

Project P-1: West San Ysidro Boulevard Pedestrian Improvements

This project will move the existing curb out to the edge of the traveled way and a new sidewalk will be constructed within the old pavement right-of-way. New pop-outs will be constructed on each side of the driveways but access to the driveways will remain. This will provide a sidewalk where currently one does not exist. **Figure 3-28** illustrates the concept.

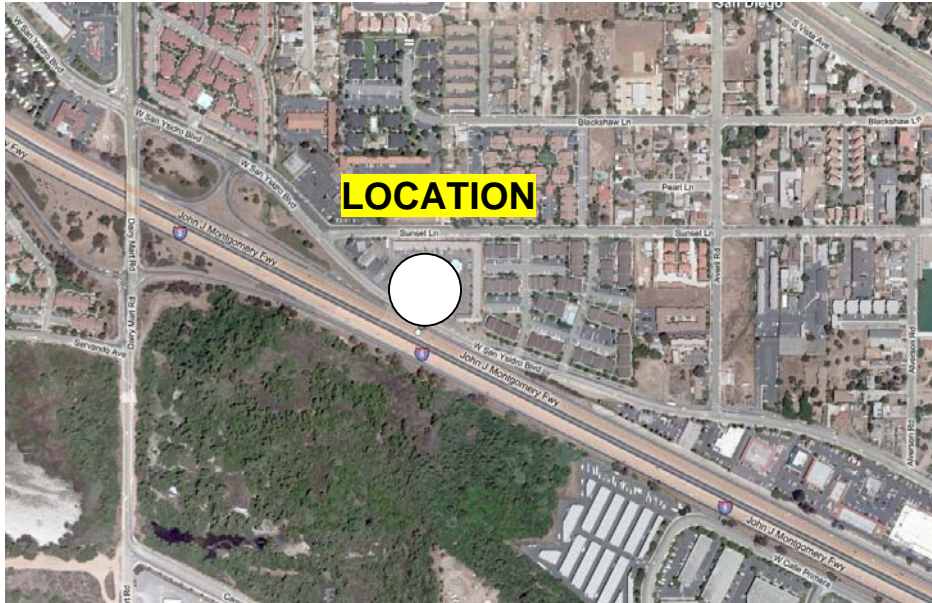


Figure 3-28 Conceptual Layout of Project P-1

Assessment of Improvement

This segment of West San Ysidro Boulevard is lacking in sidewalks and pedestrian amenities. The road is much wider than it needs to be and in fact, a rather large area of street paving is striped to not allow vehicular access. San Ysidro Boulevard is very important within the community and it is vital that a through and safe pedestrian route be available from Dairy Mart Road to the Border.

Construction costs have not been prepared for this project.

Project P-2: Otay Mesa Road Sidewalk Improvements

This project would construct a sidewalk on the north side of Otay Mesa Road. See **Figure 3-29** below.



Figure 3-29 Conceptual Layout of Project P-2

Assessment of Improvement

Although this project is out of the community plan area, it is critical to the pedestrian mobility of the San Ysidro residents. Currently, Otay Mesa Road from Beyer Boulevard north to just south of Crescent Drive does not have a sidewalk adjacent to it. This is a major route from San Ysidro to San Ysidro High School and students need a safe place to walk to and from school. The south side of the road is very steep and as such would require extensive grading and retaining walls to construct a sidewalk. Accordingly, a sidewalk is proposed for the north side of the road only.

Construction costs have not been prepared for this project.

Project P-3: Seward Avenue/West Park Sidewalk

This project is similar to project S-11. A much stronger and better connection needs to occur between the trolley station and the proposed East and West Park Avenue area and to the proposed Pilot Village area beyond. This project would widen the sidewalk along this corridor. See **Figure 3-30** below.



Figure 3-30 Conceptual Layout of Project P-3

Assessment of Improvement

This is a relatively simple improvement that would create a much safer and significant connection between the Trolley Station and the Park. The project will require coordination with MTS to construct.

Project P-4: New Pedestrian Bridge Over Tracks at Del Sur Boulevard

This project will provide a much needed pedestrian link between the north and south sides of the track at Del Sur Boulevard. The grades at this location are favorable for the construction of a pedestrian bridge as the grades on the north side of the tracks would allow for the bridge to meet the existing grade flush. The bridge would then turn southeastward and gradually ramp down to the existing grade at a vacant lot at Vista Lane south of the tracks. **Figure 3-31** below indicates the location of the proposed bridge.



Figure 3-31 Conceptual Layout of Project P-4

Project P-5: Various Street and Sidewalk improvements

There are numerous locations within the community that require sidewalk improvements such as new wheelchair ramps, new sidewalks, existing sidewalk repair, traffic lights, enhanced crosswalks and other pedestrian and street amenities. Below is a legend indicating the type of improvements that could occur and **Figure 3-32** illustrates where some of these improvements could be located. The page following indicates what some of these improvements might look like.

Focus Area 1 Estimated Construction Cost in 2008 dollars - \$6,112,000

Focus Area 2 Estimated Construction Cost in 2008 dollars - \$2,035,000

Focus Area 3 Estimated Construction Cost in 2008 dollars - \$3,142,000

(See section 3 of this report for cost summary and Appendix F for cost worksheets).

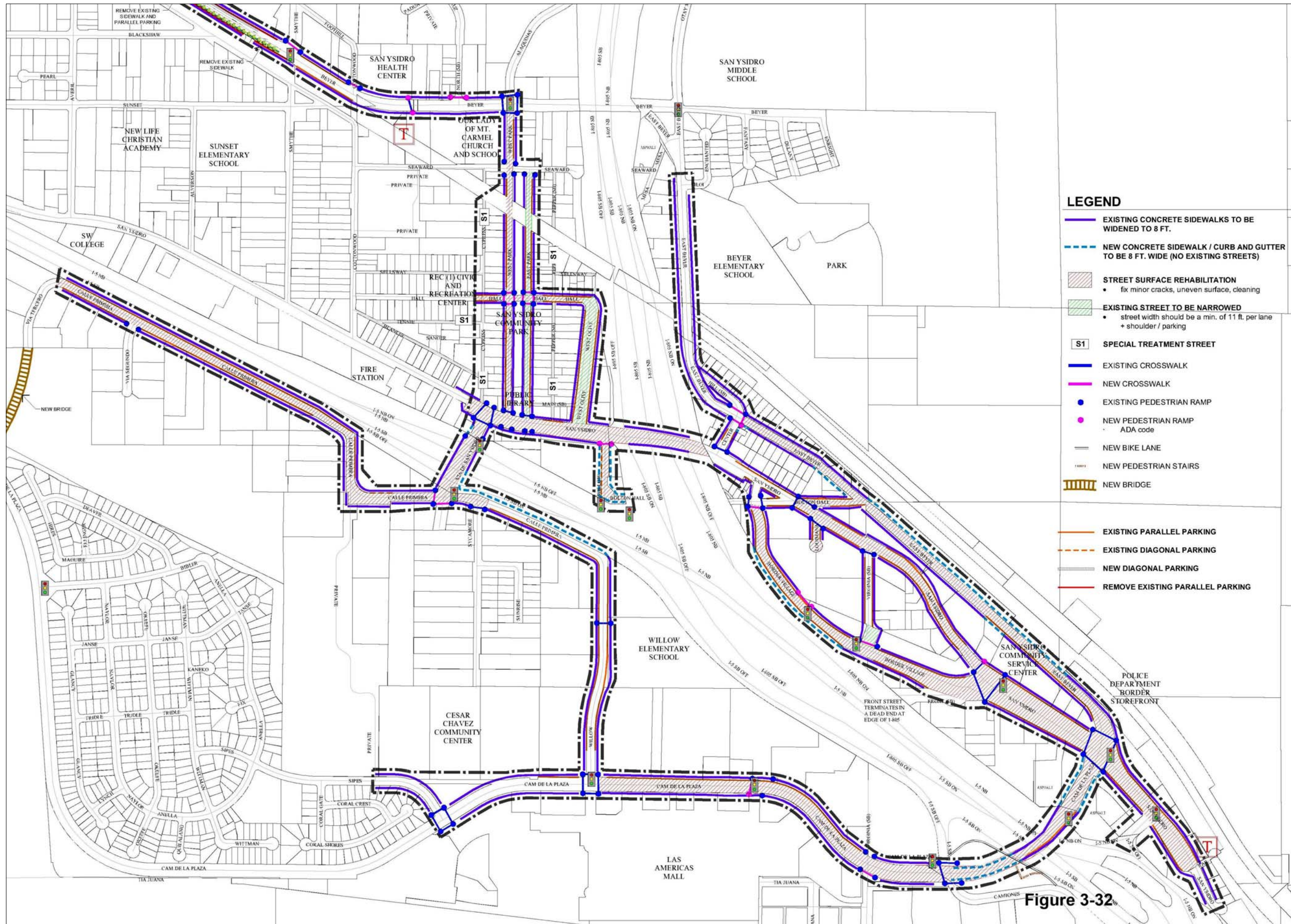


Figure 3-32



Examples of types of P-5 projects

The Green Spine

The existing rail and trolley corridor currently acts as a barrier between the north and south halves of the community as there are few places for pedestrians and vehicles to cross from one side to the other. Rather than act as a barrier, this corridor could act as a unifying element for the San Ysidro community. This green link adjacent to the railroad ROW and Beyer Boulevard would be a highly walkable natural space that would contain trees, wide walkways, bike paths and pedestrian amenities such as lighting and benches. This link potentially would extend from SR-905 to the Border.

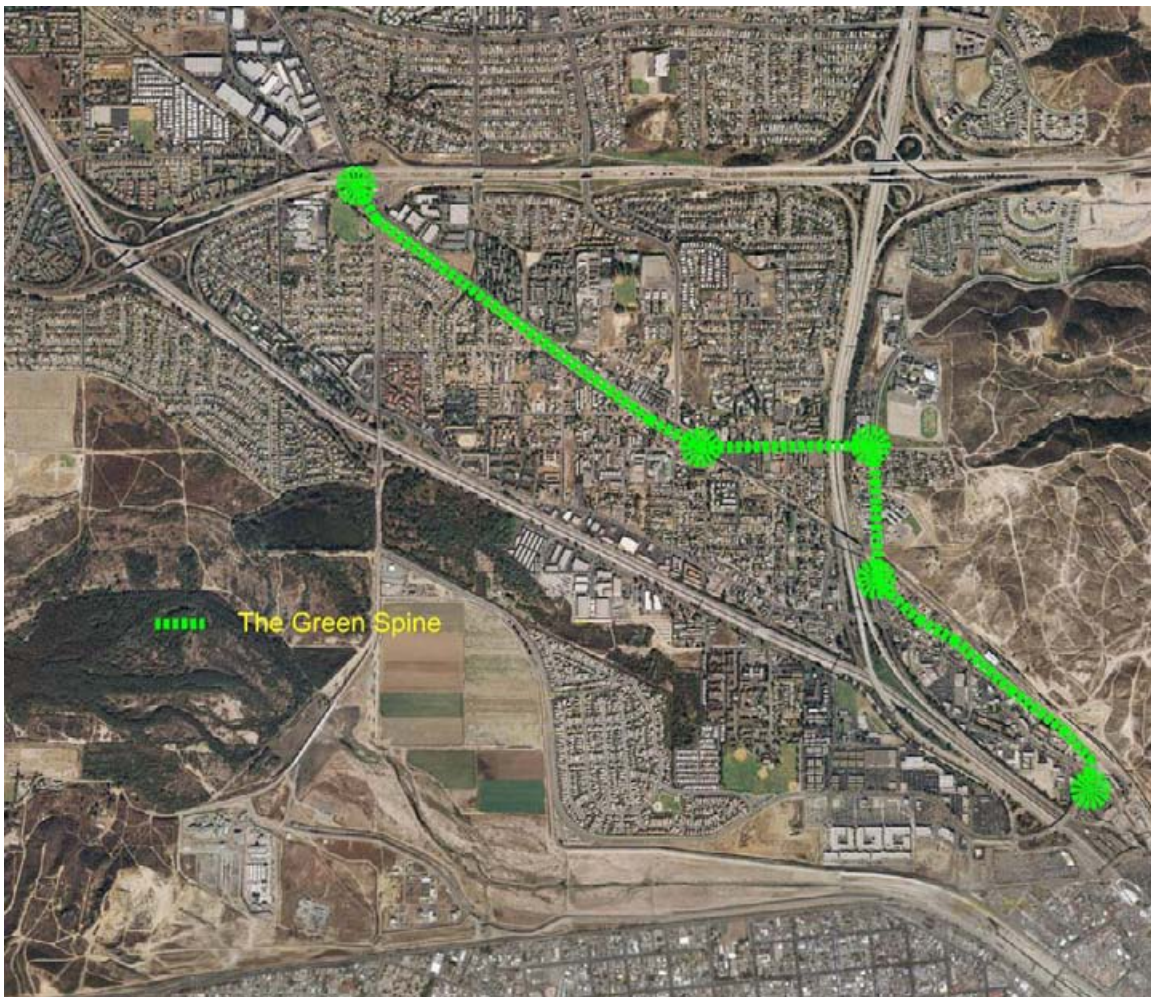


Figure 3-33 The Green Spine

Proposed Bicycle Routes

The current community plan does not adequately address bicycle circulation. Bicycle use must be encouraged within the community. Aside from the major Type 1 (separated bike path) bikeway proposed within the green link, most bike paths depicted in the graphic below are Type 2 and 3 located within the street right-of-ways. Further analysis in subsequent phases will propose and evaluate potential specific improvements and bikeway types.

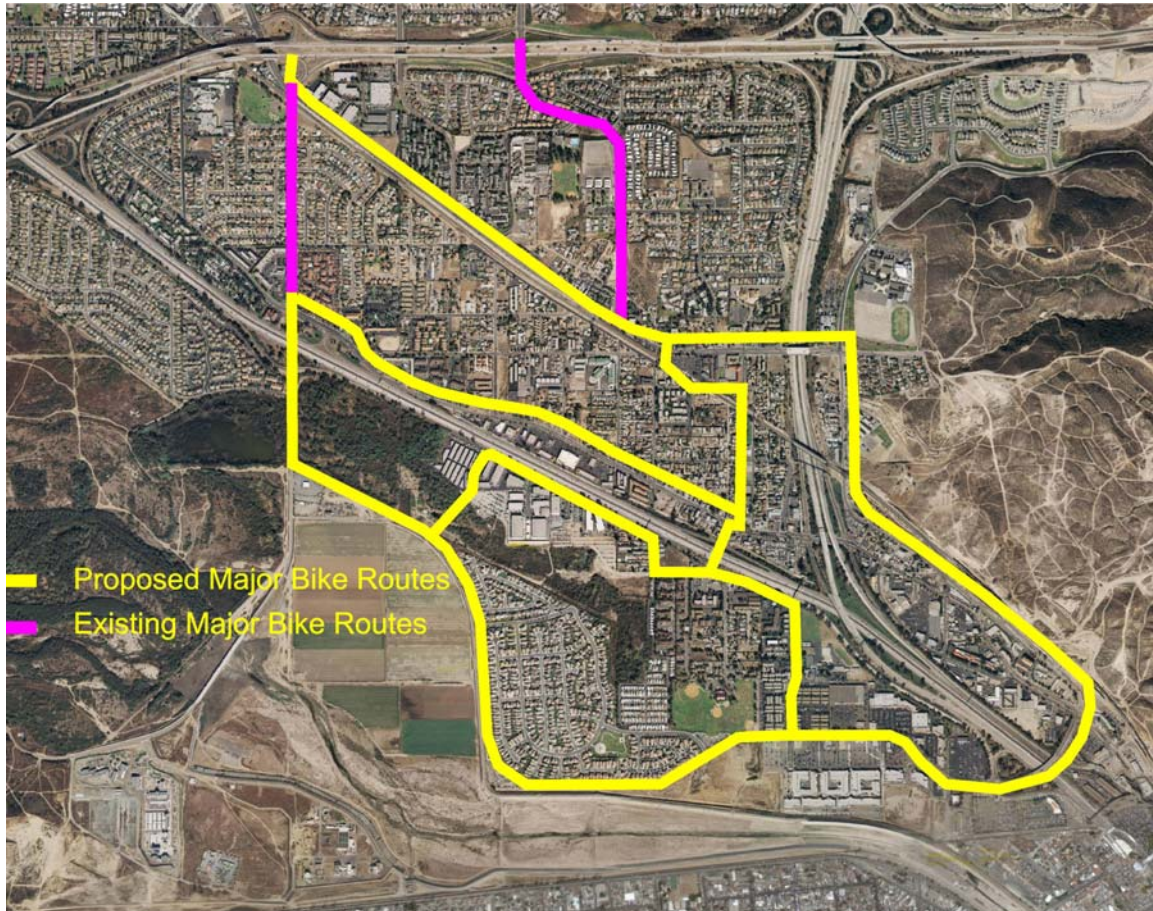


Figure 3-34 Proposed Bicycle Routes

Proposed Major Pedestrian Routes

In addition to the major bicycle routes, the key pedestrian routes have been identified below. Ideally, these routes would include wider sidewalks, trails and separated paths where possible. Further analysis in subsequent phases will propose and evaluate potential specific improvements and sidewalk and trail types.



Figure 3-35 Proposed Major Pedestrian Routes

Proposed Ceremonial Street – San Ysidro Boulevard

San Ysidro Boulevard should have a continuous sidewalk on both sides of the street (as wide as possible) from the border to Dairy Mart Road. See **Figure 3-36**. This street contains the central core and heartbeat of the community. As such, it should be treated differently as the other streets. It should be a grand boulevard with trees on both sides of the streets, side sidewalks, benches, adjacent mini-plazas, banners and public art. This street should receive high priority as improvements progress. Further analysis in subsequent phases will propose and evaluate potential specific improvements.

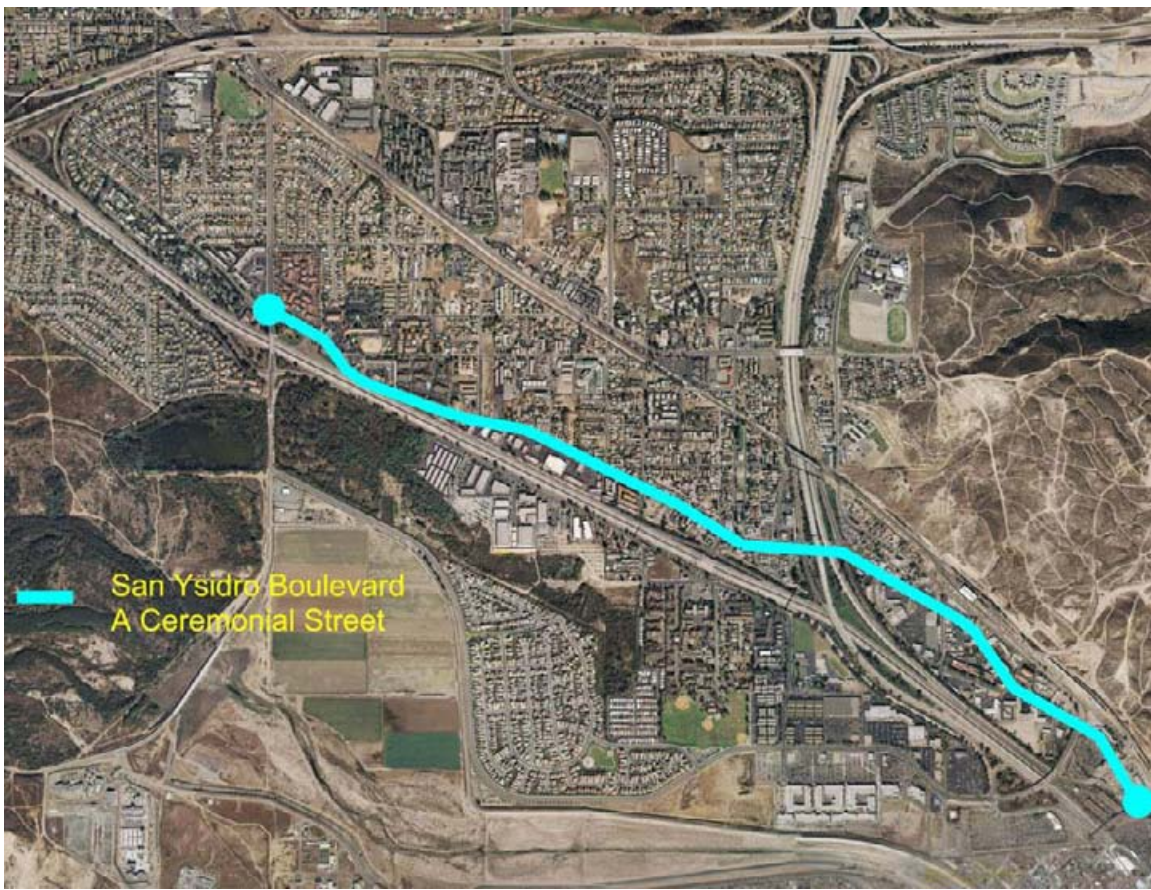


Figure 3-36 Proposed Ceremonial Street – San Ysidro Boulevard

Cost Estimate Summary of Projects

Cost estimates including construction and design costs have been prepared for the MAJOR improvements proposed above. It should be noted that the cost estimates at each location represent the probable construction cost and also include costs for preliminary engineering/environmental, design, and construction administration (each estimated to be 10 percent of construction costs). Also, costs have been rounded up to the nearest \$100,000. **Table 3-1** summarizes the cost estimates for each proposed improvement described above. As shown in the table, costs of the improvements range from \$100,000 to \$40,100,000. Costs on the lower end such as improvements at the Beyer Boulevard Trolley Station and along Hall Avenue would generally consist of minor earthwork and/or traffic signal modifications. Costs on the higher end such as improvements near the San Ysidro Border Crossing involve new bridge structures, retaining walls, and ROW acquisition.

Improvement	Focus Area	Cost of Improvement (2008 \$)
S-1	Dairy Mart Road	\$8,200,000
S-2A	Via de San Ysidro	\$5,700,000
S-2B	Via de San Ysidro	\$11,000,000
S-3A	Calle Primera	\$19,400,000
S-3B	Calle Primera	\$19,000,000
S-4	Beyer Boulevard	\$13,500,000
S-5	Beyer Boulevard Trolley Station	\$600,000
S-6A & B	East and West Park Avenue	\$3,200,000
S-7	Hall Avenue	\$100,000
S-8A	San Ysidro/Border Village Couplet	\$1,500,000
S-8B	San Ysidro/Border Village Couplet	\$4,500,000
S-9A	Border Crossing	\$14,900,000
S-9B	Border Crossing	\$40,100,000
S-10	Smythe Crossing	\$600,000
S-11	Trolley Line Sidewalk	\$400,000
P-5	Focus Area 1	\$6,112,000
P-5	Focus Area 2	\$2,035,000
P-5	Focus Area 3	\$3,142,000

Note: Costs of improvements have been rounded up to the nearest \$100,000. Detailed cost estimate worksheets are provided in Appendix F.

4. SURVEY RESPONSES

Two surveys were prepared to better understand the needs and issues that the local community deemed important. The first survey was conducted during the data gathering stage of the project. 223 responses were received. The results of these surveys follow and are summarized below. **Figure 4-1** indicates where the surveyed people live and work. The responses were very diverse but there were certain issues that were more popular than others.

THE INITIAL COMMUNITY SURVEY

Some of the more significant responses included the following:

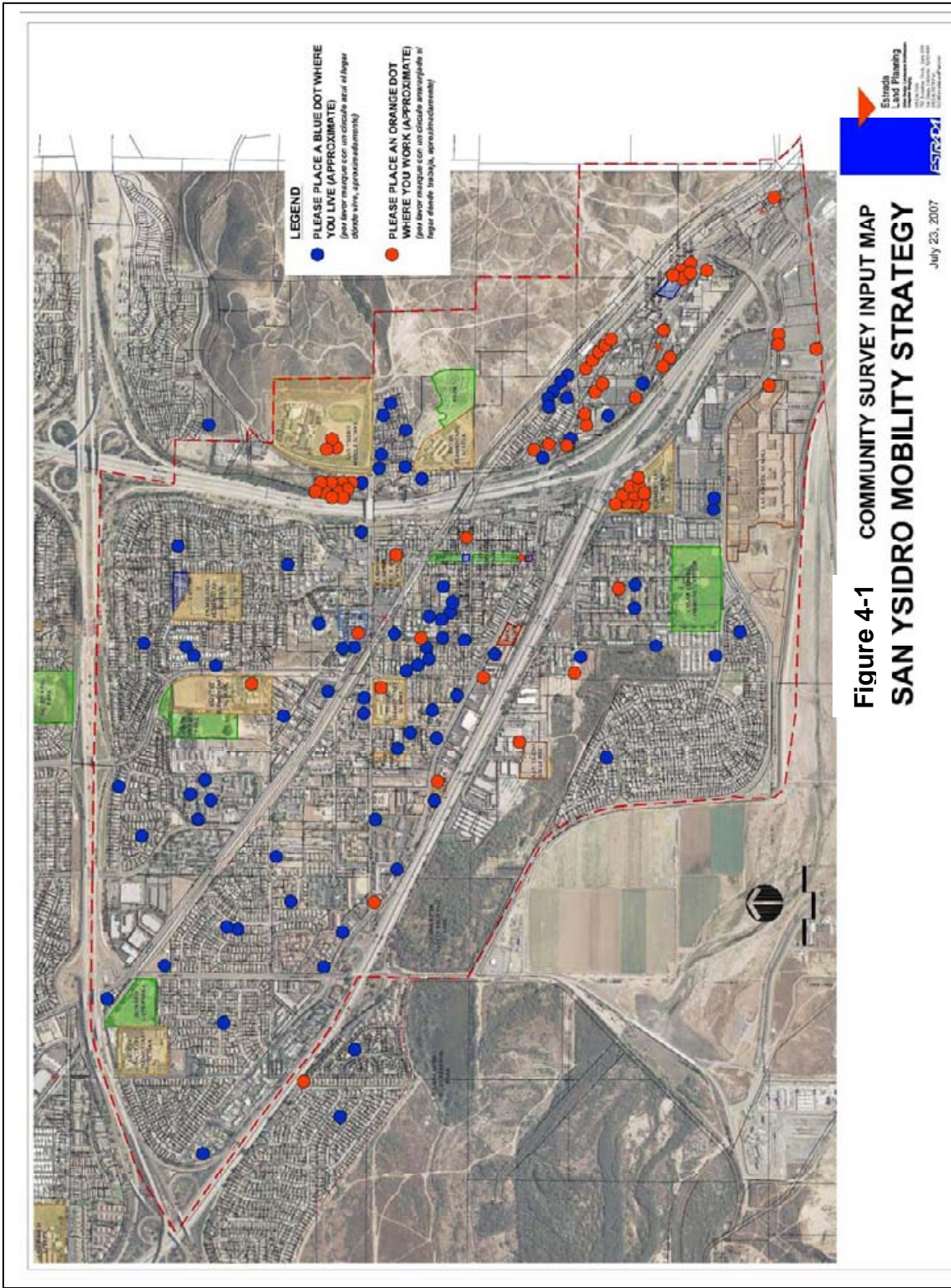
- 65% never use the bus.
- 82% have never used local shuttles or jitneys.
- 54% use the trolley.
- Of those that use the trolley, 33% get to the station by car and 49% walk.
- The most popular streets to drive on were San Ysidro Boulevard and Beyer Boulevard.
- More people would use buses if there was a great frequency.
- 89% said that neither they nor their children use a bicycle.
- Of those that used a bicycle, 83% did not feel safe when riding.
- 61% never use the pedestrian overpasses over the freeway.
- 73% feel the existing freeway pedestrian overpasses are unpleasant.
- 75% feel more pedestrian connections are needed over the railroad/trolley tracks.

THE PROPOSED PROJECT EVALUATION

The second survey was done after the major improvement projects were developed to evaluate how the community valued each of the proposed improvement. Each project was evaluated from 1 to 10 with 10 being deemed most important and most desirable.

The four most important projects were creating pedestrian routes throughout the community, constructing the various pedestrian projects throughout the community (P-5), the Otay Mesa Road new sidewalk (P-2), and a new pedestrian bridge over the trolley tracks (P-4). The most desirable projects included the pedestrian bridge over the trolley tracks (P-4), and the various pedestrian projects throughout the community (P-5).

The least important projects were the Seward Avenue new sidewalk (P-3), and the creation of bicycle routes. The least desirable projects were (S-5) Street Improvements at Trolley Station, and the plaza at Hall Avenue (S-7).



**SAN YSIDRO MOBILITY STUDY
COMMUNITY SURVEY - RESPONSES**

Last Updated: 7/23/2007
of Responses To Date: 223

How many work in Mexico	9	30%
How many live in Mexico	21	70%
<i>Total Responses</i>	<u>30</u>	

1a. What category most closely describes you?

Resident	142	51%
Community advocate	12	4%
Community group member	18	6%
Business owner	15	5%
Work for business in San Ysidro	60	22%
Pedestrian advocate	3	1%
Agency or department employee	9	3%
Other: <u>Community property owner</u>	1	0%
Other: <u>Citizen</u>	1	0%
Other: <u>Student</u>	15	5%
Other:	3	1%
<i>Total Responses</i>	<u>279</u>	

1b. Into which of the following categories does your age fall?

Under age 18	1	0%
18 to 24	43	20%
25-34	32	15%
35-44	54	25%
45-54	48	22%
55-64	27	12%
65-74	9	4%
Age 75 or older	2	1%
Decline to answer	1	0%
<i>Total Responses</i>	<u>217</u>	

2a. What form of transportation do you typically use?

Car or vehicle (drive)	168	62%
Bike	2	1%
Bus	31	12%
Walk	39	14%
Carpool	6	2%
Vanpool	0	0%
Cab/taxi	2	1%
Jitney/shuttle	7	3%
Other: <u>Trolley</u>	13	5%
Other: <u>Wheelchair</u>	1	0%
<i>Total Responses</i>	<u>269</u>	

2b. Do you ever use the bus?

Yes	74	35%
No	138	65%
<i>Total Responses</i>	<u>212</u>	

2c. Do you ever use local jitneys or shuttle buses?

Yes	35	18%
No	164	82%
<i>Total Responses</i>	<u>199</u>	

2d. If you use the bus, how often do you use it?		
Every day	17	23%
Several times a week	20	27%
About once a week	15	20%
Two or three times a month	9	12%
Once a month	3	4%
Less than once a month	11	15%
	<i>Total Responses</i>	75
2e. Do you ever use the trolley?		
Yes	113	54%
No	95	46%
	<i>Total Responses</i>	208
2f. If you use the trolley, how often do you use it?		
Every day	20	17%
Several times a week	22	19%
About once a week	12	10%
Two or three times a month	22	19%
Once a month	8	7%
Less than once a month	31	27%
	<i>Total Responses</i>	115
2g. If you use the trolley, how do you get to and from the trolley station?		
Car or vehicle (drive)	50	33%
Bike	0	0%
Bus	21	14%
Walk	75	49%
Carpool	4	3%
Vanpool	0	0%
Cab/taxi	1	1%
Jitney/shuttle	1	1%
Other: <i>Wheelchair</i>	1	1%
	<i>Total Responses</i>	153
2h. If you use the trolley, how long does it typically take you to travel to/from the trolley station?		
0-5 minutes	38	29%
5-10 minutes	28	21%
10-15 minutes	38	29%
15-20 minutes	8	6%
20-25 minutes	6	5%
25-30 minutes	7	5%
30 minutes to 1 hour	8	6%
	<i>Total Responses</i>	133
3a. Do you drive within the community?		
Yes	164	78%
No	47	22%
	<i>Total Responses</i>	211
3b. If so, where do you drive? (Check all that apply)		
To work	96	25.40%
To school (attend or dropoff/pickup)	81	21.43%
To go shopping	111	29.37%

To visit friends and relatives	77	20.37%
Other: <u>For work related errands.</u>	1	0.26%
Other: <u>To meetings</u>	3	0.79%
Other: <u>To take my son to sport practice</u>	1	0.26%
Other: <u>Beach</u>	1	0.26%
Other: <u>Home</u>	2	0.53%
Other:	5	1.32%
Total Responses	378	

3c: Which streets do you drive on most often and what time of day or night?

<u>All the streets</u>	2	0.58%	
<u>All the boulevards</u>	1	0.29%	
<u>All over San Ysidro</u>	1	0.29%	
<u>Athey Street</u>	1	0.29%	
<u>Beyer Blvd.</u>	45	13.08%	19%
<u>Beyer Blvd - 2:45 AM & 3:20 PM</u>	1	0.29%	
<u>Beyer Blvd - 5 AM</u>	1	0.29%	
<u>Beyer Blvd - 8 AM</u>	2	0.58%	
<u>Beyer Blvd - 7:30-8:00 AM & 12:20-12:40 PM</u>	1	0.29%	
<u>Beyer Blvd - morning</u>	3	0.87%	
<u>Beyer Blvd - 8AM to 3:30PM</u>	3	0.87%	
<u>Beyer Blvd - 8AM & 8PM</u>	1	0.29%	
<u>Beyer Blvd - 9 AM & 12:30 PM</u>	1	0.29%	
<u>Beyer Blvd - 10AM-11AM</u>	1	0.29%	
<u>Beyer Blvd - day and evening</u>	3	0.87%	
<u>Beyer Blvd - all day</u>	3	0.87%	
<u>Border Vlg. Road - later morning to mid-afternoon</u>	1	0.29%	
<u>Broadway - daytime</u>	1	0.29%	
<u>Calle Primera</u>	2	0.58%	1%
<u>Calle Primera - all day</u>	2	0.58%	
<u>Camino de la Plaza</u>	10	2.91%	5%
<u>Camino de la Plaza - morning</u>	1	0.29%	
<u>Camino de la Plaza - all day, all night</u>	1	0.29%	
<u>Camino de la Plaza - late morning to mid-afternoon</u>	1	0.29%	
<u>Camino de la Plaza - between 7AM-3PM</u>	2	0.58%	
<u>Camino de la Plaza - late afternoons and evenings</u>	1	0.29%	
<u>Camino de la Plaza - weekends</u>	1	0.29%	
<u>Camino de la Plaza - all times</u>	1	0.29%	
<u>Camino de la Reina</u>	1	0.29%	
<u>Camiones Way</u>	1	0.29%	1%
<u>Camiones - late morning to mid-afternoon</u>	1	0.29%	
<u>Chula Vista</u>	1	0.29%	
<u>Coronado Blvd.</u>	1	0.29%	1%
<u>Coronado Blvd. - 8 AM & 8 PM</u>	1	0.29%	
<u>Cottonwood</u>	2	0.58%	2%
<u>Cottonwood - 8 AM</u>	1	0.29%	
<u>Cottonwood - 9 AM & 12:30 PM</u>	1	0.29%	
<u>Cottonwood - all day</u>	2	0.58%	
<u>Dairymart Road</u>	8	2.33%	3%
<u>Dairymart Rd. - 7 AM, 3 PM</u>	1	0.29%	
<u>Dairymart Rd. - 8:30 AM & 5 PM</u>	1	0.29%	
<u>Dairymart Rd. - all day</u>	1	0.29%	
<u>De La Plaza Blvd.</u>	1	0.29%	
<u>Del Sol</u>	3	0.87%	
<u>Del Sur Blvd - day and night</u>	1	0.29%	
<u>E. Beyer Blvd.</u>	1	0.29%	1%

<u>E. Beyer Blvd. - day</u>	1	0.29%	
<u>E. H St.</u>	1	0.29%	
<u>E. San Ysidro Blvd.</u>	5	1.45%	
<u>E. San Ysidro - 10 AM</u>	1	0.29%	
<u>E. San Ysidro Blvd. - during the day</u>	2	0.58%	3%
<u>E. San Ysidro Blvd. - all times</u>	1	0.29%	
<u>E. Park</u>	1	0.29%	
<u>Hall</u>	1	0.29%	
<u>Freeway</u>	1	0.29%	
<u>I-5 freeway from 7AM to 4PM</u>	1	0.29%	
<u>Iris Ave.</u>	4	1.16%	
<u>Major streets</u>	1	0.29%	
<u>La del Sol</u>	1	0.29%	1%
<u>La del Sol - 7AM & 4 PM</u>	1	0.29%	
<u>La Plaza Blvd.</u>	1	0.29%	
<u>National City - afternoon</u>	1	0.29%	
<u>North Lane</u>	1	0.29%	
<u>Oliver</u>	1	0.29%	
<u>Olympic</u>	1	0.29%	
<u>Olympic Parkway East</u>	1	0.29%	
<u>Orange</u>	1	0.29%	
<u>Otay Mesa Rd.</u>	7	2.03%	
<u>Otay Mesa Rd. - 9 AM & 12:15</u>	1	0.29%	3%
<u>Otay Mesa Rd. - 8:30 AM</u>	1	0.29%	
<u>Otay SYH</u>	1	0.29%	
<u>Palm</u>	2	0.58%	1%
<u>Palm - day, night</u>	1	0.29%	
<u>Palomar</u>	1	0.29%	
<u>Palomar - 8 AM & 8 PM</u>	1	0.29%	1%
<u>Paseo Camiones Way</u>	1	0.29%	
<u>Paseo de las Americas - noon - 3 PM</u>	1	0.29%	
<u>Picador</u>	4	1.16%	
<u>Picador - 7 AM & 4 PM</u>	1	0.29%	2%
<u>Picador - 8AM & 8 PM</u>	1	0.29%	
<u>Plaza mayor</u>	1	0.29%	
<u>San Ysidro Blvd.</u>	75	21.80%	
<u>San Ysidro Blvd. - 7 AM</u>	1	0.29%	
<u>San Ysidro Blvd. - 7:30 AM - 3:30 PM</u>	1	0.29%	
<u>San Ysidro Blvd. - 7:30 AM</u>	2	0.58%	
<u>San Ysidro Blvd. - 8 AM</u>	3	0.87%	
<u>San Ysidro Blvd. - morning</u>	4	1.16%	
<u>San Ysidro Blvd. - 8 AM & 7 PM</u>	1	0.29%	
<u>San Ysidro Blvd. - 8:30 AM & 5 PM</u>	1	0.29%	
<u>San Ysidro Blvd. - 9AM & 3PM</u>	1	0.29%	
<u>San Ysidro Blvd. - 9AM & 9 PM</u>	2	0.58%	
<u>San Ysidro Blvd. - 9AM-2PM, 6PM</u>	1	0.29%	
<u>San Ysidro Blvd. - from 9AM-5PM every day</u>	2	0.58%	34%
<u>San Ysidro Blvd. - 10 AM</u>	1	0.29%	
<u>San Ysidro Blvd. - late morning to mid-afternoon</u>	1	0.29%	
<u>San Ysidro Blvd. - 11 AM-1PM</u>	3	0.87%	
<u>San Ysidro Blvd. - 12PM & 6PM</u>	1	0.29%	
<u>San Ysidro Blvd. - day</u>	7	2.03%	
<u>San Ysidro Blvd. - morning and afternoon</u>	1	0.29%	
<u>San Ysidro Blvd. - all day, all night</u>	6	1.74%	
<u>San Ysidro Blvd. - morning, noon, evening</u>	1	0.29%	
<u>San Ysidro Blvd. - 3PM</u>	1	0.29%	

<u>San Ysidro Blvd. - 4:30 PM</u>	1	0.29%	
<u>San Ysidro Blvd. - 6 PM</u>	1	0.29%	
<u>Shopping area</u>	1	0.29%	
<u>Smithe</u>	8	2.33%	
<u>Smythe - 7:00 AM - 3:30 PM</u>	1	0.29%	3%
<u>Smythe Ave. - 8-9 AM</u>	2	0.58%	
<u>Smithe - 5 AM</u>	1	0.29%	
<u>Sunset Lane</u>	1	0.29%	
<u>Via de San Ysidro</u>	7	2.03%	
<u>Via San Ysidro - 9AM-noon</u>	1	0.29%	3%
<u>Via de San Ysidro - later morning to mid-afternoon</u>	1	0.29%	
<u>Via San Ysidro - all day</u>	2	0.58%	
<u>Vista Lane</u>	1	0.29%	
<u>Vista Lane - all hours</u>	1	0.29%	
<u>W. Hall - 7 AM</u>	1	0.29%	
<u>W. San Ysidro Blvd.</u>	5	1.45%	
<u>Willow Rd.</u>	6	1.74%	
<u>Willow Rd. - morning</u>	1	0.29%	2%
<u>Willow Rd. - all day</u>	1	0.29%	
<u>3rd Ave.</u>	1	0.29%	
<u>4th St.</u>	1	0.29%	
<u>5 Freeway</u>	1	0.29%	
<u>805 Freeway</u>	5	1.45%	2%
<u>805 Freeway 8:20 AM & 5:00 PM</u>	1	0.29%	
<u>905 Freeway</u>	1	0.29%	1%
<u>905 freeway 9:00AM-4:00PM</u>	1	0.29%	
Total Responses	344		

3d. Which streets do you tend to avoid?

<u>All the boulevards</u>	2	1.40%	
<u>All</u>	3	2.10%	
<u>Alleys</u>	1	0.70%	
<u>Beyer</u>	1	0.70%	
<u>Calle Primera</u>	9	6.29%	
<u>Camiones Way</u>	2	1.40%	
<u>Camino de la Plaza</u>	12	8.39%	
<u>Camino de la Plaza - Friday afternoons</u>	1	0.70%	10%
<u>Camino de la Plaza - in the afternoon</u>	1	0.70%	
<u>Camino de la Plaza - 4:30-5:00 PM</u>	1	0.70%	
<u>Cypress Dr.</u>	1	0.70%	
<u>Dairy Mart Road</u>	2	1.40%	
<u>E. San Ysidro Blvd.</u>	3	2.10%	
<u>E. San Ysidro Blvd. - on weekends</u>	1	0.70%	4%
<u>E. San Ysidro Blvd. - on Friday afternoons</u>	1	0.70%	
<u>E. San Ysidro Blvd. - In the evening on Friday</u>	1	0.70%	
<u>Freeway</u>	1	0.70%	
<u>Iris</u>	1	0.70%	
<u>Olive Drive</u>	1	0.70%	
<u>Olympic Parkway</u>	1	0.70%	
<u>Plaza major</u>	1	0.70%	
<u>San Ysidro Blvd.</u>	41	28.67%	
<u>San Ysidro Blvd. - Fridays</u>	1	0.70%	
<u>San Ysidro Blvd. - afternoons</u>	3	2.10%	
<u>San Ysidro Blvd. - between 4-6 PM</u>	4	2.80%	
<u>San Ysidro Blvd. & Via de SY - cars block intersection</u>	1	0.70%	
<u>San Ysidro Blvd. & Via de SY during holiday season</u>	1	0.70%	39%

<u>San Ysidro Blvd. & Camino de la Plaza during holidays</u>	1	0.70%	
<u>San Ysd. Bl. btwn. Cam. de la Plaza/-805, late afternoon</u>	1	0.70%	
<u>San Ysidro Blvd. & Sunset</u>	1	0.70%	
<u>San Ysidro Blvd. & Via San Ysidro</u>	1	0.70%	
<u>San Ysidro Blvd. - westbound passing 805</u>	1	0.70%	
<u>Sunset Lane</u>	1	0.70%	
<u>Via de San Ysidro</u>	17	11.89%	13%
<u>Via de San Ysidro - all day</u>	1	0.70%	
<u>W. Calle Palmera</u>	3	2.10%	
<u>W. San Ysidro Blvd.</u>	6	4.20%	
<u>Willow Road</u>	6	4.20%	
<u>3rd Ave.</u>	1	0.70%	
<u>905 Otay Mesa - 4 PM</u>	1	0.70%	
<u>Main streets.</u>			
<u>At any street where there's stop lights.</u>	1	0.70%	
<u>By the post office</u>	1	0.70%	
<u>Center part of the community</u>	1	0.70%	
<u>The streets surrounding Plaza Las Americas shopping ctr</u>	1	0.70%	
Total Responses	143		

3e. If you do not drive, what form of transportation do you use?

<u>Walking</u>	22	29%
<u>Trolley</u>	20	27%
<u>Bus</u>	23	31%
<u>Bike</u>	3	4%
<u>Jitney</u>	3	4%
<u>Carpool</u>	4	5%
Total Responses	75	

3f. Do you have difficulties driving in the community?

Yes	55	36%
No	96	64%
Total Responses	151	

3g. If yes, what kind of difficulties?

<u>Traffic</u>	41
<u>No bike lanes.</u>	
<u>A lot of people walking but not following traffic signs.</u>	
<u>San Ysidro Blvd. - too narrow; too much traffic.</u>	
<u>Smythe St. is too narrow</u>	
<u>Not enough streets</u>	2
<u>Widen all the streets</u>	
<u>Traffic and policemen chasing people at light.</u>	
<u>A lot of traffic and one lane street</u>	
<u>On weekends and holidays.</u>	4
<u>Traffic lights take too long</u>	2
<u>Traffic lights are not coordinated</u>	2
<u>Traffic to border and or Las Americas</u>	
<u>Need more streets; need more alternative routes</u>	
<u>Too many cars after 4 PM down West San Ysidro</u>	
<u>Lack of signs</u>	
<u>People from Mexico don't respect traffic rules.</u>	
<u>We need more organization in the street of San Ysidro</u>	
<u>That I can't drive.</u>	

3h. What are the hours of greatest traffic congestion?		
3-6 AM	7	3%
6-9 AM	44	19%
9AM-12 PM	19	8%
1-3 PM	25	11%
3-6 PM	112	49%
6-9 PM	19	8%
Other	1	0%
Other <u>1-4</u>	1	0%
Other <u>Weekends</u>	2	1%
	<u>Total Responses</u>	<u>230</u>

3i. What do you suggest to improve vehicle flow?

<u>Traffic enforcement, do not block intersection.</u>	
<u>Mitigate overflow from I-5 and 805</u>	
<u>Lighted crosswalks</u>	
<u>Streets with less traffic ma stop - Blvd should flow traffic.</u>	
<u>Officers on the intersection that takes you into Tijuana by the outlets.</u>	
<u>More police, so that the law be respected.</u>	2
<u>Better and more supervision from the police department.</u>	
<u>Police enforcement.</u>	
<u>Traffic control by SDPD on Paseo de Las Americas and freeway entrance.</u>	
<u>A police officer controlling traffic.</u>	
<u>Have police direct traffic so flow will be faster.</u>	2
<u>People that will direct traffic on weekends and holidays.</u>	
<u>Traffic police to assist at certain intersections such as Camino de la Plaza between Thanksgiving & Christmas.</u>	
<u>More security.</u>	
<u>Street or freeway maintenance should be done during low traffic hours.</u>	
<u>People should stop looking around when driving at SY, not everybody is shopping.</u>	
<u>Widen street, no parking.</u>	
<u>Wider streets</u>	11
<u>Widen San Ysidro Blvd</u>	
<u>Widen San Ysidro Blvd. To 2 lanes each way</u>	
<u>Widen Beyer St.</u>	
<u>Easier exits with less mergers into one lane</u>	2
<u>More streets</u>	17
<u>More routes to Mexico</u>	3
<u>More access routes</u>	
<u>More freeway on and off ramps</u>	2
<u>More lanes</u>	3
<u>Add bridges where the trolley goes by.</u>	
<u>Add bridges on high traffic streets.</u>	
<u>Add bridges</u>	
<u>Pedestrian bridges between Tijuana and San Ysidro</u>	
<u>Another main street beside Willow Road.</u>	
<u>That buses will go by my school.</u>	
<u>Buses</u>	
<u>Better streets</u>	
<u>Better traffic signs</u>	
<u>More transit/traffic signs.</u>	2
<u>More signs on alternate streets so drivers get around faster.</u>	
<u>More traffic organization.</u>	
<u>Only allow public transportation through (trolley, shuttle).</u>	
<u>Shuttle services that drops me off at work.</u>	
<u>Stop driving and use more public transportation.</u>	2
<u>On one side of San Ysidro Blvd. There should be no parking; add more medians.</u>	

At Cottonwood Rd. prohibit vehicles stop at side road.
Open Caliente St. 905 freeway
Add parking lot for people that work in San Ysidro
Consider one way streets.
More highway egress ingress/Promote Beyer Blvd./Design/Privileges
More traffic lights.
Coordinate stop signals/traffic lights 5
Keep street lights working and maintenance
Better traffic signal synchronization at peak hours.
Lights should be faster 2
Less stoplights.
Better car flow
People to leave early for work so they don't have to drive so fast.
Streets maintenance.
More crosswalks with lights to separate the amount of cars.
Add more time to the traffic lights and add more lanes.
Need signals at Alverson & Averil - both on W. San Ysidro Blvd.
Make the street as two lanes or more.
More stop signs.
Better infrastructure
Carpool
Stop selling cars.
That you can't drive at a higher speed.
Less bums.
That people stop using cell phones while driving.
I avoid going out and driving at these hours.

3j. What would it take for you to take some form of mass transit other than drive your car?

Accessibility.
That all transit have wheelchair accessibility. 3
An act of God
Cost and easy availability
Lower price 7
Bus pass.
More bus stops around San Ysidro
Direct route.
Bus rapid transit on freeways.
Greater frequency of buses 12
That the bus at the border crossing will go by more often.
More efficient public transportation 2
More public transportation 2
More public transportation info and and schedules
More public services and better services.
More public transportation routes
Transportation more accessible, less bus transfers.
Better public transportation
Better auto and pedestrian flow.
Comfortable jitney ride
More jitney service hours
Public security.
Free safe parking structure to rest my car while I use public transport.
Parking for my car/shuttle to work.
Free mass transit.
Trolley
That the trolley would get closer to my house. 2
That public transp. would take me all the way to school. 5

	<u>Mass transit closer to home.</u>	
	<u>Alternative st., more stores distributed outside of main street.</u>	
	<u>Two lane street.</u>	
	<u>Need my car always.</u>	
	<u>Only if I didn't have a car.</u>	
	<u>For my car to break down.</u>	
	<u>Not possible for me.</u>	
	<u>Not going to happen.</u>	
	<u>Time</u>	7
	<u>If other public transportation would be faster than driving.</u>	
	<u>Live in the USA</u>	
	<u>Retire</u>	
	<u>Work or go to school outside my area.</u>	
	<u>Job destiny is unique.</u>	
	<u>Community involvement</u>	
	<u>That I wouldn't have to pay for gas.</u>	
	<u>More control.</u>	
3k.	If you use transit (bus, jitneys (shuttle), and trolley), what would you improve and how?	
	<u>Bus that moves people through the San Ysidro Blvd. route from the east side of SY to west of SY</u>	
	<u>Lower price</u>	8
	<u>Jitney takes a long time.</u>	
	<u>There's a lot of delinquents on trolley Beyer Station</u>	
	<u>Trolley station.</u>	
	<u>Public restroom at trolley stations.</u>	
	<u>Direct trolley route from San Ysidro to SDSU.</u>	
	<u>Trolley to residential areas.</u>	
	<u>More security at trolley stations</u>	
	<u>Better schedule for the weekend.</u>	
	<u>Faster services.</u>	
	<u>Bus schedule should be more frequent</u>	14
	<u>Better buses; times and shuttles available</u>	
	<u>Nicer with maybe air conditioning</u>	
	<u>Extend the hours of public transportation</u>	
	<u>More public services and better services.</u>	
	<u>Coordinate bus and trolley schedules.</u>	
	<u>That the buses will get to their stops on time.</u>	
	<u>Improve the street.</u>	
	<u>Define and mark more clearly all the transit zones.</u>	
	<u>Look into rubber tire trolley</u>	
	<u>There's no public transportation for SY High - we should have!</u>	
	<u>More routes</u>	3
	<u>Bus drivers need to drive better, be polite; better shuttles.</u>	
	<u>Bus drivers need to be more responsible</u>	
	<u>Bus stops need to be posted with bus signs.</u>	
	<u>The buses/jitney/shuttles need more personal control; they drive too aggressive.</u>	
	<u>Cleaner freeways.</u>	
	<u>Cleanliness</u>	4
	<u>It's very good.</u>	
3l.	Where do you park? Is parking a problem?	
	<u>No</u>	29
	<u>Sometimes</u>	3
	<u>Yes it's a problem.</u>	28
	<u>At work, no problem</u>	13
	<u>At business, yes a problem</u>	2

<u>At home</u>	3	
<u>School parking - no problem</u>	6	
<u>At school - yes problem</u>	3	
<u>Park at Tijuana</u>		
<u>Shopping center - no problem</u>	3	
<u>SDNB parking lot</u>		
<u>Outside the bank, no</u>	2	
<u>Behind the Jack-in-the-Box</u>		
<u>In the street, the problem is that people who don't live there take the spaces.</u>		
<u>In front of Lucky Stores on SY Blvd. - yes, lots of cars for sale occupy parking along San Ysidro Blvd.</u>		
<u>Baja Mex Insurance parking lot, no</u>		
<u>Parking lots - yes problem</u>	2	
<u>On street, yes</u>	2	
<u>On the streets, no</u>		
<u>Anyplace I can find.</u>	2	
<u>Parking is a problem all along San Ysidro Blvd.</u>		
<u>By San Ysidro Blvd. & Park - Yes</u>		
<u>E. San Ysidro Blvd. - yes, not big enough</u>		
<u>Sunset St. - there's not a lot of spaces.</u>		
<u>It's a problem because there's no security.</u>		
<u>Yes sometimes a problem, especially on Fridays</u>		
<u>No, but it's hard to find a space because they are limited.</u>		
<u>Yes, especially on West San Ysidro Blvd.</u>		
<u>Yes, you have to pay in some places, not enough space.</u>		
<u>Yes, there's no place to pickup someone.</u>		
<u>Yes, because streets are narrow and cars don't have room.</u>		
<u>Parking is a problem near the border area.</u>		
4a. Do you or your children ride a bicycle within San Ysidro?		
Yes	17	11%
No	140	89%
Total Responses	157	
4b. Do you feel safe when you ride a bike?		
Yes	18	17%
No	87	83%
Total Responses	105	
4c. Would you like to see more bike lanes separated from streets?		
Yes	114	87%
No	17	13%
Total Responses	131	
4d. If so, where?		
<u>Beyer Blvd.</u>	9	
<u>Calle Primera</u>		
<u>Chula Vista</u>		
<u>Dairymart Road</u>		
<u>East Beyer Blvd.</u>		
<u>East San Ysidro Blvd.</u>		
<u>Las Americas Ave.</u>		
<u>Otay Road</u>		
<u>San Ysidro Blvd.</u>	18	
<u>Smythe</u>		

<u>West San Ysidro Blvd.</u>	
<u>Willow Road</u>	
<u>Vista Lane</u>	
<u>Side streets parallel to San Ysidro Blvd.</u>	
<u>Down the whole strip of San Ysidro.</u>	
<u>Via de San Ysidro</u>	
<u>Near Willow School area</u>	
<u>Close to schools</u>	3
<u>Trolley station</u>	
<u>At the DMV office</u>	
<u>Next to the trolley</u>	2
Main street	7
<u>On the main street and add more lights.</u>	
<u>Next to the border crossing.</u>	
<u>On all commercial streets.</u>	
<u>By shopping center</u>	
<u>Around school and apartment area.</u>	
<u>Everywhere</u>	5
<u>Anywhere, preferably in all the streets.</u>	
<u>In all the streets. It's safer for them and us.</u>	2
<u>Anywhere, more is just better.</u>	
<u>In different spots, unless people who ride bikes can be safe.</u>	
<u>In safe places.</u>	
<u>Where there's a lot of traffic.</u>	
<u>Where it is needed.</u>	3
<u>In the parks.</u>	4
<u>They can use the alleys.</u>	
<u>On all major streets.</u>	
<u>Away from traffic streets.</u>	
<u>I would like to see the ones that are already there to be used and to stop bike riders on the sidewalks.</u>	
<u>On the right side of the street.</u>	
<u>More bikes will create less automobile traffic.</u>	

5a. If you walk in San Ysidro, what time of day do you usually walk?		
3-6 AM	9	4%
6-9 AM	47	20%
9AM-12 PM	57	24%
1-3 PM	49	21%
3-6 PM	34	14%
6-9 PM	32	14%
Other	7	3%
<i>Total Responses</i>	<u>235</u>	

5b. Do you have children that attend school in San Ysidro?		
Yes	45	24%
No	139	76%
<i>Total Responses</i>	<u>184</u>	

5c. If you answered 'yes' to question 5b, how do your children typically get to school? (Check all that apply)		
Take a school bus	22	22%
Take a city bus	7	7%
Take the trolley	9	9%
Walk with a parent/guardian	12	12%
Walk with friends/siblings	7	7%
Walk on their own	7	7%

Driven by a parent/guardian	29	30%
Carpool with another family	1	1%
Other: <u>Own car</u>	1	1%
Other:	3	3%
<i>Total Responses</i>	<u>98</u>	

- 5d. If you answered 'yes' to question 5b, how long does it typically take your children to get to and from school? (Check all that apply.)

0-5 minutes	5	11%
5-10 minutes	12	26%
10-15 minutes	13	28%
15-20 minutes	7	15%
20-25 minutes	3	7%
25-30 minutes	5	11%
30 minutes to 1 hour	1	2%
<i>Total Responses</i>	<u>46</u>	

- 5e. Please rate how safe you feel the following methods of getting to school are, on a scale from 1-5, where a '1' means unsafe and '5' means very safe:

	<u>Rating Avg. (calcs on separate page)</u>
Take a school bus	4.13
Take a city bus	2.99
Take the trolley	3.16
Walk with a parent/guardian	4.01
Walk with friends/siblings	3.27
Walk on their own	1.98
Driven by a parent	4.48
Carpool with another family	3.90

6. Please rate how well San Ysidro performs in the following areas using a scale from 1-5, where a '1' means poor and '5' means excellent:

	<u>Rating Avg. (calcs on separate page)</u>
Public transportation frequency of service	3.34
Parking availability	2.66
Parking cost	2.77
Traffic flow (congestion)	2.12
Street signs (traffic, not names)	3.21
Walking safety	2.97
Walking convenience	3.08
Biking safety	2.49
Biking convenience	2.62
Biking/walking mix	2.85
Street cleanliness	3.01
Bus shelters/benches (availability)	2.65

- 7a. How many times per week do you use the pedestrian overpasses over the freeway?

Never	116	61%
0-5	47	25%
5-10	6	3%
Daily	21	11%
<i>Total Responses</i>	<u>190</u>	

- 7b. Do you feel that the pedestrian overpasses over the freeways in San Ysidro are (choose one):

Pleasant	19	27%
Unpleasant	51	73%

	<i>Total Responses</i>	<u>70</u>	
Safe		28	31%
Unsafe		<u>61</u>	69%
	<i>Total Responses</i>	<u>89</u>	
Well lit		11	17%
Not well lit		<u>53</u>	83%
	<i>Total Responses</i>	<u>64</u>	
Convenient pedestrian connections		22	39%
Not appropriate as pedestrian connections		<u>35</u>	61%
	<i>Total Responses</i>	<u>57</u>	
Require no improvements		6	10%
Require improvements		<u>57</u>	90%
	<i>Total Responses</i>	<u>63</u>	
7c. Do you feel that more pedestrian connections are needed across the rail/trolley tracks?			
Yes		128	75%
No		<u>42</u>	25%
	<i>Total Responses</i>	<u>170</u>	
8. Please rate how important the following possible improvements in San Ysidro are to you using a scale from 1-5, where a '1' means not important and '5' means very important:			
			<u>Rating Avg. (calcs on separate page)</u>
<u>Street Improvements and General Comments</u>			
Add devices to control or warn drivers of their speed		4.19	
Improve safety through driver education/law enforcement		4.03	
Narrow the streets where they are too wide		2.36	
Add more lanes on busy streets		4.10	
Install medians where pedestrians can safely wait for signal to change		4.34	
<u>Street Intersection Improvements</u>			
Make crosswalk markings more visible		4.48	
Reduce pedestrian crossing distance at intersections (move curbs closer)		3.72	
Increase pedestrian crossing time at signals		3.98	
Install more marked crosswalks at intersections		4.17	
Install more audible pedestrian signals at intersections		4.10	
Install countdown pedestrian walk signals that show the time remaining to cross		4.06	
Give pedestrians a head start at crossings before vehicles are allowed to go		4.15	
Install more pedestrian crossing warning signs		4.22	
Install more traffic signals to assist in safe pedestrian crossings		4.02	
Install flashing lights in the crosswalk pavement to warn drivers of pedestrians		4.36	
Install more curb ramps		3.95	
<u>Sidewalk Improvements</u>			
Install sidewalks where they are missing from entire neighborhoods		4.45	

Install mid-block crosswalks in areas of long commercial blocks	4.13
Make sidewalks continuous by filling in missing gaps	4.13
Repair damaged sidewalks and maintain them to be free of trip hazards	4.60
Remove obstacles blocking or crowding sidewalks	4.42
Improve sidewalk cleanliness	4.31
Increase street lighting levels	4.51
Install more benches, trash cans, drinking fountains, etc.	4.41
Plant more street trees	4.26
Install landscaping between sidewalks and install barriers to separate cars from pedestrians	4.00
Construct more sidewalks away from streets	3.90

Other comments:

I really liked the last part of the survey. Thanks.

Maybe add one safe central parking and provide convenient shuttle service, smooth and fast.

Find method to make pedestrians obey the "no pedestrian crossing" at entrance to freeway by Jack-In-The-Box

San Ysidro Blvd. needs to be wider 'til Coco's. Cottonwood & Smythe need to be wider too.

All Beyer Blvd. need more clean up. Sweeper need to pass by frequently not only by the boulevard,

but by more San Ysidro Streets

The street sweeper should clean the street more often (2 responses); and not only the main street.

Re: 1st group above - too limited choices; misses entirely that few crossing points 2 freeways - what exist

heavily impacted and closed; frequent gridlock associated with inadequate/incomplete freeway access.

There's a lot of trash at the bus stops. Cleaner street and green areas, focus more of the cleaning from

Imperial Beach to down south.

That the main street be cleaner; it's necessary to have a cleaner community.

Cleanliness tends to be a problem.

San Ysidro is visited by many people around then world. It would be nice to make it look clean and restored.

I would like to see San Ysidro as one of the best cities in San Diego.

Have 24 hour police enforcement; this will enforce people to follow the laws.

More security

More security around school due to traffic to border.

More public transportation routes that will go by school.

Improve schools, more security on the streets and trolley stops.

The price of buses and trolley is high. They should consider lowering the price.

I would like the trucks not to circulate on San Ysidro Blvd. - they slow down the traffic and damage street.

Include all the topics or what's most important in order to improve San Ysidro.

That pedestrians have priority.

Clean dry grass and clean graffiti.

We should add more stop signs to prevent accidents.

We need a sidewalk for the kids walking to and from San Ysidro High School.

We really need to improve on pedestrian crosswalks.

Put bus service at high schools that connect or also stop at San Ysidro Adult School (4 responses)

Put bus service at San Ysidro Adult School (13 responses)

Add public services in all the areas. No more buses.

This is very important and necessary because the children walking for the school.

More food stores, movies theater, etc. are needed.

Open Las Americas pedestrian bridge to Mexico.

Add stoplight on 117 W. San Ysidro Blvd. after the alley.

I don't think that all of these services are bad, that's why I think we should not focus or spend

money on them. They are still good.

The trolley takes a long time to cross the street, my idea is to add bridges.

Add more lanes so traffic flow will go faster.

I would like to see a more beautiful SY with lots of security, and less drunks, drug addicts, and

homeless under the bridges and bus benches.

Add public transportation at Beyer Blvd.

Need streetlights at Cesar Chavez Park and Coral Gate by Plaza Blvd (2 responses)

Add a bridge from the swap meet to Dairymart so that the traffic will be less at Calle Primera.

San Ysidro Mobility Strategy

Major Project Community Evaluation

(Ranked 1-10: 10 being highest rated)

PROJECT	DESIRABILITY	IMPORTANCE
Greenway Spine	8.6	7.5
Bicycle Routes	7.4	6.4
Pedestrian Routes	9.0	8.9
Project S1 - Dairy Mart Road	7.25	7.0
Project S2 - Via San Ysidro Off-Ramp relocate	7.9	7.6
Project S3 - Via Tercero Bridge	7.75	7.75
Project S4 - Beyer Boulevard – Greenway	8.25	7.1
Project S5 - Street Improvements at Trolley Station	7.1	7.1
Project S6 - East and West Park Ave. Improvements	7.75	7.4

Project S7 - Plaza at Hall Avenue	7.1	6.2
Project S8 - East San Ysidro Blvd. / Border Village Sidewalk/Plaza	8.5	8.1
Project S9 - Camino de La Plaza / San Ysidro Blvd. New Ramp Configuration	8.8	8.6
Project S10 - New Beyer / Smythe Signals	8.0	8.0
Project S11 - Improve Trolley / Seward Ave. Sidewalk	8.2	6.8
Project P1 - San Ysidro Blvd. Pedestrian Improvements	8.5	7.4
Project P2 - Otay Mesa Road Sidewalk	8.8	8.7
Project P3- Seward Ave / West Park Ave Sidewalk	7.7	6.5
Project P4 - New Pedestrian Bridge over Beyer Blvd.	9.1	8.7
Project P5 - Various Sidewalk / Pop-out Improvements	9.5	8.8

ADDITIONAL COMMENTS FROM SURVEY RESPONDANTS:

- Any sidewalk improvements are high priority.
- Of most importance is connecting east to west.
- Great work, let's get this onto San Ysidro Community Plan Update. Project S8 – great idea! Can really become nice plaza space! Project P4 – much needed for school access and seniors to get to grocery stores.
- Improve signal lights in San Ysidro.

- It will be important to show 4-way longitudinal crosswalks in plan. Need crosswalks for projects S7 & S8.
- Project S6 is fine if you can add an arrow to turn left on Border Village Road.

Community Presentations

Community presentations were made on the following dates:

- December 8, 2006
- January 26, 2007
- May 25, 2007
- June 15, 2007
- July 23, 2007
- September 28, 2007
- November 7, 2007
- January 10, 2008
- January 15, 2008
- January 16, 2008
- January 31, 2008
- June 17, 2008
- October 17, 2008

5. CONCLUSION

The success of a mobility strategy is critical to the health and vitality of San Ysidro. This initial look at some of the potential improvements that could be made in the community of San Ysidro is only the beginning. Each of the potential projects needs to be further developed and designed at a greater level of detail. In addition the new GSA Point of Entry Plan will present major ramifications regarding mobility strategies near the border area. The upcoming Community Plan update will also have impacts on the potential projects. Land Use and Mobility are strongly linked and one cannot be evaluated without the other.

There are project proposals within this report that are critical to the overall Community Planning effort. In particular, The Green Spine, the Major Pedestrian Routes and the Major Bicycle Routes can become the framework from which the Community Plan vision is developed. **Figure 5-1** below illustrates these three major components together to help illustrate the significance and inter-relationships between each component.

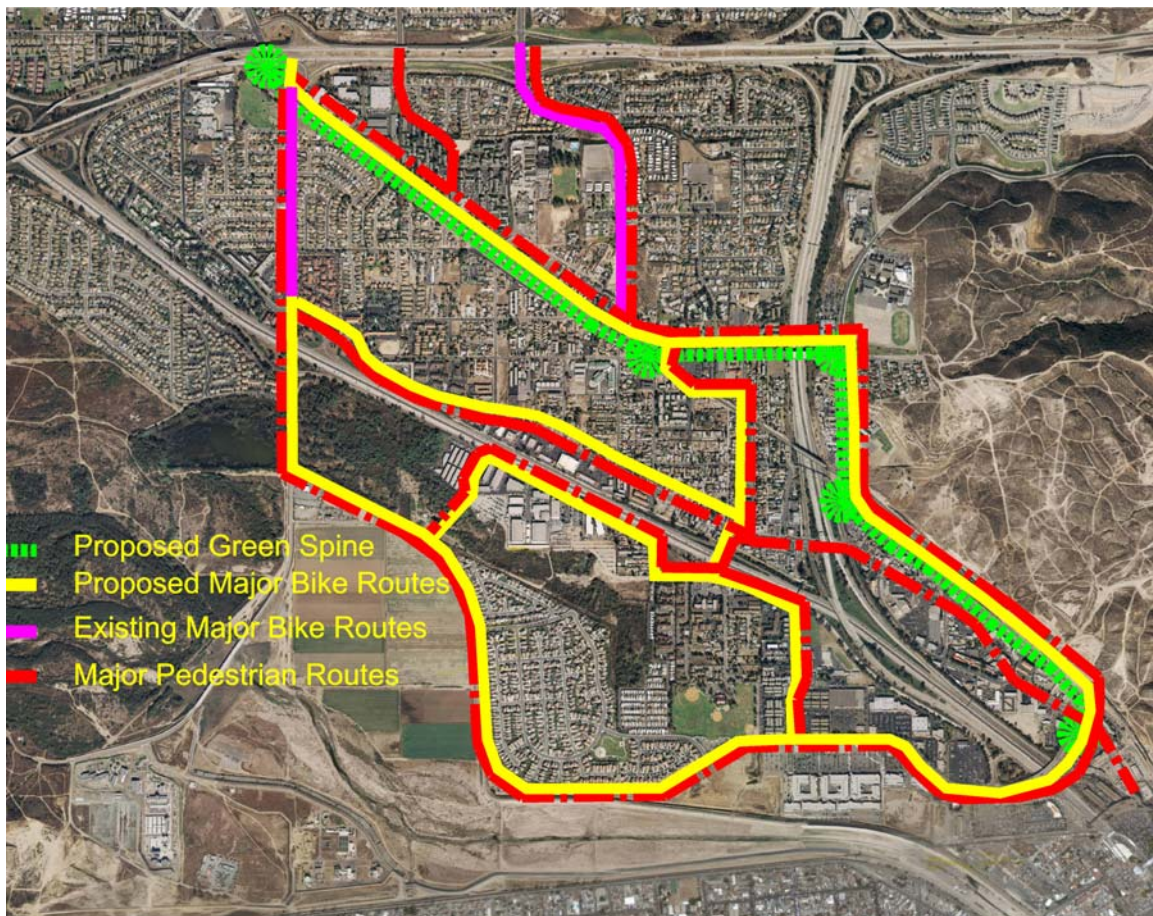


Figure 5-1 Combined Green Spine, Pedestrian and Bicycle Map

The data gathering, community value gathering and potential project portions of this strategy will become an excellent starting point for future phases of the San Ysidro Mobility Strategy.

The projects proposed within this report will require further field analysis and design refinement to verify their feasibility. This report is intended to be the first phase of a multi-phase effort.