purposes of calibration and validation of the Series 11 Combined North County Model (CNCM). The

CNCM was developed as a focused model utilizing the SANDAG Regional Transportation Model with additional land use and roadway network details provided for the North County area (cities of Oceanside, Vista, Carlsbad, San Marcos, Escondido, and Poway) and its sphere of influence.

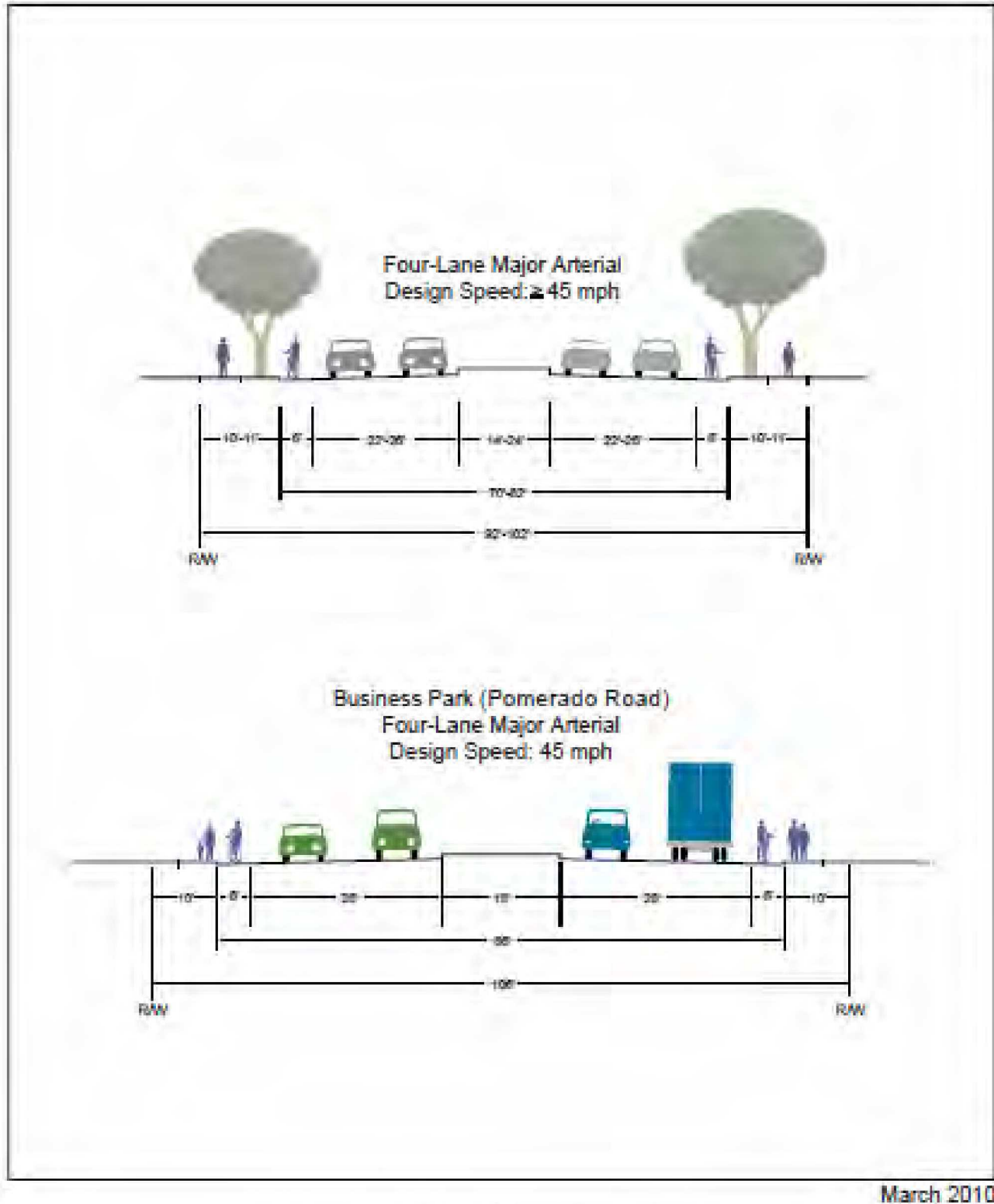
Based upon model output and City staff input, a number of roadway facilities were proposed for reclassification, including downgrading in classification designations. Figure V-7 illustrates the updated classifications for each of the Circulation Element roadways within the City of Poway. The updated Level of Service Standards included in Table V.1 were utilized to evaluate the 2030 roadway traffic operations.

Table V-3 displays the design Threshold Capacity analysis results for the Circulation Element roadway segments under future year 2030 conditions. As shown in the table, all of the City's Circulation Element roadway segments will continue to operate within their respective design thresholds.

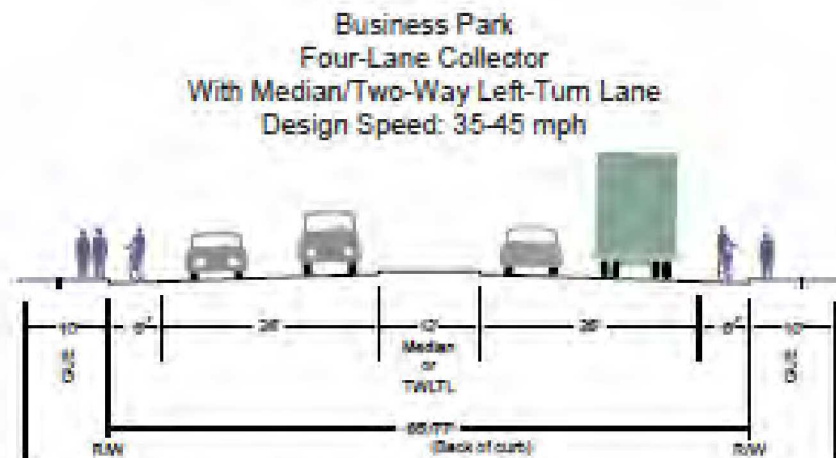
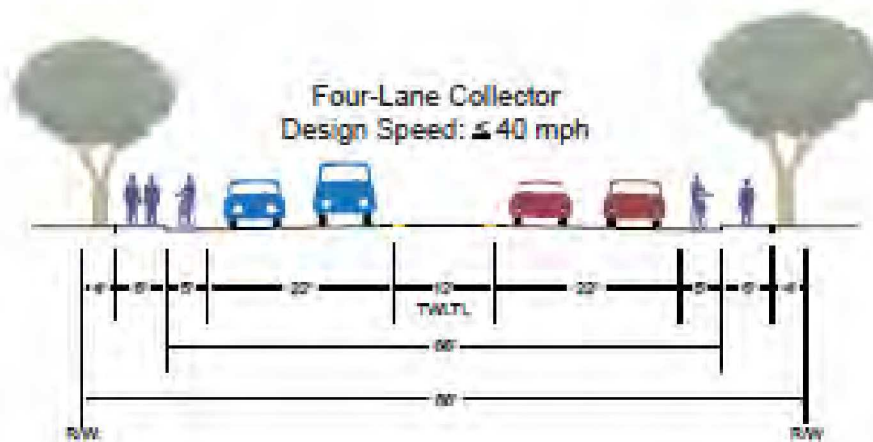


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Six-Lane Prime Arterial Cross-Sections
Figure V-1



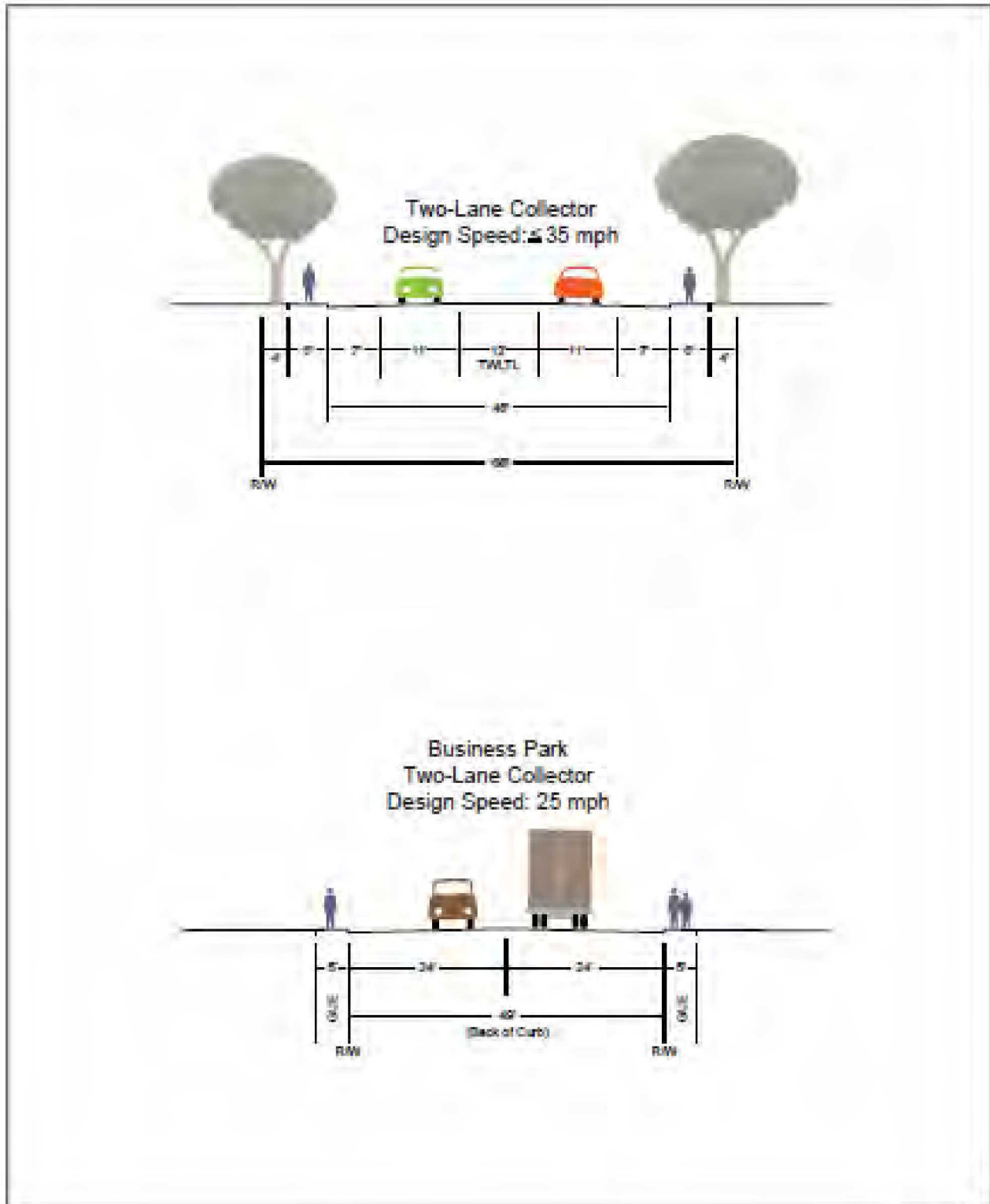
Four-Lane Major Arterial Cross-Sections
Figure V-2



* Bike Lane for Community Road, North of Scripps Poway Drive Only

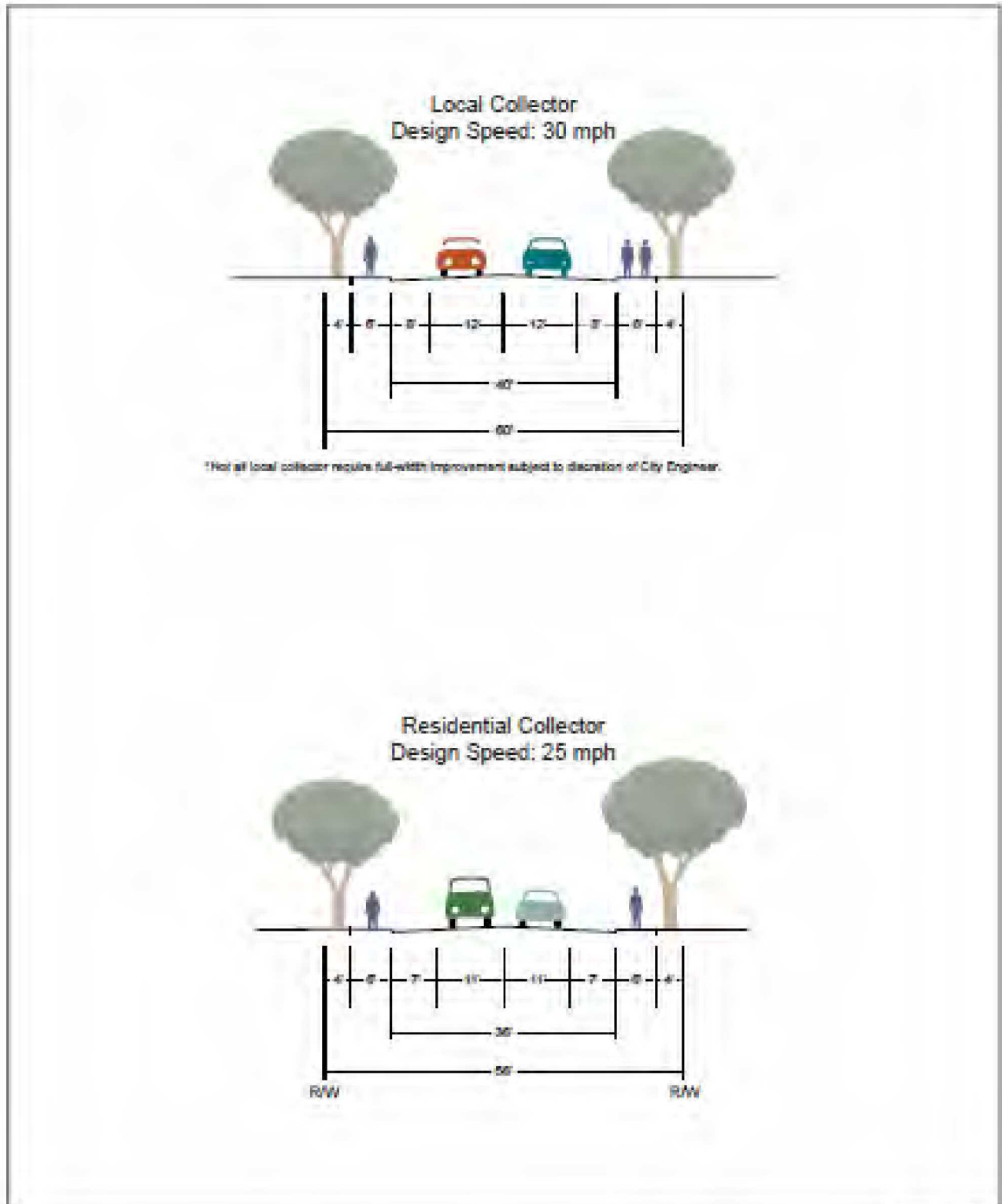
Four-Lane Collector Cross-Sections
Figure V-3

March 2010



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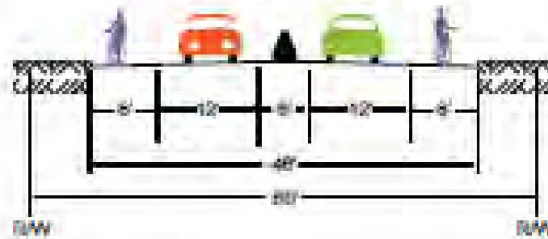
Two-Lane Collector Cross-Sections
Figure V-4



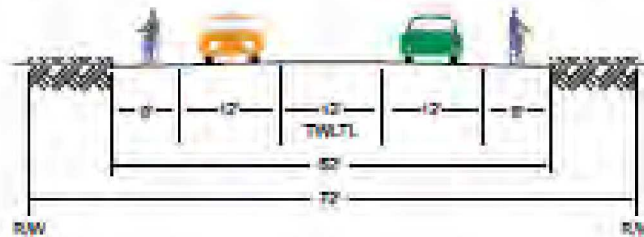
Local and Residential Collector Cross-Sections
Figure V-5

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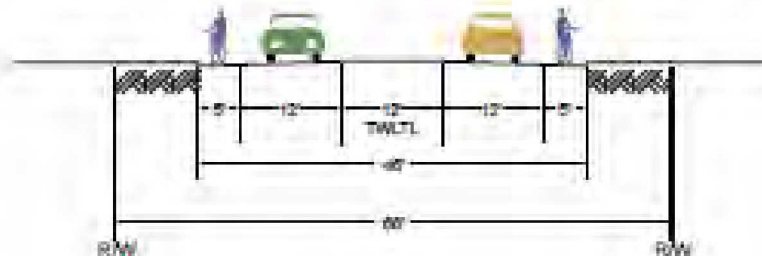
Specific Arterial
Poway Road: from Espola Road to SR-67



Specific Arterial
Espola Road: from Titan Way to Twin Peaks Road



Specific Arterial
Espola Road: from Twin Peaks Road to Poway Road



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Specific Arterial Cross-Sections
Figure V-6

**TABLE V-2
EXISTING (2008) ROADWAY CONDITIONS**

Roadway	Segment	Cross-Section	Design Capacity Threshold	2008 ADT	Within Design Threshold?
Scripps Poway Parkway	Western City Limit to Pomerado Rd	6-Ln w/ RM	57,000	37,600	Yes
	Pomerado Rd to Community Rd		57,000	37,600	Yes
	Community Rd to Danielson St		57,000	24,800	Yes
	Danielson St to Eastern City limit	4-Ln w/ RM	43,000	23,200	Yes
Ted Williams Parkway	Western City Limit to Pomerado Rd	6-Ln w/ RM	57,000	29,500	Yes
	Pomerado Rd to Twin Peaks Rd	functions as 4-Ln (2EB&3WB) w/ RM	43,000	15,000	Yes
Camino Del Norte	Western City Limit to Pomerado Rd	6-Ln w/ RM	57,000	34,200	Yes
Twin Peaks Road	Pomerado Rd to Ted Williams Pkwy	4-Ln w/ RM	43,000	29,900	Yes
	Ted Williams Pkwy to Community Rd	4-Ln w/ SM	43,000	37,800	Yes
	Community Rd to Midland Rd	4-Ln w/ SM	43,000	25,200	Yes
	Midland Rd to Espola Rd	4-Ln w/ TWLTL	43,000	22,400	Yes
Pomerado Road	Western City Limit to Twin Peaks Rd	4-Ln w/ RM/SM/TWLTL	43,000	24,700	Yes
	Twin Peaks Rd to Ted Williams Pkwy	4-Ln w/ RM	43,000	25,700	Yes
	Ted Williams Pkwy to Poway Rd	4-Ln w/ SM/TWLTL	43,000	26,000	Yes
	Poway Rd to Stowe Dr	4-Ln w/ RM	43,000	25,600	Yes
	Stowe Dr to Stonemill Dr		43,000	19,800	Yes
Community Road	Twin Peaks Rd to Hilleary Rd	4-Ln w/ TWLTL/RM/SM	43,000	21,800	Yes
	Hilleary Rd to Poway Rd	4-Ln w/ TWLTL/RM/SM	43,000	24,700	Yes
	Poway Rd to Stowe Dr	functions as 4-Ln (3NB&2SB) w/ RM	43,000	24,300	Yes
Community Road	Stowe Dr to Scripps Poway Pkwy	4-Ln w/ RM	30,000	17,600	Yes
	Scripps Poway Pkwy to Kirkham Way	4-Ln w/ SM	30,000	1,800	Yes

**TABLE V-2
EXISTING (2008) ROADWAY CONDITIONS**

Roadway	Segment	Cross-Section	Design Capacity Threshold	2008 ADT	Within Design Threshold?
Espola Road	Western City Limit to Valle Verde	4-Ln w/ SM	32,000	22,200	Yes
	Valle Verde to Titan Way	4-Ln w/ SM	32,000	19,100	Yes
	Titan Way to Twin Peaks Rd	2-Ln w/ SM	24,000	20,100	Yes
	Twin Peaks Rd to Poway Rd	2-Ln	16,000	14,900	Yes
Poway Road	Western City Limit to Pomerado Rd	4-Ln w/ RM	43,000	39,400	Yes
	Pomerado Rd to Community Rd	4-Ln w/ RM	43,000	33,600	Yes
Poway Road	Community Rd to Midland Rd	functions as 4-Ln (2WB&3EB)	43,000	25,000	Yes
	Midland Rd to Garden Rd	4-Ln w/ RM	43,000	25,000	Yes
	Garden Rd to Espola Rd	3-Ln w/ SM (2NB&1SB)	16,000	12,400	Yes
	Espola Rd to SR-67	2-Ln	26,000	16,400	Yes
Midland Road	Twin Peaks Rd to Aubrey St	2-Ln w/ TWLTL	16,000	8,100	Yes
	Aubrey St to Cynthia Ln	2-Ln w/ TWLTL	16,000	9,800	Yes
	Cynthia Ln to Poway Rd	4-Ln w/ SM	32,000	9,800	Yes
Garden Road	East of Poway Rd	2-Ln w/ TWLTL	16,000	1,500	Yes
Kirkham Road/Way	Stowe Dr to Gateway Pl	4-Ln w/ TWLTL	30,000	2,800	Yes
Stowe Drive	Pomerado Rd to Kirkham Way	4-Ln w/ TWLTL	30,000	11,000	Yes
Parkway Center Drive	Stowe Dr to Scripps Poway Pkwy	4-Ln w/ TWLTL	30,000	3,500	Yes
Tech Center Drive	Scripps Poway Pkwy to Kirkham Way	2-Ln w/ TWLTL	18,000	10,100	Yes
Danielson Street	Community Rd to Kirkham Way	2-Ln w/ TWLTL	18,000	2,500	Yes
Carriage Road	north of Poway Rd	2-Ln w/ RM	10,900	3,600	Yes
Carriage Road	south of Poway Rd	2-Ln w/ SM	10,900	3,600	Yes
Del Poniente Road	west of Espola Rd	2-Ln w/ SM	10,900	2,100	Yes
Lake Poway Road	west of Espola Rd	2-Ln w/ SM	10,900	1,500	Yes
	east of Espola Rd		10,900	1,300	Yes
Metate Lane	Rick St to Community Rd	2-Ln	10,900	2,900	Yes
Oak Knoll Road	Poway Rd to Pomerado Rd	2-Ln w/ SM	10,900	7,600	Yes

**TABLE V-2
EXISTING (2008) ROADWAY CONDITIONS**

Roadway	Segment	Cross-Section	Design Capacity Threshold	2008 ADT	Within Design Threshold?
Old Coach Road	north of Espola Rd	2-Ln	10,900	2,800	Yes
Robison Boulevard	Pomerado Rd to Ridgedale Dr	2-Ln	10,900	4,300	Yes
Silverlake Drive	Poway Rd to Robison Blvd	2-Ln	10,900	3,100	Yes
Stone Canyon Road	west of Martincoit Rd	2-Ln	10,900	5,700*	Yes
Tierra Bonita Road	south of Twin Peaks Rd	2-Ln	10,900	1,200	Yes
Titan Way	Riparian Rd to Espola Rd	2-Ln w/ SM	10,900	4,200	Yes
Valle Verde Road	north of Espola Rd	2-Ln w/ TWLTL	10,900	5,800	Yes
Putney Road	Midland Rd to Ipava Dr	2-Ln	10,900	900*	Yes
Ipava Drive	Putney Rd to Tierra Bonita Rd	2-Ln	10,900	400*	Yes
Sycamore Canyon Road	south of Garden Rd	2-Ln	10,900	600	Yes
Martincoit Road	Espola Rd to Orchard Gate Rd	2-Ln	10,900	2,300	Yes

March 2010

Notes:

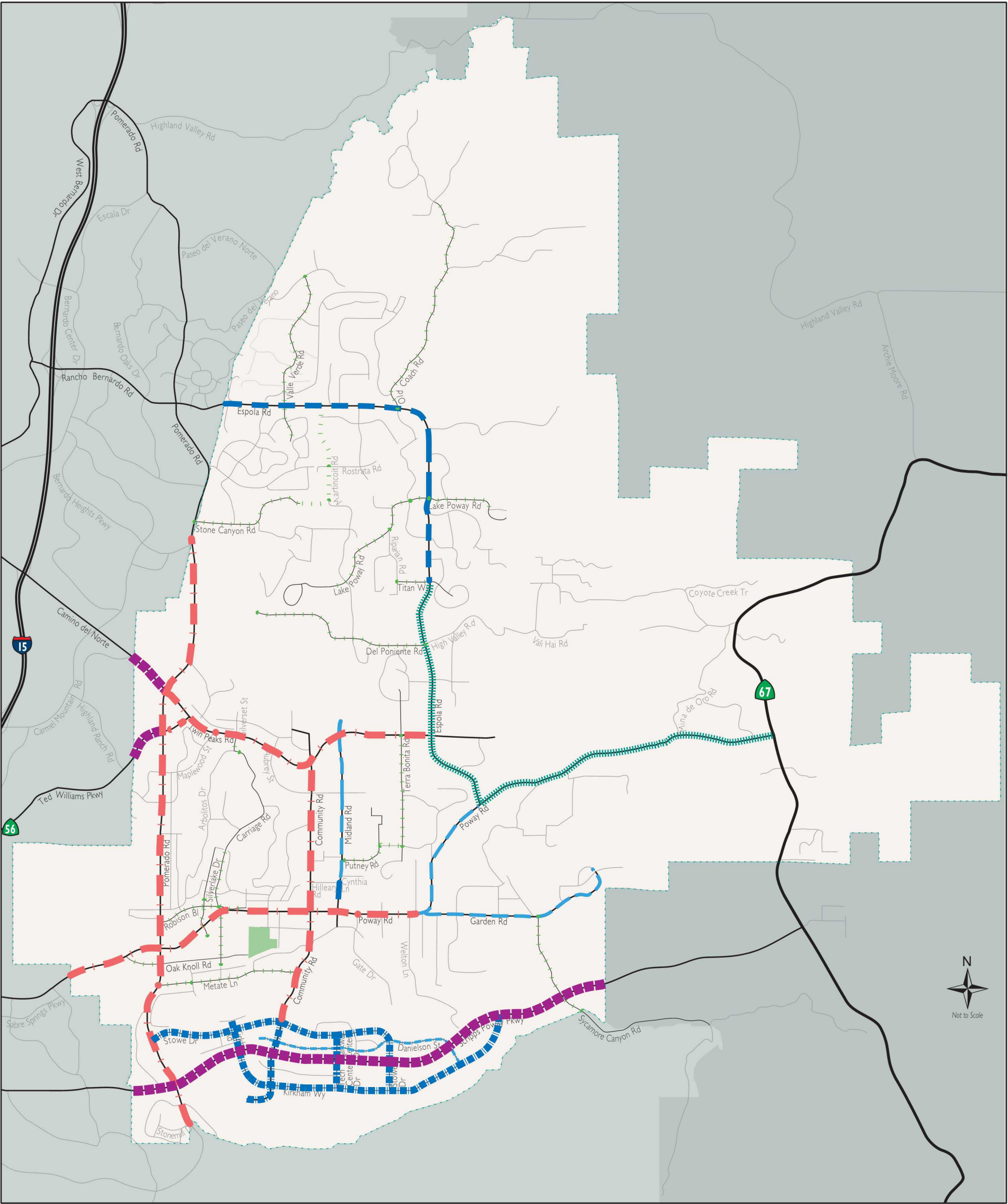
RM = Raised Median

SM = Striped Median

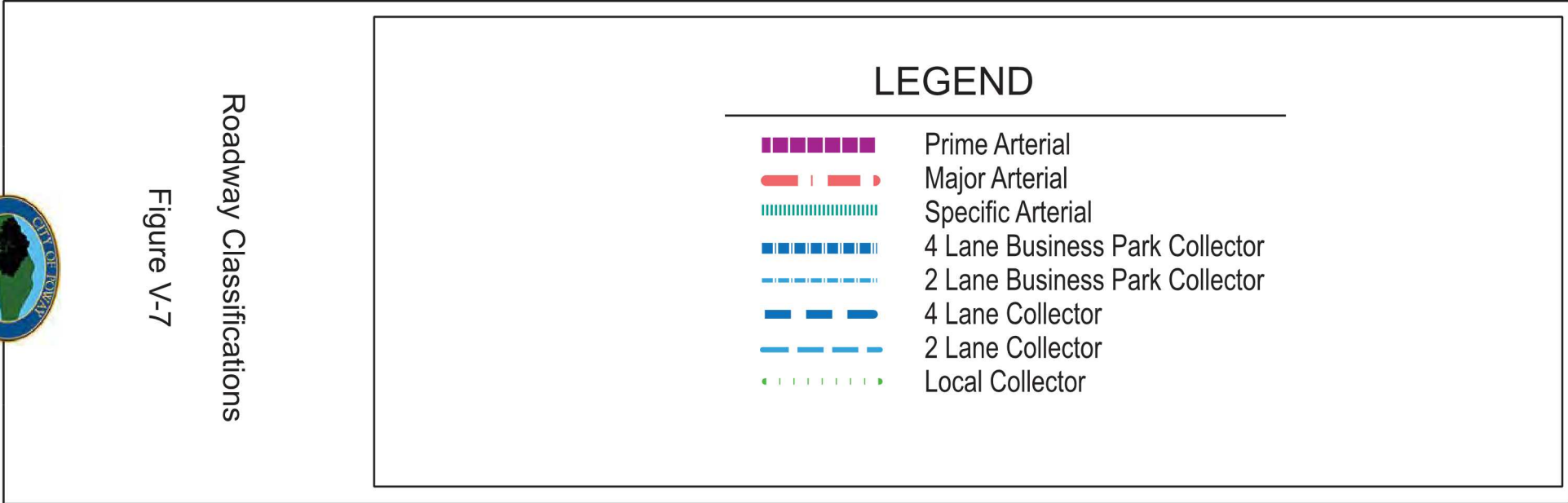
TWLTL = Two-way left-turn lane

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

* indicates SANDAG base year model counts.



March 2010



**TABLE V-3
2030 CIRCULATION ELEMENT ROADWAY CONDITIONS**

Roadway	Segment	Proposed Functional Classification	Design Capacity Threshold	Forecast ADT	Within Design Threshold?
Scripps Poway Parkway	Western City Limit to Pomerado Rd	Prime Arterial	57,000	54,000	Yes
	Pomerado Rd to Community Rd		57,000	54,500	Yes
	Community Rd to Danielson St		57,000	27,000	Yes
	Danielson St to Eastern City limit		57,000	27,300	Yes
Ted Williams Parkway	Western City Limit to Pomerado Rd	Prime Arterial	57,000	42,500	Yes
	Pomerado Rd to Twin Peaks Rd	Major Arterial	43,000	20,000	Yes
Camino Del Norte	Western City Limit to Pomerado Rd	Prime Arterial	57,000	43,500	Yes
Twin Peaks Road	Pomerado Rd to Ted Williams Pkwy	Major Arterial	43,000	34,400	Yes
	Ted Williams Pkwy to Community Rd		43,000	42,700	Yes
	Community Rd to Midland Rd		43,000	26,700	Yes
	Midland Rd to Espola Rd		43,000	23,600	Yes
Pomerado Road	Western City Limit to Twin Peaks Rd	Major Arterial	43,000	27,300	Yes
	Twin Peaks Rd to Ted Williams Pkwy		43,000	29,800	Yes
	Ted Williams Pkwy to Poway Rd		43,000	33,400	Yes
	Poway Rd to Stowe Dr		43,000	27,900	Yes
	Stowe Dr to Stonemill Dr		43,000	24,000	Yes
Community Road	Twin Peaks Rd to Hilleary Rd	Major Arterial	43,000	23,000	Yes
	Hilleary Rd to Poway Rd		43,000	27,900	Yes
	Poway Rd to Stowe Dr		43,000	28,100	Yes
	Stowe Dr to Scripps Poway Pkwy	Business Park Collector (4-Ln)	30,000	19,400	Yes
	Scripps Poway Pkwy to Kirkham Way		30,000	5,400	Yes
Espola Road	Western City Limit to Valle Verde	Collector (4-Ln)	32,000	26,000	Yes
	Valle Verde to Titan Way		32,000	23,900	Yes
	Titan Way to Twin Peaks Rd	Specific Arterial	24,000	23,000	Yes
	Twin Peaks Rd to Poway Rd		24,000	21,600	Yes

**TABLE V-3
2030 CIRCULATION ELEMENT ROADWAY CONDITIONS**

Roadway	Segment	Proposed Functional Classification	Design Capacity Threshold	Forecast ADT	Within Design Threshold?
Poway Road	Western City Limit to Pomerado Rd	Major Arterial	43,000	39,600	Yes
	Pomerado Rd to Community Rd		43,000	37,400	Yes
	Community Rd to Midland Rd		43,000	36,500	Yes
	Midland Rd to Garden Rd	Major Arterial	43,000	35,700	Yes
	Garden Rd to Espola Rd	Collector (2-Ln)	16,000	13,100	Yes
	Espola Rd to SR-67	Specific Arterial	26,000	20,000	Yes
Midland Road	Twin Peaks Rd to Aubrey St	Collector (2-Ln)	16,000	10,500	Yes
	Aubrey St to Cynthia Ln		16,000	15,500	Yes
	Cynthia Ln to Poway Rd	Collector (4-Ln)	32,000	15,300	Yes
Garden Road	East of Poway Rd	Collector (2-Ln)	16,000	14,400	Yes
Kirkham Road/Way	Stowe Dr to Gateway Pl	Business Park Collector (4-Ln)	30,000	21,700	Yes
Stowe Drive	Pomerado Rd to Kirkham Way	Business Park Collector (4-Ln)	30,000	19,300	Yes
Parkway Center Drive	Stowe Dr to Scripps Poway Pkwy	Business Park Collector (4-Ln)	30,000	7,400	Yes
Tech Center Drive	Scripps Poway Pkwy to Kirkham Way	Business Park Collector (2-Ln)	18,000	12,000	Yes
Danielson Street	Community Rd to Kirkham Way	Business Park Collector (2-Ln)	18,000	15,000	Yes
Carriage Road	north of Poway Rd	Local Collector	10,900	5,300	Yes
	south of Poway Rd		10,900	4,200	Yes
Del Poniente Road	west of Espola Rd	Local Collector	10,900	2,100	Yes
Lake Poway Road	west of Espola Rd	Local Collector	10,900	1,900	Yes
	east of Espola Rd		10,900	1,500	Yes
Metate Lane	Rick St to Community Rd	Local Collector	10,900	3,300	Yes
Oak Knoll Road	Poway to Pomorado Road	Collector (2-Ln)	10,900	10,100	Yes
Old Coach Road	north of Espola Rd	Local Collector	10,900	7,300	Yes
Robison Boulevard.	Pomerado Rd to Ridgedale Dr	Local Collector	10,900	6,700	Yes
Silverlake Drive	Poway Rd to Robison Blvd	Local Collector	10,900	5,300	Yes

**TABLE V-3
2030 CIRCULATION ELEMENT ROADWAY CONDITIONS**

Roadway	Segment	Proposed Functional Classification	Design Capacity Threshold	Forecast ADT	Within Design Threshold?
Stone Canyon Road	west of Martincoit Rd	Local Collector	10,900	7,500	Yes
Tierra Bonita Road	south of Twin Peaks Rd	Local Collector	10,900	2,900	Yes
Titan Way	Riparian Rd to Espola Rd	Local Collector	10,900	8,100	Yes
Valle Verde Road	north of Espola Rd	Local Collector	10,900	6,900	Yes
Putney Road	Midland Rd to Ipava Dr	Local Collector	10,900	1,500	Yes
Ipava Drive	Putney Rd to Tierra Bonita Rd	Local Collector	10,900	900	Yes
Sycamore Canyon Road	south of Garden Rd	Local Collector	10,900	2,000	Yes
Martincoit Road	Espola Rd to Orchard Gate Rd	Local Collector	10,900	2,500	Yes

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SCENIC ROADWAYS

The City of Poway has many notable topographical and scenic features worthy of appreciation. Situated in a network of hillsides and valleys, the City includes views of several mountain peaks, including Mt. Woodson, Iron Mountain, and Twin Peaks, in addition to other prominent ridgelines that penetrate into the developed areas of the City. There are also several scenic areas that are combined with grasslands or riparian open space. These peaks, ridgelines and open space areas represent a considerable public scenic investment which should be protected and enhanced.

Scenic Roadway Concept

The purpose of designating scenic roadways is to identify certain roads as possessing worthy scenic value and to then provide guidelines to preserve that value. The public generally has an idealized picture of what constitutes a scenic roadway. They generally envision images of a pastoral, meandering roadway through the countryside or a rocky rambling road through the mountains. Most scenic routes depend on natural landscapes for their aesthetic qualities. In the City of Poway, there also exists the need to preserve, enhance and showcase the community's rural history and image. Roadways that cross through these areas can also be considered scenic.

Existing Regional Scenic Highway Programs

The State of California has an extensive statewide scenic highway program, with many natural and man-made scenic

features having been preserved and available for viewing by travelers along the State's roadway system. In the San Diego area, the designated and eligible scenic highways are primarily oriented toward either the Pacific coastline or the mountain and desert areas to the east.

The County of San Diego's General Plan also contains a local scenic roadway program. Through its Scenic Highways Element, the County has designated several scenic routes. Most of these routes are local roadways that link state scenic highways. Within the City of Poway, the County's Highway Element includes Espola Road from the western City limits to Poway Road; Poway Road from Espola Road to State Route 67; Scripps Poway Parkway from Sycamore Canyon Road to SR-67; and State Route 67 in its entirety, as scenic routes.

Poway Local Scenic Roadways

Due to its panoramic views of Poway's mountains and valleys, local scenic roadways within the City of Poway include Espola Road from the western City limits to Poway Road, Poway Road from Espola Road to SR-67 and SR-67 through the Poway City limits. In addition, Midland Road, between Hilleary Road and Twin Peaks Road, has been designated as a scenic route due to the many significant historic and cultural features that exist along the road. Where not inhibited by existing or approved development, the City requires a landscaped open space easement of 50 feet from the ultimate right-of-way along all scenic roadways, with the exception of Espola Road between Titan Way and Twin Peaks Road and Midland Road.

As displayed in Figure V-8, the following roadways have been designated as local scenic roadways:

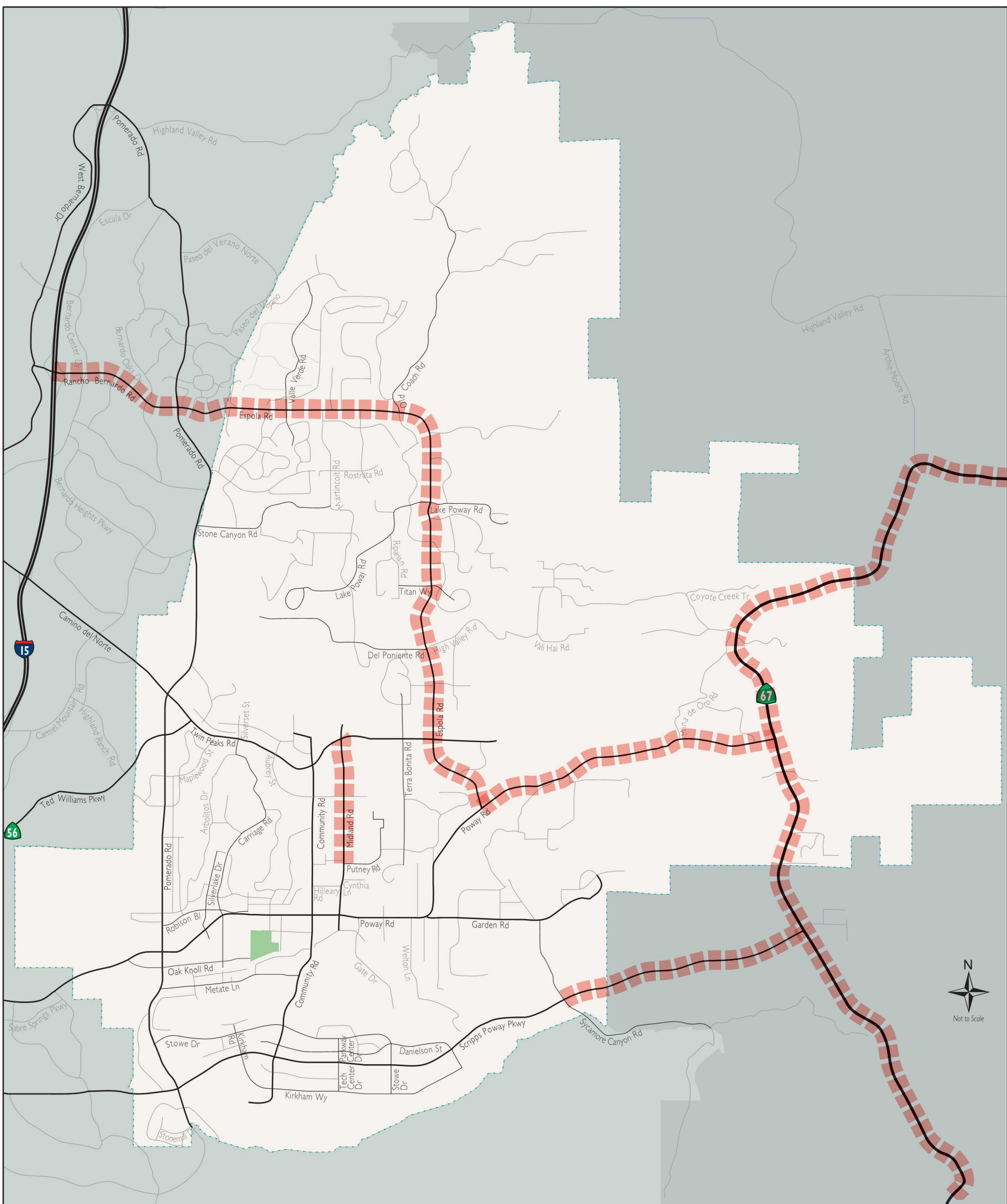
Espola Road: Espola Road is one of the more scenic routes in the City of Poway. It typifies the City's rural image and has several long-range vistas of Mt. Woodson and Iron Mountain. There are also several aesthetic open space areas along Espola Road that have scenic value because of significant grasslands and oak and eucalyptus tree stands. Espola Road also provides a gateway to the City's most significant park land area, the combined Lake Poway, Clyde E. Rexrode Wilderness Area, and Blue Sky Ecological Reserve.

Poway Road: Poway Road between Espola Road and SR-67 provides expansive views of the Poway Valley, Twin Peaks, and the mountains to the east.

State Route 67: SR-67 is located on a high mountain plateau along the foothills of both Mt. Woodson and Iron Mountain, providing scenic vistas of the local mountains, the Poway Valley, and extended views to the coast.

Midland Road: Midland Road reflects the City's historical significance. There are several historic structures along Midland Road, including the Kent House, the Plaisted Home, and Templars Hall. Midland Road is also the center of "Old Poway" and Old Poway Park. This area also contains a series of historic structures and a steam train. A specific plan with special design guidelines regulates, maintains and enhances the historic character of the area.

Scripps Poway Parkway: Scripps Poway Parkway, between Sycamore Canyon Road and SR-67, is particularly scenic with panoramic views of the Poway Valley, Twin Peaks and the mountains to the east and south.



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LEGEND



Scenic Roadways

Scenic Roadways

Figure V-8



PUBLIC TRANSIT ELEMENT

Public transit provides important travel options for daily commuters, students, and those lacking access to a personal automobile, including the elderly and disabled. As such, it is a key and vital component of the overall transportation system serving the City of Poway.

The Metropolitan Transit System (MTS) currently provides various transit services for the City of Poway. In addition, the City provides Park-N-Ride facilities. Figure V-9 presents a map of the transit facilities serving the City of Poway.

Ridesharing: The City currently offers three Park-N-Ride lots to promote ridesharing in the community; one is located in the southwest quadrant of the Twin Peaks Road/Community Road intersection, and will accommodate approximately 25 vehicles. This lot is also adjacent to Bus Route 844 for those wishing to take advantage of the transit system. The second lot is owned by St. Gabriel's church but is made available for Park-N-Ride purposes as part of an agreement with the City of Poway. This lot is located in the northwest quadrant of the Budwin Lane/Twin Peaks Road intersection, and can accommodate as many as 60 vehicles. The third lot is located on the southeastern corner of Poway Road and the SR-67 intersection and can accommodate as many as 100 vehicles.

Transit Services: In early 2006, MTS implemented a Comprehensive Operational Analysis (COA) of its bus and trolley services, with the objective of making MTS's bus routes better aligned with customer's needs, as

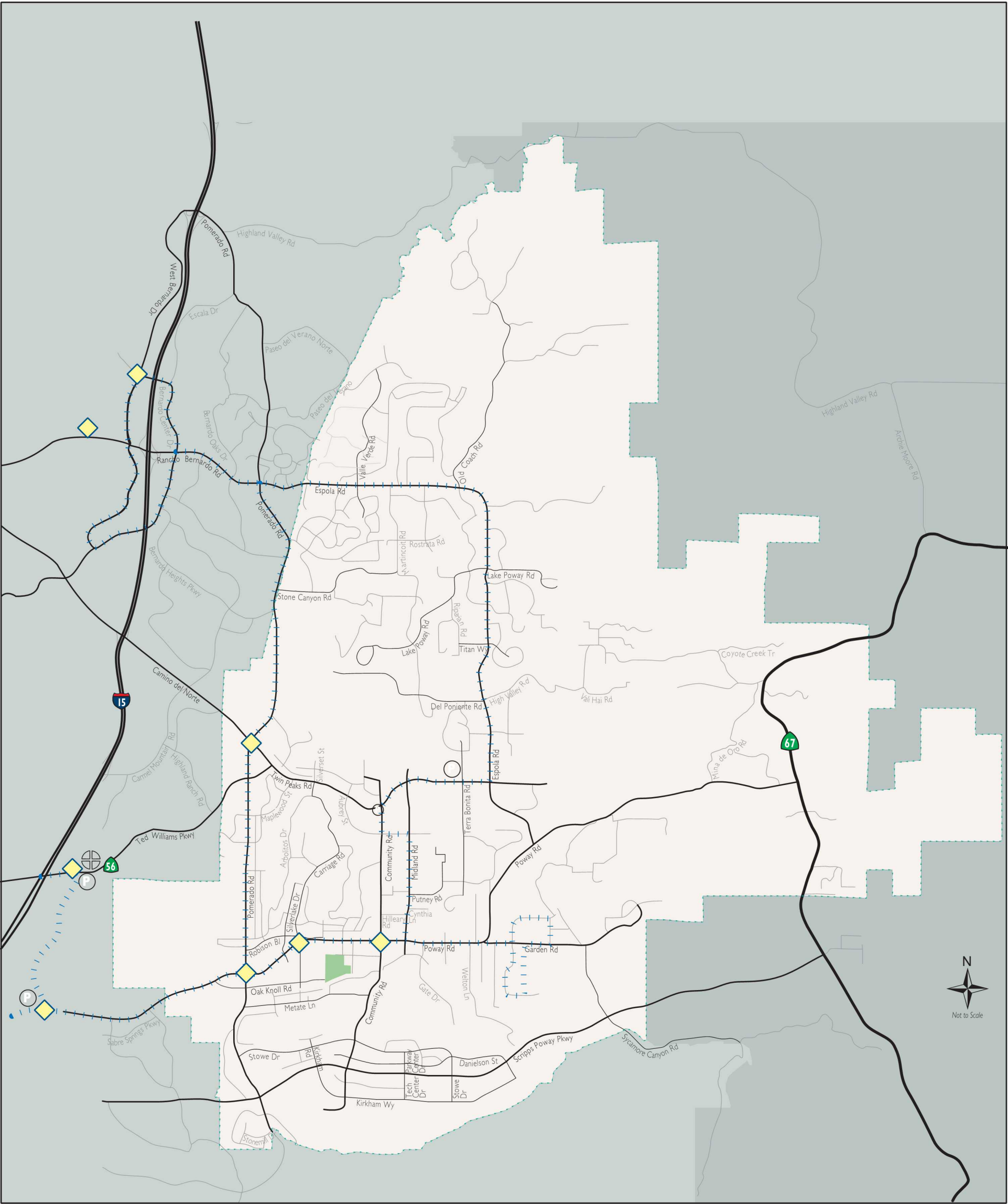
well as to create a fiscally sustainable transit system into the future. This analysis resulted in a number of changes to the various bus routes serving the City.

Fixed Route:

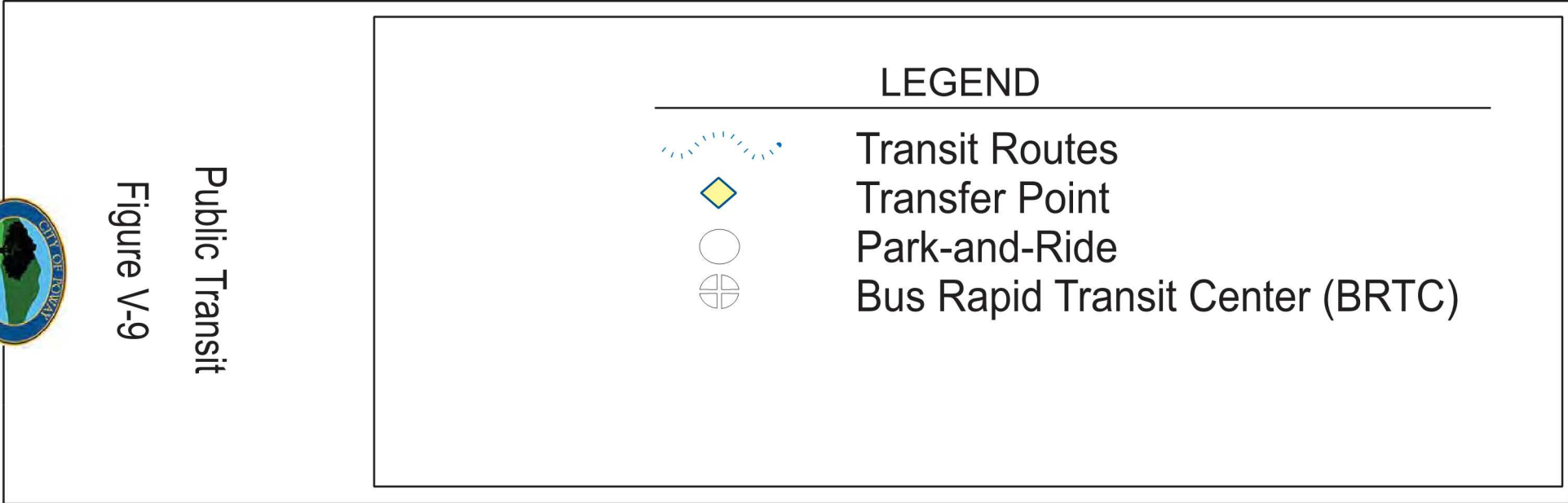
In September 2006, Bus Routes 844 and 845 routes and frequencies were modified. With the modification, service was eliminated along sections of Midland Road, Aubrey Street, Twin Peaks Road, Espola Road, and Civic Center Drive.

Route 844 includes four morning trips and five afternoon trips to provide transit service for middle and high schools in the City of Poway. The service frequencies range between 30 and 50 minutes during weekdays. There is currently no service on the weekends or on observed holidays. This route serves a large area of the City by providing looped courses that follow along Poway Road, Midland Road, Twin Peaks Road, Espola Road, and Pomerado Road.

Route 845 serves the Garden Road area, Poway Road, Pomerado Road, and extends to Rancho Bernardo. This route operates six days a week with no Sunday service. During weekdays, service is provided between 6:30 AM and 7:00 PM, with an approximate service frequency of 35 minutes. On Saturday, Route 845 provides service from 8:22 AM to 6:40 PM, with an approximate service frequency of 90 minutes.



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Public Transit
Figure V-9



Commuter Express:

Bus Route 820 (Commuter Express between Downtown San Diego and Poway) provides service to Midland Road/Poway Road, Pomerado Road/Poway Road and Poway Road/Carriage Road, in the City of Poway.

Although there is no designated Park-N-Ride lot within the Poway City limits to support this route, there is a designated lot for Route 820 just beyond the City limits at the Sabre Springs Parkway/Poway Road intersection.

It is estimated that the above routes currently provide transportation to an estimated 256,700 annual passengers or approximately 990 passengers per week.

Future I-15 Bus Rapid Transit (BRT):

BRT is an integral part of the I-15 Managed Lanes project, providing transit routes for connecting residential areas with major employment centers along the I-15 corridor between SR-163 and SR-78. A number of BRT Centers (BRTCs) are planned adjacent to the I-15 freeway. The closest of which to the City of Poway, the Sabre Springs BRTC, is located off of the I-15/SR-56 interchange. The Sabre Springs BRTC is currently in operation, and offers in addition to transit services, a "Park-N-Ride" lot that connects to the managed lanes by direct-access ramps, thus providing preferential access for carpools. Routes 844 and 820 will also service the BRTC in the near-term (year 2012).

ADA Complimentary Paratransit Service:

MTS offers curb-to-curb service designed for transit riders who have disabilities that prevent them from using regular bus services. The ADA Paratransit provides service to the same areas and during the same days and hours of service as that of the fixed route.

Airport Service:

The City of Poway has an agreement with a shuttle service vendor to provide service to the San Diego Airport, Santa Fe Depot or cruise ship terminal at discounted rates for Poway residents and businesses.

Expansion of transit opportunities should continue to be an important component of the City's Transportation Master Element, and will be critical to ensuring an effective and sustainable long-term transportation solution for the City. Possible transit opportunities include:

1. Local Service Expansions – Expansion of bus service to serve a wider variety of origins and destinations throughout the City of Poway should be a long-term goal. Options to improve service to the South Poway Business Park should be explored, including possibility of a transit center providing a focal point for commuters and transit services alike.
2. I-15 BRT Service Connections – As BRT is implemented in the I-15 Corridor, it will be important to improve and expand linkages and connections into Poway to minimize the need to individually drive and park at the BRT centers along I-15.

BICYCLE ELEMENT

INTRODUCTION

The bicycle is not only an enjoyable and efficient means of transportation and recreation. The benefits of bicycling are multiple. First, the rider enjoys physical and mental health benefits. Second, the air quality is improved and the environment benefits by a reduction in the use of fossil fuels. Additionally, potential roadway congestion is relieved to the degree that bicycle ridership occurs.

The City of Poway has developed numerous bikeways covering many miles through City streets and in scenic off-road areas. The purpose of the Bikeway Element of the General Plan is to create a unified and functional system of bikeways that addresses the transportation needs of bicyclists in the community and provides linkages with existing and planned bikeways in adjacent communities and the Region.

Field surveys and mapping were undertaken with the objective of identifying on-street and off-street bikeways that should be maintained and/or developed, as well as developing recommendations for implementation of the facilities.

Definitions

The term “bikeway” is used to describe all facilities that are provided for bicycle travel. The three main classes of bikeways are:

Class I - Bicycle Path: A right-of-way separated from the main street system designed to accommodate one-way or

two-way bicycle traffic. Bicycle paths can be used to provide both bicycle commuter routes and recreational opportunities in scenic areas. Bicycle paths are particularly useful in overcoming hazards to bicycle travel such as major vehicular roads not suitable for bicycle traffic. Bicycle paths are typically 10 feet wide and are identified by signage which states that the path is a “Bicycle Path” and that “No Motor Vehicles or Motorized Cycles” are allowed.

Class II - Bicycle Lane: An on-street facility designated by a solid white line striped along the right hand side of the road, designed for one-way travel in the direction of motor vehicle traffic flow. Bicycle lanes are designed to enhance the safety and convenience of cyclists using the street system by defining a space on the road specifically for bicycle use. Bicycle lanes generally form the backbone of the bikeways system and are typically 4 to 8 feet wide. They are identified by signs that state the lane is a “Bicycle Lane” or have a bicycle symbol and a supplemental sign that says “No Parking” is allowed.

Class III - Bicycle Route: Identified on the road by signing, and special pavement markings where appropriate. Bicycle route signs are used to alert motorists to the presence of bicycles on the street, to indicate alternative routes for bicycling to major roads, and/or to close a gap in the bikeways system where bicycle paths or lanes are not feasible. Bicycle routes should be placed only on the more lightly traveled local collector streets. Bicycle routes are identified by a “Bicycle Route” sign.

Existing Facilities

Prior to the City of Poway's incorporation in December 1980, bicycle lanes were established by the County of San Diego on Twin Peaks Road and portions of Poway Road, Espola Road, and Pomerado Road.

Since that time, the City of Poway has created miles of bikeways throughout the City. The "On-Street Bikeways" section of this element discusses bicycle lanes and routes on City streets. The "Off-Street Bikeways" section discusses off-road bicycle paths. To assist in the classifying of existing facilities and determining appropriate types of bikeway connections where gaps were identified, the following factors relating to the existing and planned roadway network were carefully studied:

- Street classification
- Pavement width
- Number of traffic lanes
- Average daily traffic volumes
- Posted speed limits
- On-street parking

In general, bicycle lanes (Class II) are recommended on the prime, major, and specific arterial, as well as collector streets. Bicycle routes (Class III) are located on the smaller collector and local streets where they offer an alternative to bicycle riding on the larger roadways and arterials. Collector and local streets also provide connections to local traffic generators such as schools, shopping centers, and commercial areas. Bicycle paths (Class I) are recommended in park and recreation areas.

Bikeway Facilities

Figure V-10 displays a map of the updated Bikeway Element, including both on-street and off-road bicycle facilities within the City of Poway.

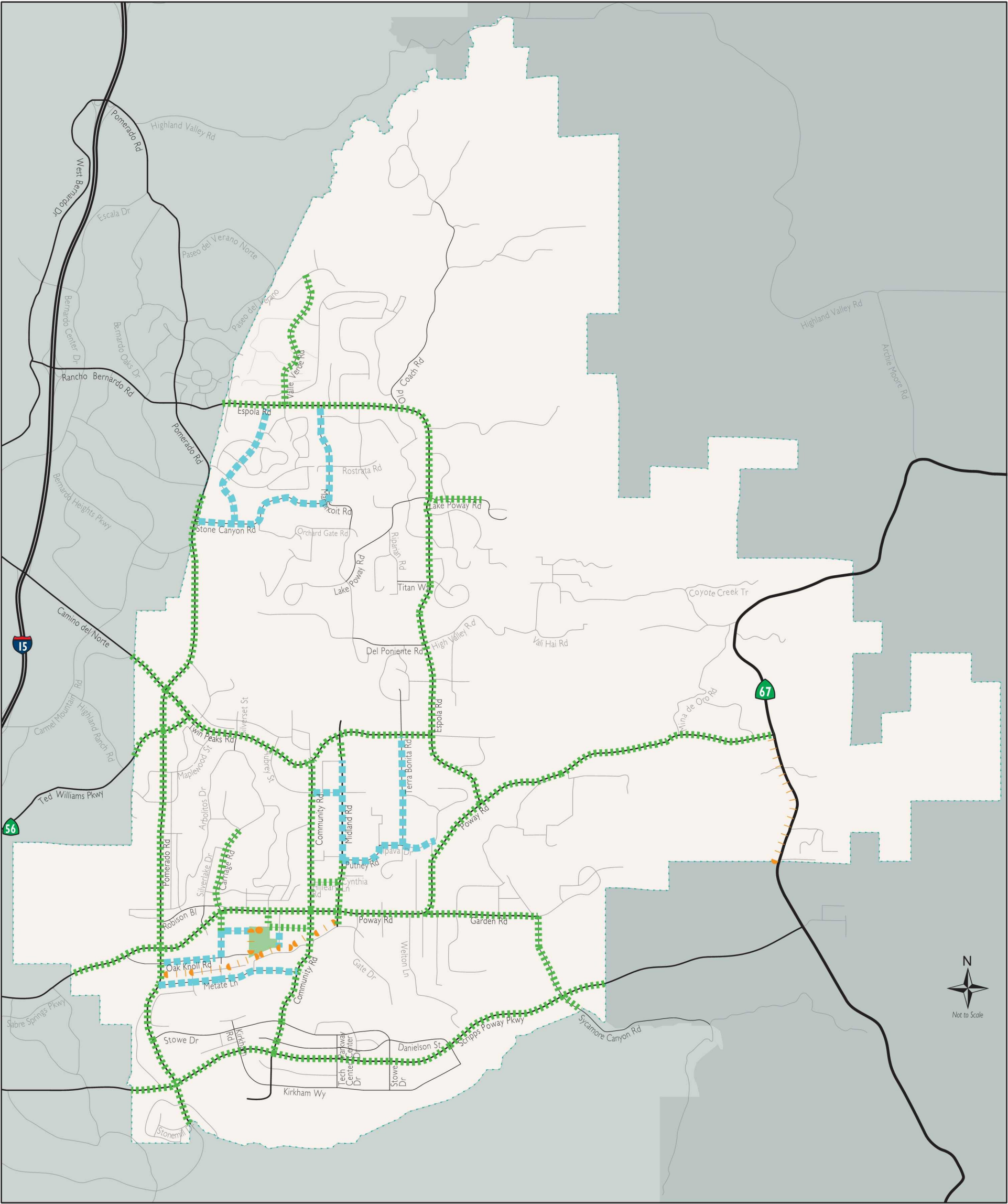
ON-STREET BIKEWAY SEGMENTS

- **Avenida Florencia/Del Norte/Stone Canyon Road** (Espola Road – Pomerado Road)

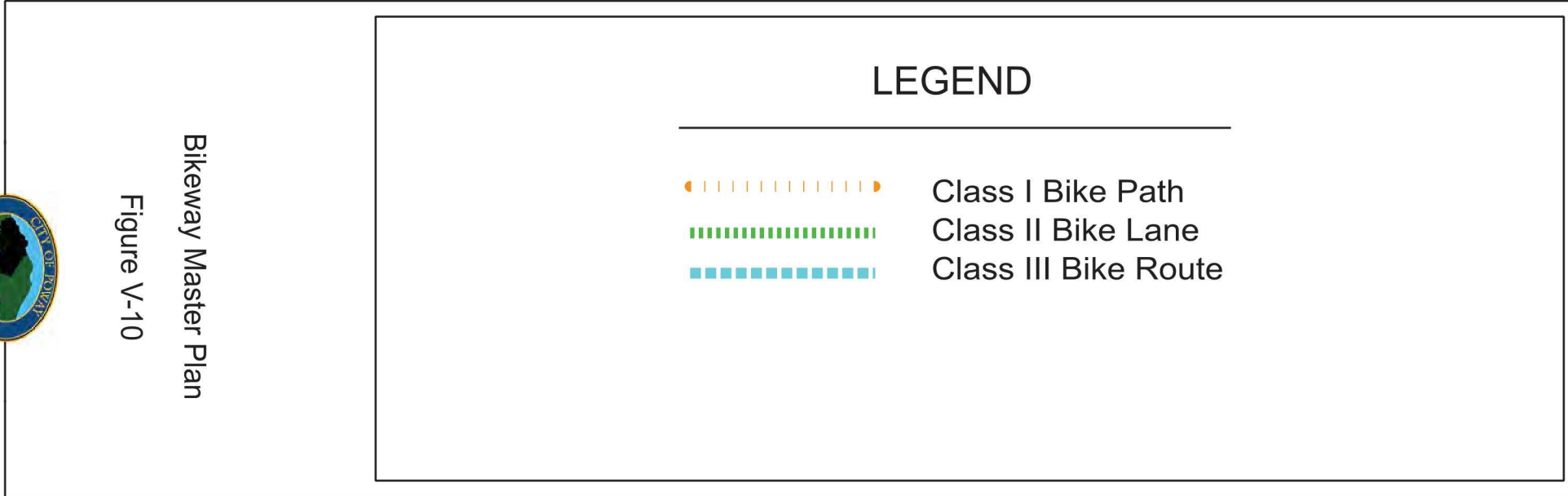
These three local residential collector streets form an alternative route for bicycle travel which avoids the busy intersection of Pomerado Road and Rancho Bernardo Road (extension of Espola Road). Posted signs identify these roadways as Class III Bicycle Routes.

- **Carriage Road** (Oak Knoll Road – Starridge Street)

Carriage Road provides north-south access across Poway Road in the western portion of the City. Bicycle lanes (Class II) exist between Buckley Street and Starridge Street, but are intermittently striped on the southbound side of the street. A bicycle route (Class III) exists between Buckley Street and Oak Knoll Road.



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- **Civic Center Drive** (Community Road – Bowron Road – Poway Road)

Civic Center Drive is a local street that extends east and west between Poway Community Park and Community Road, past Valley Elementary School. It extends north and south between Poway Community Park and Poway Road, providing access to Poway Civic Center and Poway Library. Bicycle lanes (Class II) exist along this road.

- **Community Road** (Twin Peaks Road – Kirkham Way)

Community Road is a north-south roadway that runs parallel to Midland Road, but is larger and has designated bicycle lanes (Class II). Community Road connects several major roads within Poway; it intersects to the north with Twin Peaks Road, and to the south with Poway Road, Scripps Poway Parkway and, ultimately, Kirkham Way south of Scripps Poway Parkway. As such, Community Road serves as an important Citywide bikeway link. Community Road has minimal on-street parking, and bicycle lanes (Class II) between Twin Peaks Road and Scripps Poway Parkway.

- **Espola Road** (Poway Road – Western City Limits)

Espola Road ranges in size from two lanes to four lanes. The Roadway Element calls for Espola Road to have four lanes between the western City limits and Titan

Way, and three lanes between Titan Way and Poway Road. Espola Road is also designated as a scenic roadway. Bicycle lanes (Class II) are designated on the road from the western City limits to Poway Road. Espola Road provides regional bikeway connections, particularly to the west to the Community of Rancho Bernardo within the City of San Diego. Espola Road also facilitates connection to regional public transit opportunities in the vicinity of Rancho Bernardo Road and I-15. The City of San Diego has completed bicycle lanes on this roadway from the western Poway City limits to just west of Pomerado Road only. New bicycle lanes (Class II) are recommended on Espola Road between Range Park Road and Poway Road, where the road narrows.

- **Garden Road** (Poway Road – Sycamore Canyon Road)

Garden Road provides access to several traffic generators, such as an elementary school, a park, and single-family residences. Garden Road is 50 feet in width with Bicycle Lanes (Class II) and on-street parking on both sides.

At its eastern end between Sycamore Canyon Road and Whitewater Drive, the road narrows to 40 feet in width. However, the roadway is generally free of driveways or on-street parking at the curbs, which promotes the establishment of Class II bicycle lanes.

- **State Route 67:** SR-67 (Within City Limits)

Most of SR-67 falls under the jurisdiction of the California Department of Transportation (Caltrans). It is designated as a scenic roadway.

SR-67 has striped shoulders with no bicycle use signs posted, despite the fact that Caltrans allows bicycle use of the shoulders along the portion of SR-67 within the City of Poway. The Bicycle Element advocates the implementation of a Class I Bicycle Path along the west side of SR-67 between Poway Road and Scripps Poway Parkway within the City limits, and/or the posting of signs identifying the begin and end points of the shoulders on SR-67 where bicycle use is allowed.

- **Lake Poway Road** (West End – East End)

This is a local collector leading to the Lake Poway Recreation Area. This road is often used by recreational bicyclists. Bicycle lanes (Class II) have been designated from Espola Road east to the park entrance.

- **Pomerado Road** (South City Limits – North City Limits)

Pomerado Road is an important link between Poway, Rancho Bernardo, Scripps Ranch, and Miramar, and is used heavily by bicyclists. Several traffic generators are located on the street, including three schools, a hospital, churches, and several

shopping areas. Bicycles lanes (Class II) exist along most of Pomerado Road from the south City limits to the north City limits, and continue into the City of San Diego on either side.

One stretch of Pomerado Road between Poquito Street and Metate Lane has Class II Bicycle Lanes designated on the west side but not designated on the east side along this stretch of the roadway. A Class II Bicycle Lane is recommended on the east side of this stretch of roadway to complete the linkage.

- **Poway Road** (Western City Limits – SR-67)

Poway Road is heavily traveled by bicyclists and motorists in the City. In 1979, the County of San Diego established bicycle lanes (Class II) on Poway Road between the western City limits and Garden Road. Currently, the portion of Poway Road from Garden Road and Espola Road narrows from four to two traffic lanes and has a moderate steep grade. Class II Bicycle lanes currently exist between Garden Road and Sunrise Ranch Road, but as the road narrows these bicycle lanes end. Class II Bicycle lanes are recommended to complete the connection from Sunrise Ranch Road to Espola Road.

The designated scenic stretch of Poway Road from Espola Road to SR-67 is a long and gradual climb, attractive to hardy recreation riders. The current roadway configuration,

however, is inadequate for inclusion of bicycle lanes. Bicycle lanes (Class II) are recommended to be included with future roadway improvements of the stretch of Poway Road between Espola Road and SR-67.

Class II Bicycle lanes are also designated on Poway Road beyond the western City limits, west to I-15 within the City of San Diego. Regional bikeway connections are also possible off Poway Road north through Sabre Springs to Carmel Ranch, and west, past I-15 to Ranch Peñasquitos. Near the junction of Poway Road and I-15, a Caltrans-constructed Class I Bicycle Path proceeds south along the east side of the freeway.

- **Scripps Poway Parkway** (West City Limits – SR-67)

Scripps Poway Parkway extends eastward from Interstate 15 in the City of San Diego, through the City of Poway, to SR-67. The prime arterial is designated as a scenic roadway, and this corridor is a major employment and transportation corridor within the City of Poway and the region. Several major private businesses are located along the eastern stretch of the corridor within the City that have a potential for generating substantial bicycle commuter traffic along this corridor. Bicycle lanes (Class II) have been striped throughout the entire length of the facility.

- **Twin Peaks Road** (Western City Limits – Espola Road)

Twin Peaks Road extends from Espola Road westward to Pomerado Road, where it becomes Camino Del Norte in the City of San Diego. The road accommodates through traffic to I-15 for the Mid-City area. Class II Bicycle lanes are designated on Twin Peaks Road.

- **Ted Williams Parkway (SR-56)** (Western City Limits – Pomerado Road)

The section of Ted Williams Parkway within the City of Poway provides a major link between Pomerado Road and SR-56 in the Carmel Mountain Ranch community of the City of San Diego. Class II Bicycle Lanes are designated on Ted Williams Parkway (SR-56) in the Poway area.

A separated multi-purpose trail has been built on the south side of SR-56 as part of a regional route for pedestrian, bicyclist, and equestrian use.

- **Metate Lane** (Pomerado Road – Community Road)

In conjunction with Community Road, this local collector offers an alternative to bicycling on Poway Road. It serves bicyclists from residential community along the road, and provides access to the Poway Civic Center. A number of factors including a large number of driveways, on-street parking, and narrow roadway widths, preclude

the designation of a Class II Bicycle Lanes; however, a Class III Bicycle Route is recommended along this roadway.

- **Midland Road** (Poway Road – Twin Peaks Road)

This collector street connects mixed residential and commercial uses, including a post office, an elementary school, and the historic area of Old Poway. Because of its historic character, Midland Road is designated a scenic roadway.

Midland Road currently has Class II Bicycle Lanes except for a narrow stretch between Putney Road and Norwalk Street, where a Class III Bicycle Route exists.

Community Road, which closely parallels Midland Road to the west, has designated Class II Bicycle Lanes and presents a more direct alternative route.

- **Oak Knoll Road** (Poway Road – Carriage Road)

This local collector street, extending approximately parallel to Poway Road, offers an alternative to bicycling on Poway Road, and can be accessed via Carriage Road from Poway Road. Oak Knoll Road is currently designated as a Class III Bicycle Route. Oak Knoll Road east of Carriage Road ends at Rattlesnake Creek, without a connection to Poway Community Park. Currently, the park is accessed from this neighborhood

via a bridge at the end of Buckley Street, north of Oak Knoll Road.

- **Bowron Road** (Poway Road – End)

Bowron Road is north-south street on the eastern side of the Poway Library. It leads to multi-family housing, a “Boys & Girls” Club, Valley elementary school, and Poway Community Park. The road ends (cul-de-sac) at Poway Creek, and connects to the neighborhood south of the creek via an existing foot bridge. A Class III Bicycle Route is recommended along this road.

- **Sycamore Canyon Road** (Garden Road – Scripps Poway Parkway)

Currently, Sycamore Canyon Road provides access to some rural residential development, and generally is narrow and winding. There is no access between Scripps Poway Parkway and Sycamore Canyon Road except for an emergency ramp on the south side of Scripps Poway Parkway. It is recommended that a Class II Bicycle Lane north of Scripps Poway Parkway be designated to provide access to westbound Scripps Poway Parkway.

- **SR-67 Loop** (Poway Road East Grade – SR-67 – Scripps Poway Parkway)

The San Diego Regional Bicycle Plan developed by SANDAG identifies a loop within the City of Poway. The loop connects Ted Williams Parkway in the west to

Twin Peaks Road to Espola Road connecting to Scripps Poway Parkway in the south via a future roadway south of the intersection of Espola and Poway Roads. An extension roadway between Poway Road/Espola Road intersection south to Scripps Poway Parkway is no longer planned, and thus an alternative eastern connection to the loop may be provided through Poway Road easterly to SR-67, then southerly along the west side of SR-67 to Scripps Poway Parkway. It is recommended that coordinated improvements be made to the three segments to develop this eastern loop.

- **Routes between Midland Road and Poway Road** (Putney Road – Ipava Drive – Sunrise Canyon Road – Sunrise Ranch Road)

The need exists overall for more east-west connections through Poway to provide alternatives to the busy main traffic corridors. Generally, this is difficult due to topography and lack of through streets. These small residential roadways would provide bicycle route connections between Midland Road to Poway Road, and ultimately to the activity centers of the mid-city area. A bicycle route (Class III) is recommended for designation along these roadways.

- **Tierra Bonita Road** (Putney Road and Ipava Drive – Twin Peaks Road)
This direct north-south street would provide a secondary bicycle connection to Twin Peaks Road

east of Midland Road and west of Poway Road. It should be developed as a bicycle route (Class III) to intersect with the new east-west route at Putney Road and Ipava Drive and the bicycle lanes (Class II) on Twin Peaks Road.

- **Martincoit Road and Stone Canyon Road** (Espola Road – Pomerado Road)

Similar to Avenida Florencia, Del Norte, and Stone Canyon Road discussed in Segment 1, these two local collector streets form an alternative route for bicycle travel which connects Pomerado and Espola Roads, but avoids the busy Pomerado Road and Espola Road intersection. A (Class III) bicycle route is recommended.

- **Buckley Street** (Carriage Road – Poway Community Park)

Buckley Street currently provides access from the Oak Knoll residential neighborhood to Poway Community Park via a bridge over Rattlesnake Creek. A bicycle route (Class III) is recommended on this road.

- **Hilleary Place** (Midland Road – Hilleary Park)

Hilleary Place provides an east-west access between Midland Road and Community Road, with the west end connecting Hilleary Park. This road provides access from surrounding residential neighborhoods to the park. A bicycle lane (Class II) currently exists along this road.

- **Valle Verde Road** (End – Espola Road)

This north-south Class II Bicycle facility provides access between Espola Road and the residential community to the north.

OFF-STREET BIKEWAYS (TRAILS)

- **Poway Creek Trail** (Pomerado Road to Community Road)

The potential exists to create Class I Bicycle Paths along both sides of Poway Creek, connecting existing bridges, parks, shopping centers, residential neighborhoods, and other existing bicycle facilities. There is adequate room on the banks of the creek on each side, often next to residential development, to create a cleared path for bicycle use. A path along the creek can incorporate existing paths such as the path within Poway Community Park. As it is developed, connections to surrounding neighborhoods should also be developed, such as north to Oak Knoll Road and Carriage Road. The connection to Oak Knoll Road and the Community Park would require a new bridge at Rattlesnake Creek. On the south side, the path should connect to Whispering Tree Lane (through an existing neighborhood park), Montauk Street, Carriage Road, Blanco Court and the roads within the Mobile Home Park.

- **Poway Community Park** (Existing)

The existing 10 foot wide sidewalk provides an ideal location for recreational bicycle use. It serves all park users, including visitors to the Community Center and children from adjacent Valley Elementary School. The path is an approximately one-mile-long loop around the park boundaries. It connects with the neighborhoods south of Poway Creek via a bridge at the end of Bowron Drive, and one at the southwestern corner of the park. It connects with the residential neighborhood to the west via a bridge at the end of Buckley Street.

It is recommended that the path be extended east to link the park with the Poway City Hall, and west across Rattlesnake Creek to connect to the residential neighborhoods along Oak Knoll Road.

- **Lake Poway Park** (Espola Road to regional trails)

Bicycle lanes currently connect Espola Road to Lake Poway Park via Lake Poway Road. The Lake Poway Park area should be studied for additional development of a bicycle path within the park and to other trails and paths in the region.

A comprehensive summary of the City's bikeways by class type is presented in Table V-4.

DESIGN STANDARDS

All proposed bikeways for the City of Poway shall be designed and constructed in conformance with requirements highlighted in the Caltrans Manual, "Planning and Design Criteria for Bikeways in California." Adherence to these standards is recommended for two reasons: 1) for the City to be eligible for state funding of bikeways projects; and 2) in order to construct a safe and uniform bikeways system that complies with accepted state standards.

Bikeways should be well identified by proper bikeway signs. Part 9 of the California MUTCD states that bikeway signs are optional. Bikeway signs may include the following information:

- Supplemental "BEGIN" and "END" plaques to identify the starting and ending points of bikeways.
- Destination informational signs that inform bicyclists of the activity centers that the bikeway leads to (e.g. "To Rancho Bernardo," "To SR-67," "To Poway Community Park," etc.). Destination signs should identify major traffic generating facilities such as recreation sites, neighborhoods, educational institutions, commercial centers, transit centers, etc.
- Confirmation bikeway signs placed at the far side of intersections when bikeways cross major streets to confirm that the bicyclist is still on the designated bikeway.
- Supplemental arrow plaques under bikeway signs to notify bicyclist where bikeway changes occur.
- If none of the above criteria is applicable, bikeway signs and marking legends should be spaced at one-half mile intervals.

MAINTENANCE

The City should adequately maintain bicycle facilities. The convenient and safe use of bicycle paths, lanes, and routes are dependent upon regular street maintenance as bicyclists will avoid bikeways littered with glass, dirt and other roadside debris.

Bicycle lanes and routes (Classes II and III) can be well maintained as part of the regular City street maintenance program. Pavement markings, including bicycle legend and lane line striping and stenciling, should be repainted on an as-needed basis.

Bicycle paths (Class I) are more difficult to maintain due to their placement apart from the routinely maintained street system. Special maintenance effort may be required for cleaning if the width of the path cannot accommodate standard street sweepers.

**TABLE V.4
POWAY BIKEWAY FACILITIES**

Segment #	Roadway	Segment Limits	Ultimate Bikeway Facility Type
ON STREET			
1	Avenida Florencia	Avenida la Valencia to Espola Road	Class III
2	Del Norte	Stone Canyon Road to Avenida la Valencia	Class III
3	Stone Canyon Road	Pomerado Road to Del Norte	Class III
4	Carriage Road	Oak Knoll Road to Starridge Street	Class II
5	Civic Center Drive	Bowron Road to Community Road	Class II
6	Bowron Road	Civic Center Drive to Poway Road	Class II
7	Community Road	Twin Peaks Road to Scripps Poway Parkway	Class II
8	Espola Road	Western City Limit to Range Park Road	Class II
9	Espola Road	Range Park Road to Poway Road	Class II
10	Garden Road	Poway Road to Sycamore Canyon Road	Class II
11	Highway 67	Poway Road to Scripps Poway Parkway	Class I&II
12	Lake Poway Road	Espola Road to Lake Poway Recreation Area	Class II
13	Pomerado Road	Southern City Limit to Northern City Limit	Class II
14	Poway Road	Western City Limit to Garden Road	Class II
15	Poway Road	Garden Road to Sunrise Ranch Road	Class II
16	Poway Road	Sunrise Ranch Road to Espola Road	Class II
17	Scripps Poway Parkway	Western City Limit to Highway 67	Class II
18	Twin Peak Road	Western City Limit to Espola Road	Class II
19	Ted Williams Parkway	Western City Limit to Pomerado Road	Class II
20	Metate Lane	Pomerado Road to Community Road	Class II
21	Midland Road	Poway Road to Aubrey Street	Class II
22	Midland Road	Somerset Street to Norwalk Street	Class III
23	Midland Road	Norwalk Street to Twin Peaks Road	Class II
24	Bowron Road	Poway Road to End	Class III
25	Sycamore Canyon Road	Garden Road to Scripps Poway Parkway	Class II
26	Tierra Bonita Road	Putney Road to Twin Peaks Road	Class III
27	Putney Road	Midland Road to Tierra Bonita Road	Class III
28	Putney Road	Midland Road to Tierra Bonita Road	Class III
29	Ipava Drive	Poway Road to Tierra Bonita Road	Class III
30	Martincito Road	Stone Canyon Road to Espola Road	Class III
31	Stone Canyon Road	Del Norte to Martincito Road	Class III
32	Buckley Street	Carriage Road to Poway Community Park	Class III

**TABLE V.4
POWAY BIKEWAY FACILITIES**

Segment #	Roadway	Segment Limits	Ultimate Bikeway Facility Type
33	Hilleary Place	Midland Road to Community Road	Class II
OFF STREET BIKEWAYS			
1	Poway Creek Trail	Pomerado Road to Community Road	Class I
2	Poway Community Park Trail	Within Poway Community Park	Class I
3	Lake Poway Park Trail	Espola Road to Regional Trail	Class I

March 2010

BICYCLE PARKING

A need exists for secure bicycle parking at key traffic generators throughout the City, such as schools, libraries, shopping centers, the Civic Center, parks, etc. Provision of bicycle parking not only prevents theft, but helps to promote bicycle use. Properly situated bicycle racks and lockers effectively discourage parking in undesirable areas by offering a more convenient and safe place to lock a bicycle. Parking should be located near building entrances where it will receive the highest use and most conveniently serve the public.

The two most common types of bicycle parking facilities are bicycle racks and bicycle lockers. Bicycle racks provide temporary secure bicycle parking. Ideally, bicycle racks should allow bicyclists to lock both wheels and the frame of the bicycle to the rack without the use of chains or cables. The rack should be visible to passers-by, but should not obstruct pedestrian flow. A bicycle parking sign should be located at the rack.

Bicycle lockers offer greater security against theft or damage by enclosing a bicycle within a locked box. The lockers are most useful to cyclists who must leave their cycles unattended overnight or during a workday.

Occasionally, state funding is made available to cities for the purchase of bicycle racks and lockers. The City should actively pursue funds to establish bicycle parking at public locations such as the Poway City Hall, the Community Center, Lake Poway and the Poway Community Park. In addition, the City

should encourage the provision of bicycle parking at local businesses, schools and shopping centers. It should be noted that Senate Bill 321 allows tax credits for employers who provide bicycle parking, showers and locker rooms for their employees.

BICYCLE REGISTRATION

The City has adopted a bicycle registration ordinance. Bicycle licensing acts as a deterrent to theft, speeds the return of stolen bicycles (recovered in Poway or anywhere in the state) and can aid in identifying an injured cyclist.

Bicycle registration is administered by San Diego County Sheriff Department. The Sheriff's Traffic Section distributes registration materials to all of the schools, thus providing free and convenient registration.

Bicycle safety information and the bikeway maps should be available to the public during registration. Revenue from the bicycle licenses that exceeds the cost of materials may be used to finance educational programs or go towards paying to hire a traffic safety officer or towards structuring and maintaining bicycle facilities.

BICYCLE SAFETY

In the past, the San Diego County Sheriff Department Poway Station has initiated bicycle safety programs in the local elementary and middle schools. Children are given a safety program in the auditorium which emphasizes the use of helmets, proper attire and checking of equipment.

The City should continue to support the bicycle safety programs in the schools. Most serious bicycle accidents and deaths occur due to head injuries, many of which could be prevented by the wearing of helmets. Approximately 85 percent of bicycle-related deaths are due to head injuries and bicycle injuries account for 22-25 percent of all significant brain injuries to children under age 14.

The City should incorporate the free information available from the Automobile Club in its safety program. Free materials include films on bicycle safety, pamphlets, and a trailer which visits schools to distribute information and check for proper bicycle maintenance.

As May is Bicycle Awareness Month, the City emphasizes bicycle safety during May by proposing to provide promotional handouts and notice in the local newspaper. The City also proposes to participate in Bike-to-Work Day in May, which is a national event that encourages employees to try alternative ways to commute. The City encourages local businesses to participate as well, and should provide rest-stops with refreshments and prizes to participants. Bike-to-Work Day events are often sponsored by local businesses who shoulder the cost of prizes and refreshments.

Additionally, the City encourages the strict enforcement by law enforcement officials for the safe operation of bicycles on City streets. The most dangerous violations committed by bicyclists are riding against traffic, failing to stop at STOP signs and signals,

turning without looking for automobiles, and riding at night without a light. The most common infringements by motorists are executing turns without checking for bicyclists and parking in restricted bicycle lane areas.

SOURCES OF FUNDING

There are a number of state and federal grants available to cities for the implementation of bicycle facilities. Grants may be obtained for bikeway design and construction, organization of bicycle safety and enforcement programs and promotion of bicycling activities. Some grants require matching funds while others will satisfy a percentage or all of the project costs.

Application for Transit Development Act (TDA) and TransNet funds is made through the SANDAG Bicycle Pedestrian Working Group (BPWG). The BPWG coordinates bicycle planning for the region and reviews all TDA and TransNet claims for consistency with regional bikeway plans, Caltrans design standards and other pre-established criteria.

Also, each year Caltrans receives Federal Aid Urban (FAU) and Bike Lane Account (BLA) monies for the implementing non-motorized transportation projects. After consulting with local cities and the county, CALTRANS develops a priority listing of bikeways projects to be constructed in the region.

The Federal Highways Program, the Department of Housing and Urban Development and the Department of Energy provide funds directly to cities

for design and construction of commuter-oriented bikeways. Funds for recreational bikeways projects may be acquired through the Department of Interior's Land and Water Conservation Program or the Department of Development Program. Traffic Safety Grants are available from the National Highway Traffic Safety Administration and the Department of Health, Education and Welfare. These monies may be used to initiate bicycle safety programs or to hire a bicycle traffic safety officer.

PEDESTRIAN ELEMENT

INTRODUCTION

The primary goal of the Pedestrian Element is to encourage the use of alternative modes of transportation and reduce the reliance on automobile travel by enhancing the network of safe and direct walking routes within the City of Poway.

POWAY TRAIL SYSTEM

The City's Trails Guide identifies the locations of existing and future trails which are part of the City's Master Plan of Trails. The City's current system of existing and proposed trails consists of approximately 60 miles of multi-use trails (hiking, bicycling, and equestrian). These trails are made of either native material or decomposed granite, and are separated from the road right-of-way.

The objective of the trail system is to delineate an overall uniform network of trails which interconnect recreation areas, parks, open spaces, schools, residential and commercial areas, and equestrian centers.

TRAIL DEFINITIONS

The Pedestrian Element identifies three trail components on which the overall City trail system is based: regional trails; community trails; and local feeder trails. The right-of-way for these trail components varies between 20 feet (Regional), 15 feet (Community), and 10 feet (Local Feeder). The three trail components are described below:

Regional Trails - Regional trails are extended, long distance corridors that serve as the main connectors to regional parks, scenic canyons and foothills that are both within and beyond the Poway City limits.

Community Trails - Community trails provide the user with access to the regional trails and community facilities such as parks, schools, and shopping centers. Existing community trails extend along waterways, utility corridors, public rights-of-way, easements, and along the sides of local streets (sidewalks or other right-of-way access paths). These trails form loops of varying length and unify the local feeder trails.

Local Feeder Trails - Local feeder trails are contained within local developments and subdivisions and enable the users access from their residential area to the community or regional trails, other residential neighborhoods, schools, and parks.

POTENTIAL TRAIL LINKAGES

The majority of the potential trail linkages identified in this Element can be characterized as local feeder trails. Often, construction or improvement of trails can occur only after right-of-way is secured by dedication or purchase. The City of Poway should coordinate the acquisition of trail easements where necessary, when reviewing new subdivision applications.

Each link described below corresponds to the links identified in the Trail Link Matrix and maps found within the City's Pedestrian Trails Linkage Study.

The City trail system is presented in Figure V-11. The Pedestrian Trail Linkage Study provides additional details on the location of each potential trail link in relationship to the City's existing street system, existing trail system, major activity centers, and topography.

PEDESTRIAN ROUTES

PATHWAYS

Pathways can be defined as pedestrian ways that are effectively separated from automobile traffic. Most sidewalks do not qualify as pathways, since they are normally adjacent to traffic lanes. Many sidewalk segments do not encourage pedestrian use because "slow" moving pedestrians do not mix well with higher speed vehicular traffic a few feet away. Often, sidewalks offer only a roundabout way to get to places, as they follow streets that are usually laid out in non-grid patterns. Pathways can encourage people to travel on foot, especially if they are well designed, include amenities such as landscaping and benches, and provide direct routes between major points of trip origin and destination. Poway has sidewalks on most streets, and a number of pathway links between streets and sidewalks; however, existing pathways are scattered within the City and do not constitute a comprehensive system.

The Pedestrian Element builds upon existing trails and activity center linkages that contribute to the ultimate development of a true system of high quality pathways. Combined with an inventory of the City's existing pathway network, the identified linkages connect

the City's main residential areas with the major shopping, recreation and employment centers in the City.

RURAL WALKWAYS

Poway has many residential neighborhoods with a distinctive rural character - large lots, open space and winding roads. In residential areas such as these, standard, concrete, curb-adjacent sidewalks could detract from the rural quality of the neighborhood. Nevertheless, it is desirable to provide a place where people can safely and comfortably walk other than the street.

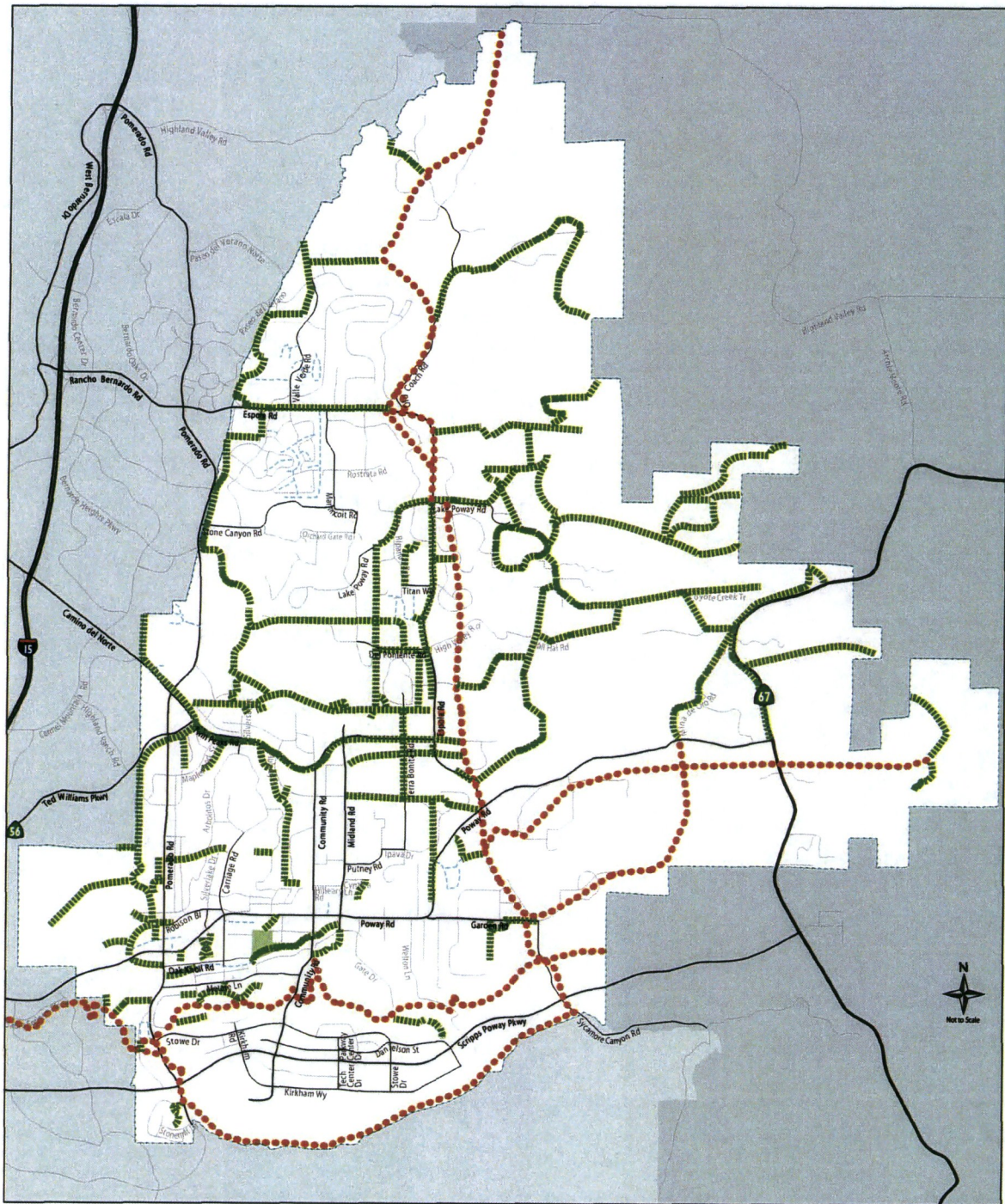
In residential areas, "rural walkways" would provide an alternative to concrete sidewalks. Rural walkways are defined as smooth, compacted-surface paths at least five feet in width, placed within the public right-of-way on dedicated streets or adjacent to the roadway on private streets. While a curb would not be required, the path should be separated from the road in some way (such as through landscaping, a fence, or by elevation).

TRAIL DESIGN STANDARDS

The trail design standards are presented in the City of Poway Landscape and Irrigation Design Manual. All newly constructed trails shall also comply with applicable disability accessibility requirements.

IMPLEMENTATION

All bikeways, pedestrian pathways and multi-use trails shall be implemented in the City of Poway in accordance with the Bicycle Facilities Technical Study,



February 2012

LEGEND

- Regional Trails
- Community Trails
- Local Feeder

Pedestrian Trail System

Figure V-11



sidewalks shall be constructed whenever possible in conjunction with proposed street construction or redevelopment in order to maximize roadway construction and labor costs.

Trails and pedestrian connections within development and to regional trails and surrounding trails shall be incorporated wherever appropriate into areas of new development as this is the most cost-efficient opportunity to provide for such facilities.

The City shall agree to maintain its trails once established. Whenever possible and economically feasible, the City shall cooperate with surrounding jurisdictions in planning and implementing sub-regional and regional trails.

The Pedestrian Element should be periodically updated to reflect new developments and/or alterations of the City of Poway General Plan.

SOURCES OF FUNDING

Trail funding should be pursued along with bikeway funding whenever possible.

The California Conservation Corps and the Boy Scouts of America have contributed to the City of Poway trails construction and maintenance program. The Corps has assisted in the construction of over 27 miles of trails and provides routine maintenance on trails within the City of Poway. Additionally, the Adopt-A-Trail program has over 20 civic groups, businesses and families that maintain sections of trails throughout the city. These sources should be utilized to the extent possible

for the construction, and continued maintenance of trail linkages identified within this study.

Approximately one half of the existing trails in the City have been implemented through conditions placed on development proposals. The other one half of the existing trails are located within various easements and existing rights of way. All trails within Poway are multi-use trails

MAINTENANCE

Maintenance costs for trails within the City are approximately \$1,000 per mile per year. This cost assumes utilization of California Conservation Corps. and volunteers on trails projects.

Compliance with American with Disabilities Act (ADA) Requirements

Identified trail linkages are subject to compliance with ADA requirements as applicable. The ADA addresses discrimination against individuals with disabilities in employment, public services, public accommodations, and telecommunications. The ADA's Accessibility Guidelines (ADAAG) sets forth accessibility standards for all public accommodations including those constructed and operated by the private sector. All newly constructed trails shall comply with the applicable design standards of the ADAAG.

GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to the issues discussed in the Transportation Master Element. The various elements of the General Plan are intended to be consistent with each other, and therefore the goal and policies contained in other elements will also support those included herein. A complete listing of all goals, policies, and strategies is contained in Section II of the General Plan.

GOAL II - IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER AND IMAGE OF THE CITY.

Policy C – Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the design capacity threshold unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired capacity. If no feasible alternates are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new land use being considered.
2. Prohibit development which will result in Levels of Service (LOS) exceeding "D" during the two highest peak hours at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments that would result in a concentration of people, such as multiple-family residential developments should be located, where feasible, in proximity to commercial, food, and employment uses, as well as in the vicinity of schools, parks and primary roadway corridors, and other locations of high transit use such as designated Smart Growth locations.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.

GOAL VI – IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE, EFFICIENT AND INTEGRATED TRANSPORTATION SYSTEM TO SERVE THE PRESENT AND FUTURE MOBILITY NEEDS OF ALL RESIDENTS OF POWAY.

Policy A – Streets

A safe and reliable system of streets, which together with appropriate Traffic Demand Management and Traffic Systems Management techniques will allow the roadway system to maintain its design capacity threshold. Roadways should be designed in a safe and reliable manner to meet the needs of the residents without detracting from the rural setting of Poway.

Strategies

1. The financing of improvements to the City circulation system made necessary by development shall be borne by the developer of the project.
2. Raised medians should be constructed in roadways adjacent to commercial areas to direct traffic flow and provide a more scenic roadway area.
3. Access to commercial areas should be provided through a minimum number of points of ingress and egress.
4. The road network is based on a graduated road classification system as described in the Roadway Element of the Transportation Master Element.
5. The design of roads and traffic controls shall optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access and frequent stops on arterial roadways.
6. The City shall provide adequate levels of maintenance of all improved components of the transportation system, including roadways, sidewalks, bicycle facilities and roadway drainage systems.
7. No street shall be permanently closed without prior traffic analysis, and environmental review.
8. If a roadway is included on the Bikeway Element, the paved widths shall accommodate Class II bicycle lanes. Class II bicycle lanes shall take precedence over on-street parking if the right-of-way or paved width is restricted.

Residential Streets

9. Residential streets should be designed to discourage non-local traffic. Measures such as landscaped encroachments or raised medians may be used to discourage general traffic in local areas.
10. Non-local traffic shall be discouraged by the graduated road classification system and, if necessary, by street modifications measures such as:
 - “Necking” or narrowing the street at strategic locations such as intersections or neighborhood entrances;
 - Narrowing the overall street width and adding landscaping in the right-of-way to give the impression of a private street;
 - Altering the directional flow of the traffic with traffic circles, bollards or wood barriers with adequate landscaping and directional signs.
11. In the event that traffic on a local street, particularly within a residential neighborhood, has exceeded or may exceed 1,000 vehicles per day as a result of a new development proposal, the City should commission a local traffic study to evaluate the potential impact and provide mitigation measures as necessary.
12. Residential streets shall be designed to follow the natural contours of the land, wherever feasible, to avoid unnecessary landform alteration.
13. When considering circulation patterns and standards, primary consideration shall be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter shall have priority.

Access to Arterials

14. Access to all primary and major arterials should be restricted to approved points of ingress and egress through relinquishment of access rights to the City.
15. Access to primary or major arterials shall be limited to one point for 300 feet of frontage or one point per parcel, if a parcel has less than 300 feet of frontage.
16. Combined access between adjacent properties shall be considered prior to the allowance of access to a primary or major arterial to reduce the overall number and frequency of access points. Reciprocal access agreements shall be encouraged.
17. Driveways and entries near intersections along arterial roadways should be located a minimum of 100 feet from the end of the curb return.
18. Access points shall be coordinated with existing or planned access points on the opposite side of the road and the breaks in medians.

Emergency Routes

19. Reduced emergency response time shall be used as a basis for traffic signal preemption system.

SR-67

20. Support the safety benefits of widening SR-67 to a four-lane cross-section.
21. Support the implementation of a multi-purpose trail on the west side of SR-67 between Poway Road and Scripps Poway Parkway.

Poway Road

22. Commission a Corridor study for Poway Road between Oak Knoll Road and Garden Road to improve its capacity as a four-lane arterial.
23. Implement an adaptive responsive traffic signal timing system for Poway Road to improve roadway capacity.
24. Support improvement projects along Poway Road, including providing direct connections or combining driveway entrances to shopping centers, creating right-turn pockets at specific locations, and restricting left-turn movements where no turn pocket exist.

Transportation Demand Management

25. Where applicable, consider the adoption of a Transportation Demand Management (TDM) Program consistent with the SANDAG model program.
26. Through the TDM program, establish short- and long-term parking management strategies at private and governmental facilities that discourage single-occupancy vehicle usage and reward high vehicle occupancy rates without placing the City at a competitive disadvantage.

Policy B – Scenic Roadways

Continue to identify, designate and preserve local scenic roadways.

Strategies

1. Where not inhibited by existing or approved development, an open space easement of 50 feet from the ultimate right-of-way line shall be required along all scenic roadways, except Midland Road and Espola Road south of Titan Way to Poway Road. This easement area shall be landscaped to enhance the scenic roadway area using drought tolerant plant materials.

2. Any new residential developments adjacent to a scenic roadway, except Midland Road, shall have decorative solid walls and/or landscaped earthen berms to enhance the scenic quality of the area.
3. The rural character of Midland Road should be maintained, protected and enhanced by ensuring that all new developments or improvements to any existing development utilize an appropriate architectural style that is consistent with the Old Poway Specific Plan.

Policy C – Public Transit

The use of public transit as a viable alternative to the automobile should be encouraged.

Strategies

1. Participate with public transit providers serving San Diego County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements.
2. Coordinate with transit providers to increase funding for transit improvement to supplement other means of travel to the extent possible.
3. Support efforts to establish a region-wide bus pass.
4. Continue to provide specialized transit services to meet the needs of the transit-dependent citizens such as the disabled community, senior citizens and students.
5. Provide fixed route transit services to all concentrated residential areas, major activity centers, and major employment centers.
6. Continue to provide other transit services such as commuter express service and airport service.
7. Encourage development of bus rapid transit and transit access points along the I-15.
8. Partner with SANDAG on the proposed I-15 Integrated Corridor Management (ICM) system. The I-15 ICM corridor is a multi-modal corridor extending from SR-52 in San Diego to SR-78 in Escondido, and requires multi-jurisdictional and multi-agency collaboration on corridor management.
9. Develop both a short-range and long-range transit plan to implement an efficient and useful public transportation system.

10. Periodically, participate in a survey of transit users and the community to determine what improvements can be made to the existing transit service and what additional types of services or enhancements are necessary to meet the diverse transportation needs of existing and potential commuters.
11. Promote a transit system which will maintain the scheduled service times, reduce duplications of transit services, and minimize passenger travel and waiting time.
12. Provide passenger amenities such as bus shelters, benches, transit maps and displayed schedules to promote use of public transit.
13. Provide a transit service which operates vehicles that are clean, well-maintained and within acceptable mileage limits.
14. Maintain an overall cost-efficient transit service. Thorough effective competition and the bidding process, the City shall ensure that contractor costs are reasonable. Transit fares that are consistent with those in the region shall be maintained; increased farebox revenue shall be sought by increasing total transit system patronage.
15. Promote ridesharing through the use and development of Park-N-Ride lot facilities throughout the City.

Policy D – Bicycles

The use of bicycles for transportation and recreation is strongly encouraged.

Strategies

1. Provide a bikeway system, as shown in the Bikeway Master Plan Figure V-10 , and the Bikeways Standard, including where feasible and appropriate, links identified in the City of Poway for the Pedestrian and Bicycle Trails Linkage Study, to provide for safe and efficient use of the bicycle as an alternative mode of transportation for local, subregional, and regional travel, and as a form of recreation.
2. Encourage the registration of bicycle for identification purposes.
3. Support use of bicycle helmets and bicycle safety programs in the City.
4. Ensure the installation of bicycle racks on transit vehicles and secure storage facilities at Park-N-Ride locations to facilitate bicycle use.
5. Encourage bicycle commuting by requiring bicycle parking facilities at major destinations, such as schools, parks, transit centers, employment centers, and commercial districts.
6. Integrate the bikeway system to every extent feasible with the City's transportation system.

7. Integrate bikeways whenever possible in conjunction with proposed street construction or redevelopment.
8. Participate in the development and implementation of a regional and subregional network of bikeways.
9. Incorporate bikeways wherever appropriate into areas of new development.
10. Pursue various local, state, and federal sources of funds for the continued implementation and maintenance of bikeways, including TransNet funds. Whenever possible and economically feasible, participate along with surrounding jurisdictions in planning and implementation of subregional and regional bikeway projects.
11. Update the Bikeway Element periodically to reflect new developments which would require corresponding changes or additions to the bikeway system.

Policy E – Trails

Develop an inter-linking network of trails that connects parks, residential, commercial, industrial, and government areas with each other and integrate with the regional trail network.

Strategies

1. Continue construction of the network of pedestrian/equestrian trails according to City trail standards and in locations shown on the Pedestrian Element.
2. Promote programs for improving existing trails, such as removing barriers, to make the trails safer, more functional and more accessible.
3. Update the Trails Guide as necessary to provide current information.
4. Trails easement shall be established and acquired through all feasible means including required and voluntary easement dedications.
5. Establish an agreement with public and private utilities for the use and maintenance of utility corridors and easement for trail purposes.
6. Trail construction should take into consideration the safety and convenience of trail users as the primary concern.
7. Design the Trail System to minimize adverse impact on sensitive habitat and cultural resources.
8. Promote the design of smaller loops within the larger trail system.

Policy F – Pedestrian Routes

A system of sidewalks, rural walkways and pathways should be created to promote the safe and efficient movement of pedestrians throughout the City.

Strategies

1. Encourage the construction of pathways according to the Trail System Map, Figure V-II and the Pathways Standard including where feasible and appropriate links identified in the City of Poway Pedestrian and Bicycle Trails Linkage Study. Emphasis shall be placed on the paths that are shortest, safest and most efficient connections between residential neighborhoods, schools, parks, and employment and commercial centers.
2. Require the construction of sidewalks or rural walkways adjacent to all streets and roads. Discourage curb-adjacent sidewalks along major roadways in favor of discontinuous sidewalks separated from the road by a planter area.
3. Encourage installation of sidewalks in semi-urban and urban neighborhoods where they do not exist.
4. Where there is established pedestrian use of undeveloped property, future development plans shall incorporate similar access where feasible and reasonably related to the use to be made of the property.

GOAL XII - IT IS THE GOAL OF THE CITY OF POWAY TO ENCOURAGE REGIONAL COOPERATION AND COORDINATION.

Policy A – Planning

Support the commitment to coordinate land use and public facility planning programs with other local, regional, state, and federal jurisdictions as well as special districts.

Strategies

1. Continue to refer applications for regionally significant development to affected jurisdictions according to the terms of the inter-jurisdictional memorandums of understanding (MOU).
2. When considering major changes to the City land use program, evaluate the impact of proposed changes on regional land use planning and the planning programs of neighboring jurisdictions.
3. Continue to support and participate in the San Diego Association of Governments (SANDAG) regional land use planning programs, as consistent with the Poway General Plan goals and policies.

4. Cooperate with regional measures to offset potential loss to wildlife habitat or to increase existing habitat, such as land-banking or preservations and open space acquisition programs.
5. Support regional transportation planning programs which minimize the disruption of externally generated traffic on Poway.
6. Promote and facilitate the continued development of a regional trail system to serve equestrians, pedestrians and bicyclists.
7. The development of public streets, scenic roadways, trails, and pedestrian routes shall comply with the adopted Poway Subarea Habitat Conservation Plan and companion Implementing Agreement and the requirements thereof, including the Land Use and Management Compensation, Mitigation Strategy, Mitigation Ratios and Special Development Requirements.

Compliance shall also be required for regional transportation improvements and other land use developments undertaken by other public agencies and surrounding jurisdictions.