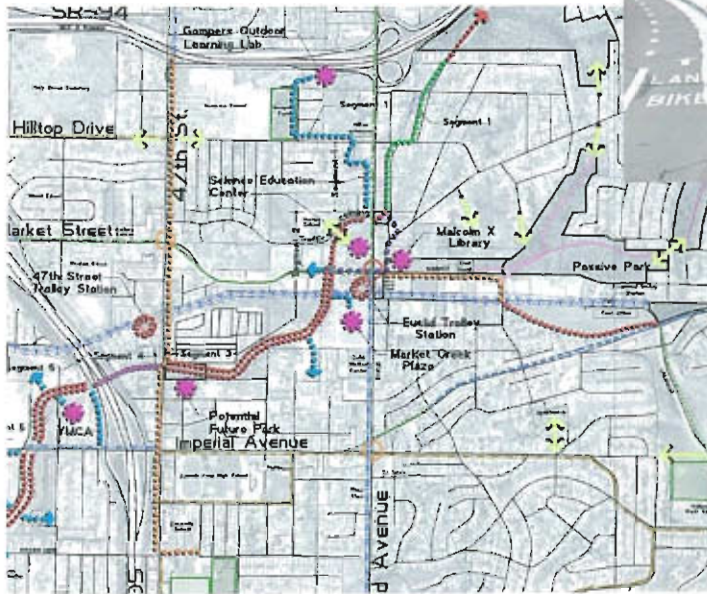


Encanto Neighborhoods Pedestrian and Bicycle Network Plan



June 2003

Prepared for: City of San Diego, Planning Department
Prepared by: Nico Calavita
Estrada Land Planning, Inc.



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ACKNOWLEDGMENTS

A very big THANK YOU goes to all who contributed to this report. First and foremost, thank you to all the members of the Encanto Neighborhoods who participated in the workshops. A full list of participants is included in the Appendix. We would also like to acknowledge the Euclid-Market Action Team, EMAT's steering committee, and the Jacobs' Center for Non-Profit Innovation for their invaluable input, guidance, and support throughout the workshop process. The Encanto Neighborhoods Community Planning Group also deserves recognition for their support and participation. And, finally, thank you to CALTRANS for their Community-Based Transportation Planning Grant award to the City of San Diego Planning Department that made these studies possible.

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1. Introduction & Background

According to the San Diego Association of Governments (SANDAG), the Encanto Neighborhoods area will grow faster than the rest of the City of San Diego during the next few decades. Future growth presents both risks and opportunities. If growth continues unchecked, does not pay for itself, and is not guided and controlled by the residents, the quality of life in the Encanto Neighborhoods area will deteriorate. On the other hand, if new development is shaped to benefit the Encanto Neighborhoods, growth could be the spur for an improved quality of life for the people in the area.

This report and its companion, the *Encanto Neighborhoods Urban Design Guidelines*, provide the basis for a process that enables neighborhood residents to shape new growth to benefit them. They are the final touches of a planning process that has extended over a period of a few years that, through intense public involvement, has created new plans that are environmentally-sound, socially and economically equitable.

The *Urban Design Guidelines* provide the community members of the Encanto Neighborhoods area with specific guidelines that will help ensure the quality of development on individual sites.

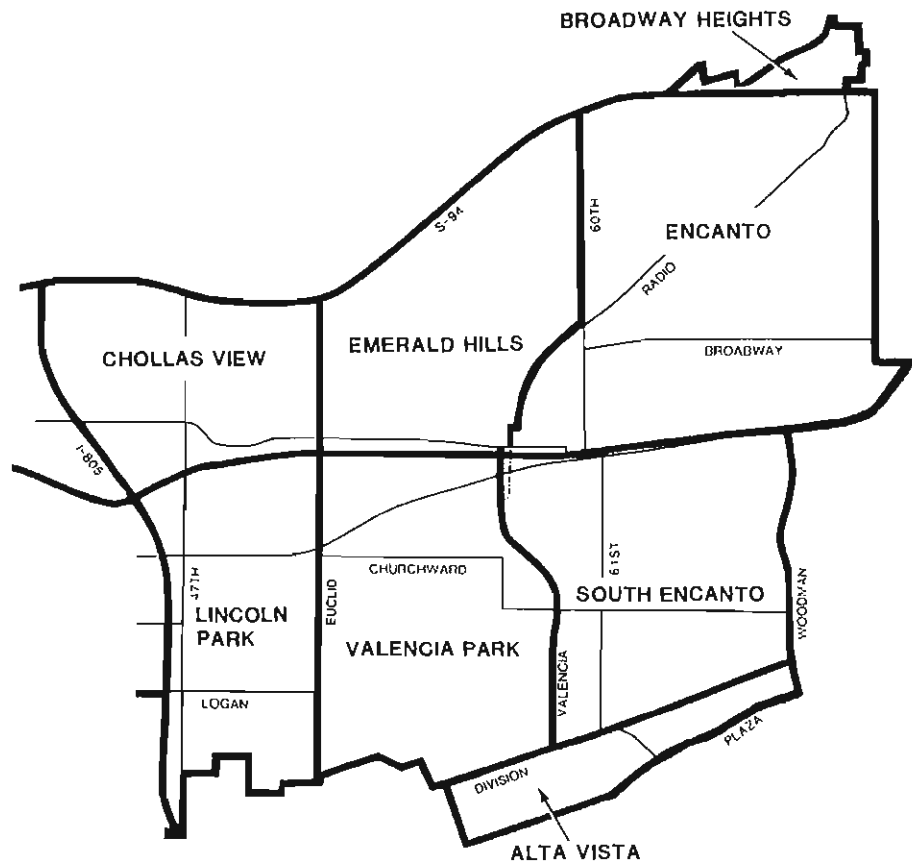
This report introduces concepts and principles behind pedestrian and bicycle network planning, presents a specific plan that enhances opportunities for walking and bicycling, and outlines specific projects that could be implemented in the next few years to create momentum in implementing the pedestrian and bicycle network plan.

The two reports complement each other. The pedestrian and bicycle environment is greatly influenced by the way land uses are arranged, buildings are shaped and located in relation to the street and other buildings, and the public realm is landscaped and furnished. Creating opportunities for bicycling and walking, on the other hand, enhances the success of commercial and mixed-use development by providing greater accessibility and fostering social encounters and safer environments. Sections of the *Urban Design Guidelines* especially relevant for the enhancement of the pedestrian and bicycling experience include the chapters "Mixed-Use Guidelines," "Site Planning & Visual Guidelines," and "Landscape & Streetscape Guidelines."

Both reports were based on an intensive citizen participation process that included six community workshops, during which participants expressed their preferences about various alternatives presented to them. Our role as consultants was that of educators, students and facilitators. As part of this participatory process, we introduced participants to site planning, landscaping, parking, pedestrian and bicycle planning principles; the participants taught us about various features of their community, the viability of particular concepts and ideas and their preferences for various alternatives. We thank them for their participation and their important contribution.

GEOGRAPHIC AREA DESCRIPTION

The Encanto Neighborhoods area is located about 6 miles east of downtown San Diego, bordered by the Martin Luther King, Jr. Freeway (SR-94) to the north, Interstate 805 to the west, the City of Lemon Grove to the east, and National City to the south. The Encanto Neighborhoods area includes the neighborhoods of: Chollas View, Lincoln Park, Emerald Hills, Valencia Park, Encanto, South Encanto, Broadway Heights, and Alta Vista. Known in the early 1900s for its rolling hills, dairy land, railroad connections, and rural atmosphere, now much about the area has changed. The Encanto Neighborhoods area has developed into a diverse, urban community.



Demographics

The Encanto Neighborhoods make up one of the most diverse areas in San Diego. According to the recently prepared *Market Analysis of Encanto* (2002), the largest ethnic group in the mile surrounding the Euclid Avenue and Market Street intersection is Non-Hispanic Blacks (40%), followed by Hispanics (36%), Asians (20%), and Non-Hispanic Whites (5%).

It is also a community with a large youth population. Eighty percent of households in the one to two miles surrounding the Euclid Avenue and Market Street intersection are family households, while Citywide family households make up only fifty-eight percent of households. Also, the number of residents under the age of fifteen is above the City average. People over

65 are in the group with the highest projected growth. Planning should consider the needs of these groups and pay special attention to education, recreation facilities, accessible places, and safe streets.

The area's proximity to downtown and low housing prices (the average price of a resale home is nearly thirty-eight percent below the Citywide average) make the neighborhood an attractive market for newcomers. The San Diego Association of Governments (SANDAG) estimates that the population of this area will grow by 3.3% between the years 2010 and 2020, a rate significantly higher than the projected Citywide rate.

Landmarks and Districts

As a part of the Euclid-Market Master Plan process, community members were asked to identify districts and landmarks within their neighborhoods. Commercial districts were identified at 47th and Market, Euclid and Imperial, and Euclid and Market. The neighborhood schools (such as Gompers and Lincoln), churches (St. Rita's, Mt. Erie), and trolley stops (47th Street, Euclid Avenue, 62nd Street) were identified as important landmarks. Community participants also noted the Elementary Institute of Science, the Malcolm X Library, and the Tubman Chavez Center as landmarks.



Elementary Institute of Science



Malcolm X Library

Natural Context

Natural assets within the Encanto Neighborhoods include several canyons and rolling hills. The hills and views in the neighborhoods are a valuable asset to be protected. Chollas Creek, which runs diagonally through the neighborhoods, provides potential for connecting the neighborhoods through a recreational trail system.



Canyons in the Encanto Neighborhoods area



Chollas Creek Phases

RECENT LAND-USE CHANGES & PROPOSED PLANS

The Encanto Neighborhoods area is a dynamic part of the City that has experienced many changes during the past few years with more to come.

Many proposed developments and recently completed projects are changing the image of the area. The Malcolm X Library, Elementary Institute of Science, and Market Creek Plaza, all next to the intersection of Euclid Avenue and Market Street, are positive examples of changes occurring in the community. These new community uses need to be made more pedestrian and bicycle accessible.



View of Market Creek Plaza and Trolley from above Market Street

Approaches to planning within the City of San Diego have changed as well. In August 2002, the City of San Diego approved the City of Villages strategy as part of an update to its General Plan. The City of Villages encourages the development of mixed-use village nodes adjacent to transportation hubs. Mixed land uses (such as retail, office, and residential) tied together with carefully planned pedestrian and bicycle networks can add vitality to the area, while providing much-needed housing. As part of the City of Villages implementation process, a Pilot Village application was prepared for the Euclid-Market Village Center by the Euclid & Market Partnership. The current *Southeastern San Diego Community Plan* does not include guidelines for mixed-use or transit-oriented developments.

Also, awareness has recently grown about the relationship between development and the natural environment. Natural canyons, dramatic topography, and beautiful views are all assets to the Encanto Neighborhoods. Work has started on Chollas Creek, which runs through the community, to restore the creek bed as well as to create a trail system along the creek edge.

Because of its dynamism, the Encanto Neighborhoods area has also been the subject of two specific planning proposals.

Euclid PLACE³S Revitalization Program

From 1995 through 1998, community members participated in a planning effort to develop a land-use plan that balances economic, energy and environmental sustainability. PLACE³S (PLanning for Community Energy, Economic, and Environmental Sustainability) was a joint community planning program of the City of San Diego, the Fourth Council District, the San Diego Association of Governments, the California Energy Commission, and the Lincoln Park, Chollas View, Emerald Hills, and Valencia Park Neighborhood Councils. They generated a land-use plan, a list of goals, objectives and suggestions for future development in a 500-acre area around the Euclid Trolley Station.

Euclid Market Master Plan

Shaping the Future of the
**Euclid-Market
Neighborhoods:**
A Community-Based
Proposal For Equitable
Development



Prepared for:
Euclid-Market Action Team



July 25, 2002

Prepared by:
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The 2002 report, *Shaping the Future of the Euclid-Market Neighborhoods: A Community-Based Proposal for Equitable Development*, (hereafter referred to as *Euclid-Market Master Plan*), was the result of an intense and prolonged citizen participation process. It was spurred by the residents' desire to be proactive and have a stronger voice in helping shape the future of their communities. This process was initiated by the Coalition of Neighborhood Councils (CNC) and its locally-based member organization, the Euclid-Market Action Team (EMAT) and supported by the Jacobs Center for Nonprofit Innovation. Together, they embarked on a community-based process to develop a plan for the area surrounding the intersection of Euclid and Market that reflected its value as the functional and symbolic center of the community.

This inclusive planning process included “Planning Circles,” i.e., working groups of residents who came together in their own homes to share their vision of the community, and five charrettes that led to the proposed plan. An outreach team is currently implementing an ambitious promotional campaign to gain support for the proposed plan. Although the Euclid-Market Master Plan did not specifically address pedestrian and bicycle planning, the document represents a breakthrough in community planning and constitutes the land use basis of this report.

Specifically, the Euclid-Market Master Plan proposed, in line with the City of Villages concept, a Village Center at Euclid and Market, and two Neighborhood Centers, one at Euclid and Imperial, and the other at Market and 47th Street. They represent the activity cores of the community, providing jobs, services, retails, and housing in well-planned, visible, and accessible locations.

PREVIOUS PEDESTRIAN/BICYCLE TRANSPORTATION PLANS

Southeastern San Diego Community Plan

The 1987 *Southeastern San Diego Community Plan* pointed out that "Pedestrian access throughout Southeastern San Diego is readily available by means of sidewalk along public streets, however these walkways are not being used to their full potential in some areas because of a lack of attention to the aesthetics and perceived safety of the walking environment" (page 100).

Proposed bikeways in the *Community Plan* included the Chollas Creek Corridor as a Class I bike path, 47th to Chollas Creek, and Euclid to Market as Class II bikeways. The following roads were designated as Class III: Market, Imperial, Churchward, Logan and 47th from Chollas Creek to the Martin Luther King, Jr. Freeway (SR-94).

BIKE LANE CLASSIFICATIONS

	<p>CLASS I (Typical location—openspace)</p> <p>Bicycle Path A completely separate right-of-way for the exclusive use of non-motorized vehicles.</p>
	<p>CLASS II (Typical location—major street)</p> <p>Bicycle Lane A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, land striping, and other pavement markings.</p>
	<p>CLASS III (Typical location—neighborhood street)</p> <p>Bicycle Route A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.</p>

The dimensions illustrated on this page are subject to change.

Source: *Southeastern San Diego Community Plan*

The recommendations of the *Community Plan* include:

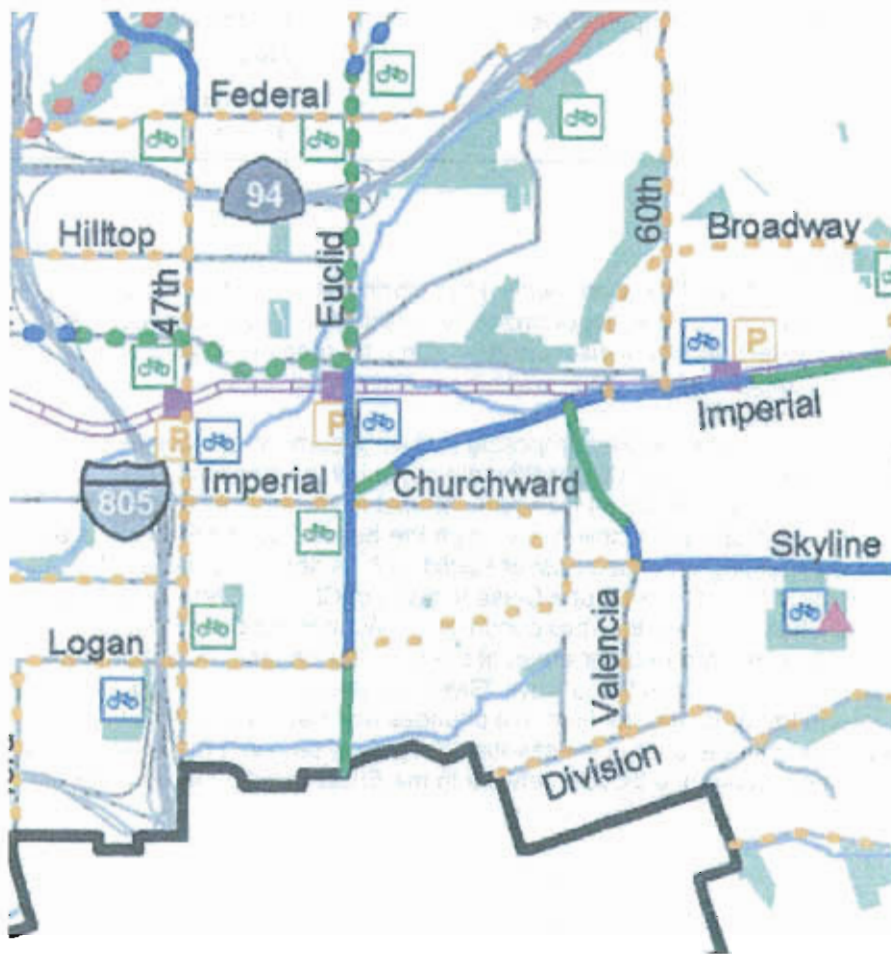
- Enhancement of pedestrian walkways.
- Give highest priority to trolley connections for sidewalk and bikeway improvements.
- Have new development build walkway improvements.
- Improve designated bicycle routes to City standards.

Euclid PLACE³S Revitalization Program

PLACE³S proposed the Chollas Creek Corridor as a Class I path, Euclid as a Class II bikeway, and Market, Imperial, Churchward and 47th as Class III bikeways.

City of San Diego Bicycle Master Plan

Bike routes included in the Encanto Neighborhoods area as existing Class II were Euclid south of Market and Imperial east of Euclid; and as existing Class III Valencia from Imperial to Skyline. "Top Priority" proposed Class III bikeways were Market from I-805 to Euclid and Euclid from Market to 94. Imperial from I-805 to Euclid and 47th is shown as a Proposed Class II or III bikeway. It should be mentioned that an existing Class I bike path is indicated parallel to the Martin Luther King, Jr. Freeway (SR-94) from 60th to Kelton Road.



LEGEND	
	Existing Class 1 Bikeway
	Existing Class 2 Bikeway
	Existing Class 3 Bikeway
	Top Priority Proposed Class 1 Bikeway
	Top Priority Proposed Class 2 Bikeway
	Top Priority Proposed Class 3 Bikeway
	Top Priority Proposed Class 2 or 3 Bikeway
	Other Proposed Class 1 Bikeway
	Other Proposed Class 2 or 3 Bikeway
	Existing Bicycle Parking Facility
	Proposed Bicycle Parking Facility
	Existing Amenity Facility
	San Diego Trolley and Station
	Coaster Commuter Rail and Station
	Proposed Transit Station
	Park-and-Ride
	Colleges/Universities
	Stadiums/Arenas
	Airports
	Activity Centers
	Parks

City of San Diego Bicycle Master Plan, detail

Proposed Bike Lanes and Classes

	Class I	Class II	Class III
Community Plan	Chollas Cr. Corridor	47 th to Chollas Cr. Euclid Ave. to Market St.	Market St. Imperial Ave. Churchward Logan to SR-94 47 th St. to SR-94
PLACE³S	Chollas Cr. Corridor	Euclid Ave.	Market St. Imperial Ave. Churchward 47 th St.
Bicycle Master Plan	SR-94 from 60 th to Kelton Road	Euclid Ave. Imperial Ave.	Valencia Euclid Ave. Market St. Imperial Ave. 47 th St.

Conclusion

With the exception of the *Community Plan* comment that, while the existing sidewalk system provides opportunities for walking, its unattractiveness and perceived safety problems discourage walking, no mention of specific pedestrian improvements were made in the three proposals.

The three plans had bikeway proposals that were somewhat inconsistent. For example, the Bicycle Master Plan did not show the Chollas Creek corridor as a possible Class I bike path. Market is shown in all three proposals as a Class III bikeway, although the Bicycle Master Plan stops at Euclid with nothing proposed east of Euclid. 47th is shown as a Class II or III in the Bicycle Master Plan, but a Class III north of Chollas Creek and Class II south of Chollas in the other two documents. What is important to mention is that, when compared to other areas of the City, the Encanto neighborhoods do not have many Class II bikeways. Given the presence of two Trolley Stations in the area and the land use changes that have already occurred and will occur in the area, it is essential that priority be given to implementing a viable pedestrian and bicycle network in the Encanto Neighborhoods area.

2. Pedestrian/Bicycle Network Planning Process

Providing more transportation choices for people living in the Encanto Neighborhoods would contribute to the creation of a community that is environmentally sound, socially and economically equitable.

The benefits would include:

- 1) Increased accessibility to places people might not have access to, thus providing opportunities for a more active and economically vibrant community.
- 2) Reduced need for the automobile in an area of the City where car ownership is limited by lower incomes.
- 3) Reduced pollution and noise.
- 4) Safer neighborhoods by increasing the chances for informal surveillance and "eyes on the street."
- 5) Increased walking and bicycling, thus promoting exercise and good health.
- 6) Greater social interaction in public places.

The *Encanto Neighborhoods Pedestrian and Bicycle Network Plan* is the direct result of a process of two community workshops. The first workshop was dedicated to the presentation of issues and principles surrounding pedestrian and bicycle planning, and participants' suggestions about possible improvements to certain areas of the Encanto Neighborhoods to foster better pedestrian and bicycle movement. The second workshop included a presentation of a proposed plan to the community and a discussion period during which comments and suggestions for changes were made by the participants (see Appendix A for the Agenda of the two workshops).





The workshops not only made it possible for the community to participate but were also planned in collaboration with community members. Dedicated community members greatly participated in the organizing and facilitation of group discussions at the workshops. As a result, there is an active group of citizens knowledgeable about pedestrian and bicycle planning and its connection to land use. They can become actively engaged in trying to foster non-motorized transportation as a viable alternative in the community.

As mentioned above, this proposed plan was the result of the interaction of the consultants and the community members in two workshops. The presentation of the genesis of the plan will follow to a large extent the format and the results of the two workshops.

APRIL 3, 2003 WORKSHOP

This workshop began with a brief introduction to the principles and criteria of pedestrian and bicycle planning that included:

- 1) An analysis of the factors that encourage non-motorized transportation
 - 2) Discussion of who walks and bikes and for what purposes
 - 3) An overview of the types of pedestrian and bicycle paths and intersection improvements that are possible.
-
- 1) To encourage walking and biking in the community the pedestrian and bicycle experience should be made **SAFE, PLEASANT** and **EFFICIENT**.

SAFE

Safety aspects include separation of flows of traffic from each other and vehicles from people.



Safety at intersections can be improved through the shortening of crossing distances, safer transition into the street through curbs with ramps or sloping curbs, creating pedestrian refuge islands, providing pedestrian activated traffic control and making the pedestrian and bicyclist "visible."



Slower speeds, made possible through various devices, are probably the most important aspect of safety for pedestrian and bicyclists.



PLEASANT

Pedestrian activity can be enhanced with improved landscaping that creates complexity and interest for the pedestrian through furnishings, lighting, trees, paving and the placing of appropriately designed plazas, squares and civic buildings.



Buffers from traffic with edge zones and/or parked cars enhance the pedestrian experience.



EFFICIENT

Pedestrian and bicycle routes should directly interconnect "Activity Centers" such as schools, village and neighborhood centers, transit stations, libraries, parks and employment centers.

In areas with heavy non-motorized traffic, signal timing should be adjusted for pedestrians and bicyclists.



A neighborhood "Activity Center"



Transit station and pedestrian amenities at "Activity Center"

2) Who walks and bikes and for what purposes?

Children going to school, transit stations, friends' homes or activity centers.



Adults going to work, transit stations, shopping or other activity centers.



Adults and children riding or walking for recreation or exercise.



3) An overview of the types of pedestrian and bicycle paths and intersection improvements that are possible

Types of walkways:

Sidewalks on residential streets (four or five feet wide)



Sidewalks on collectors and arterials (five feet minimum, with landscape or furnishings zone between sidewalk and street)



Sidewalks in village/neighborhood mixed-use centers, the sidewalk and furnishing zone should be at least twelve feet



Pedestrian paths separated from the road should be at least twelve feet



Shared bike and pedestrian path, minimum 12 feet wide

Types of bikeways:

Bike paths separated from the road (Class I) – see above picture

Bike lanes (signed lanes located in the roadway next to the curb, minimum five feet, usually on major streets (Class II))



Bike route (designated by signs only and sharing the road with cars (Class III)).

Intersection improvements:

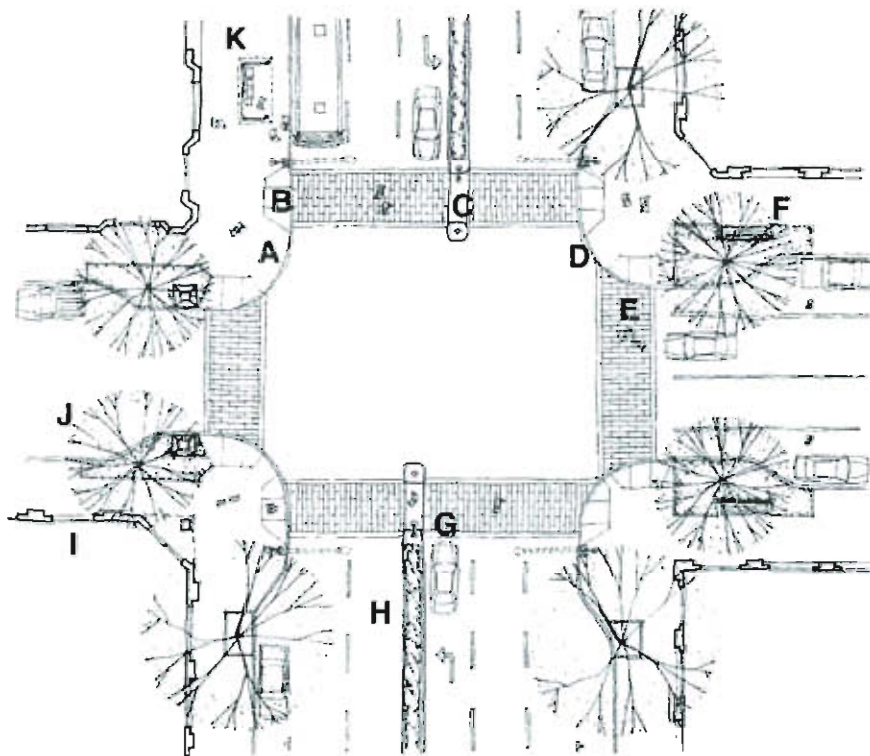
Bulb-outs



Roundabouts



Refuge islands

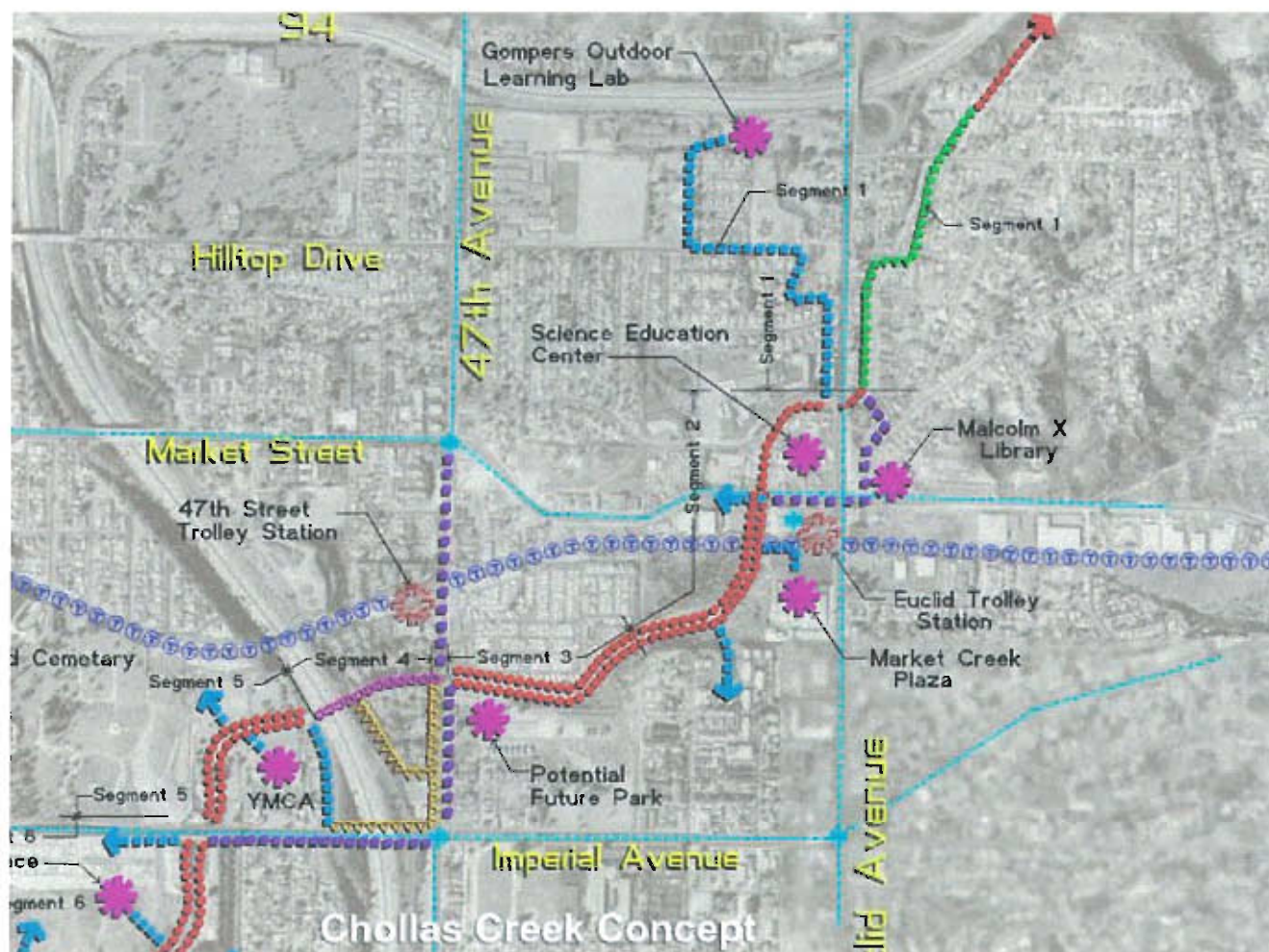


- A. Pedestrian bulb-outs
- B. Wheelchair access ramps
- C. Pedestrian refuge islands
- D. Curb radii no greater than 15'
- E. Special paving in crosswalks
- F. Benches and other amenities
- G. Pedestrian-scale lighting
- H. 10'6" travel lanes
- I. Building articulation
- J. Street trees
- K. Accessible transit stops

Source: *Planning and Designing for Pedestrians*, SANDAG, June 2002

Chollas Creek Opportunities and Constraints

The City of San Diego and surrounding neighborhoods have made the management and restoration of Chollas Creek and its associated wetlands a high priority. Brian Schoenfisch, the community planner in charge of the Chollas Creek project, gave a presentation on the opportunities offered by the restoration project for a system of pedestrian and bicycle paths that interconnect the neighborhoods and the major community facilities in the Encanto Neighborhoods area. The Encanto Neighborhoods area is part of the Phase I, the South Branch of Chollas Creek that begins at Euclid Avenue and ends at Interstate 5, south of downtown, where it meets the Main Branch and empties into the San Diego Bay. An Enhancement Plan, adopted by City Council in 2002, includes design guidelines and implementation measures for the eight segments that are located in the Phase I area. For a detailed description of the guidelines and implementation measures, the reader should consult the *Chollas Creek Enhancement Plan*. What follows is a brief description of the salient features of the plan and the activity centers that it interconnects.



Segment 1 would connect the open space south of the Martin Luther King, Jr. Freeway to the Library and the Elementary Institute of Science located at the northeastern quadrant of the Euclid/Market intersection. Segment 2 would cross Euclid Avenue and connect to Market Street while brushing

against Horton Elementary. An Interpretive Center at this location will encourage students and the public to use the creek as a learning laboratory. Construction for the Interpretive Center will begin in 2003.

On the south side of Market Street we can get a sense of how the Chollas Creek Enhancement Plan will function and look after its full implementation. The Jacobs Foundation has completed the first phase of Market Creek Plaza, a major mixed-use project located just south of the Euclid Trolley Transit Station and has restored the natural amenity of Chollas Creek. Chollas Creek has also become the focal point for the public space and urban design component of the project with a small amphitheater facing the creek, and pedestrian and bicycle paths lining both sides.



Chollas Creek at Market Creek Plaza

Segment 3 would connect Market Creek Plaza via a linear park to a park being proposed on vacant Water Department property at 47th Street that will also house interpretive displays of the flora and fauna and history of the area. West of 47th Street the paths would lead to an over or underpass at I-805 to connect to the YMCA located just west of the freeway and north of Imperial Avenue.

While the challenges in implementing the Class I system of pedestrian and bicycle paths adjacent to Chollas Creek are many, the almost "insurmountable" difficulties lie in the crossing of the roads and trolley line that span the creek, more specifically at Euclid Avenue, Market Street, the Trolley line south of Market.



Chollas Creek at Euclid Avenue Trolley Station

The bridge at 47th seems to have enough clearance for a continuation of the system under 47th. Safety issues, however, related to flash flooding and crime, make tunnels and underpasses problematic. These issues will be addressed when the plan is discussed in the following chapter.

Participants in the workshop raised these concerns as well, while stressing the importance of a continuous path system. The Director of the YMCA, Michael Bruner, especially, made a passionate appeal to find an alternative to the existing utilization of the culvert under I-805 on the parts of children seeking a shortcut to the Y from neighborhoods east of I-805.

Charrette

The Chollas Creek presentation was followed by a charrette, during which the participants were divided among five tables, one table for each of the quadrants that make up the Encanto Neighborhoods and one for the area as a whole. They were asked to address the following issues:

Do adults or children use bikes in the community? If not, Why?

Schools: Do you know of safety problems? What solutions would you suggest: Reduce speeds? Need for marked crosswalks? Pop outs? Other?

Can you identify connections/short cuts to make it easier to get to school? Are they safe?

How could these intersections be improved from a Safety, Attractiveness and Efficiency point of view?

Intersections:

Euclid & Market (Village Center)

Euclid and Imperial (Neighborhood Center)

47th & Market (Neighborhood Center)

Chollas Creek Pedestrian and Bicycle Paths: Do you see problem areas?

Where should the pedestrian and bicycle network be expanded?

Table Presentations

All of the comments made by participants at the five tables are included in Appendix B. Participants also used maps to indicate their proposals. What follows is a summary of the comments.

Do adults or children use bikes in the community? If not, Why?

While pedestrians can be observed in the community at levels probably higher than other areas of the City, possibly due to the fact that car ownership is 25% lower in the Encanto Neighborhoods area than the rest of the City, very few bicyclists can be observed. The lack of safe bikeways might be part of the answer, but the charrette gave other reasons as well, including terrain ("there are steep inclines") and affordability of bicycles.

A participant made an interesting comment about the need "to publicize physical activities as a positive idea. People must be educated and know about it. We should encourage a bicycle shop in the community." This participant was trying to address what he perceived as a lower level of physical activity - bicycling in this case - in a minority community and the need to stress its benefits. In a similar vein, a comment made about not many children biking to school, reinforced the comment reported above that the culture in the minority community might be anti-bicycling: "Peer pressure may discourage bike use." Of course, it may be that children in general, not just in minority communities, do not consider it "cool" to ride a bike to school.

Network

Besides the general comments about creating more bike lanes, two specific proposals were made:

The first was to emphasize 47th Street as an attractive walking and bicycling connection. The various centers of activity along or close to 47th Street were pointed out during the discussion: Gompers Secondary School, the Community Service center at Market Street, the Trolley Station at 47th, the proposed 47th Park, the YMCA through

Imperial, and the Schools south of Imperial. Open parcels adjacent to the east side were suggested as presenting an opportunity for a pedestrian/bicycle path separate from the road.

The second suggestion was to create pedestrian/bicycle facilities on Market Street east of Euclid Avenue all the way to the 62nd Street Trolley Station. Similarly, it was proposed to connect the new Post Office to the Euclid and Market intersection and to establish a path along the trolley line and Chollas Creek (Encanto Branch) east of Euclid.

Schools

Some participants suggested that it is possible that children do not bike to school because it is unsafe, or because "secure bike lockers are missing." The comments stressed the need for traffic calming and bike paths. More specifically, bikeways were called for Market Street, Guymon Street and 47th Street. Safer connections to Gompers Secondary and Horton Elementary were suggested by connecting Hilltop Drive to Euclid Avenue. Need for a safer connection from Horton Elementary to Market Street was also mentioned. Finally, a few people were concerned about the safety of a cut through to Valencia Park Elementary School.

Intersections

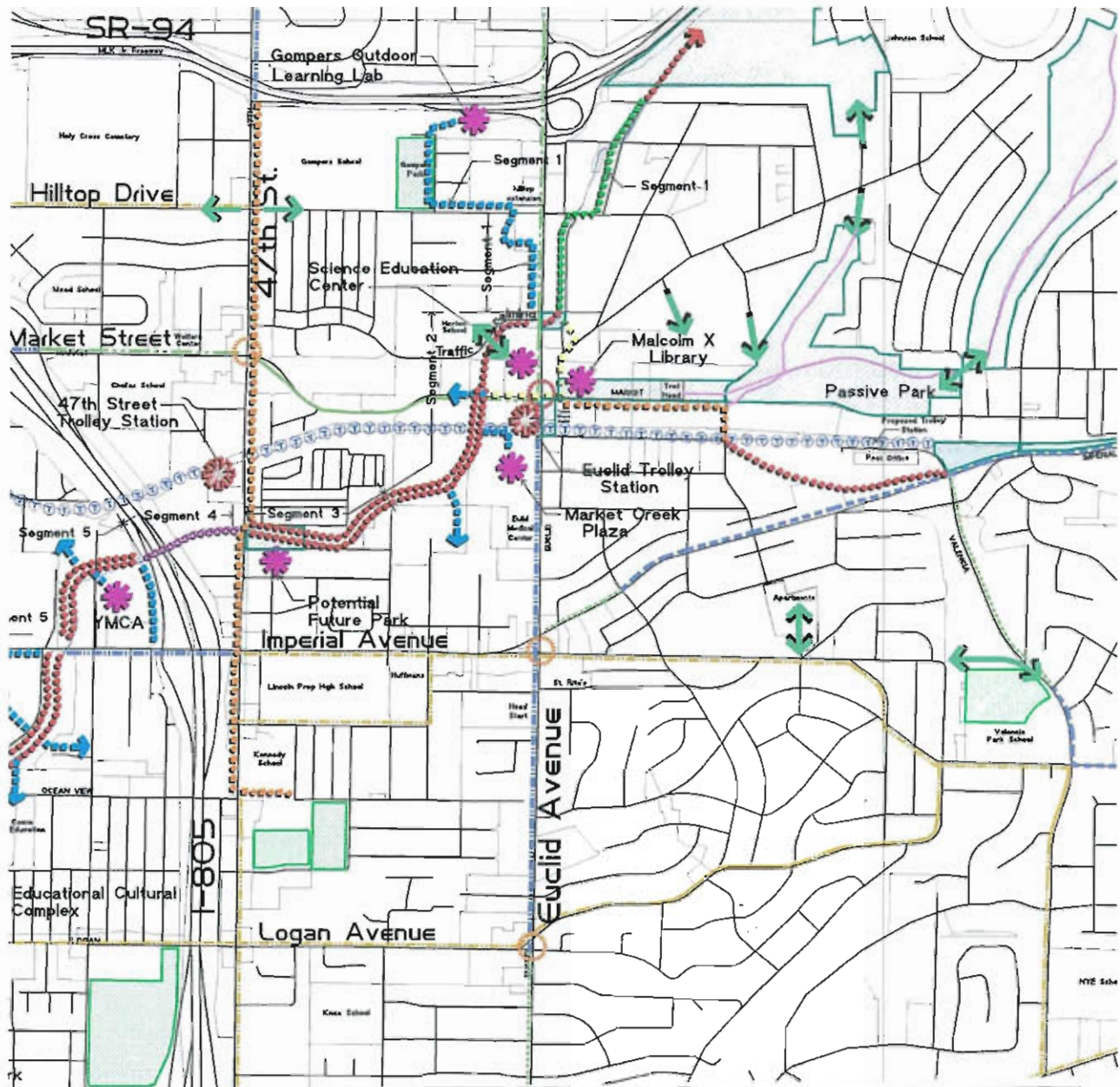
The need for making intersections safer and more attractive for pedestrians was stressed, while acknowledging that "popouts" might be difficult to do on major roads because of the need for wider turning radii for truck and buses. A participant spoke eloquently about improving intersections "without reducing the flow of traffic." These comments speak to the fact that the goals of pedestrian, bicycle and motorized traffic may not always be compatible and the importance of balancing all needs. Invariably plans for the different modes of transportation are prepared separately. In fact, even pedestrian and bicycle plans are most often developed independently and at different times. Proposals were made to "separate people and cars vertically at Euclid and Market" and similarly "to establish a pedestrian walkway over Euclid where Chollas crosses the road."

3. Proposed Pedestrian/Bicycle Network

On the basis of the April 3rd Workshop and numerous field surveys to ascertain the viability of various ideas presented at the workshop the following projects are proposed. The projects are divided into:

- 1) Network proposals, i.e., pedestrian and bicycle paths that, while improving non-motorized traffic in the community, also improve connections to the Citywide system.
- 2) A canyon trail system proposed in the Emerald Hills neighborhood.
- 3) Proposals for intersections improvements
- 4) Localized proposals especially aimed at increasing accessibility and safety at Horton Elementary School and Valencia Park Elementary School.

The bicycle projects as described are alternatives or additions to the bikeway system as proposed by the City in their Bicycle Master Plan. When not mentioned in this report, proposed bikeways remain the same as in the City report.



Pedestrian and Bicycle Network Plan
Encanto Neighborhoods Urban Design Studies
 Nico Calavita
 Estrada Land Planning
 June 2003

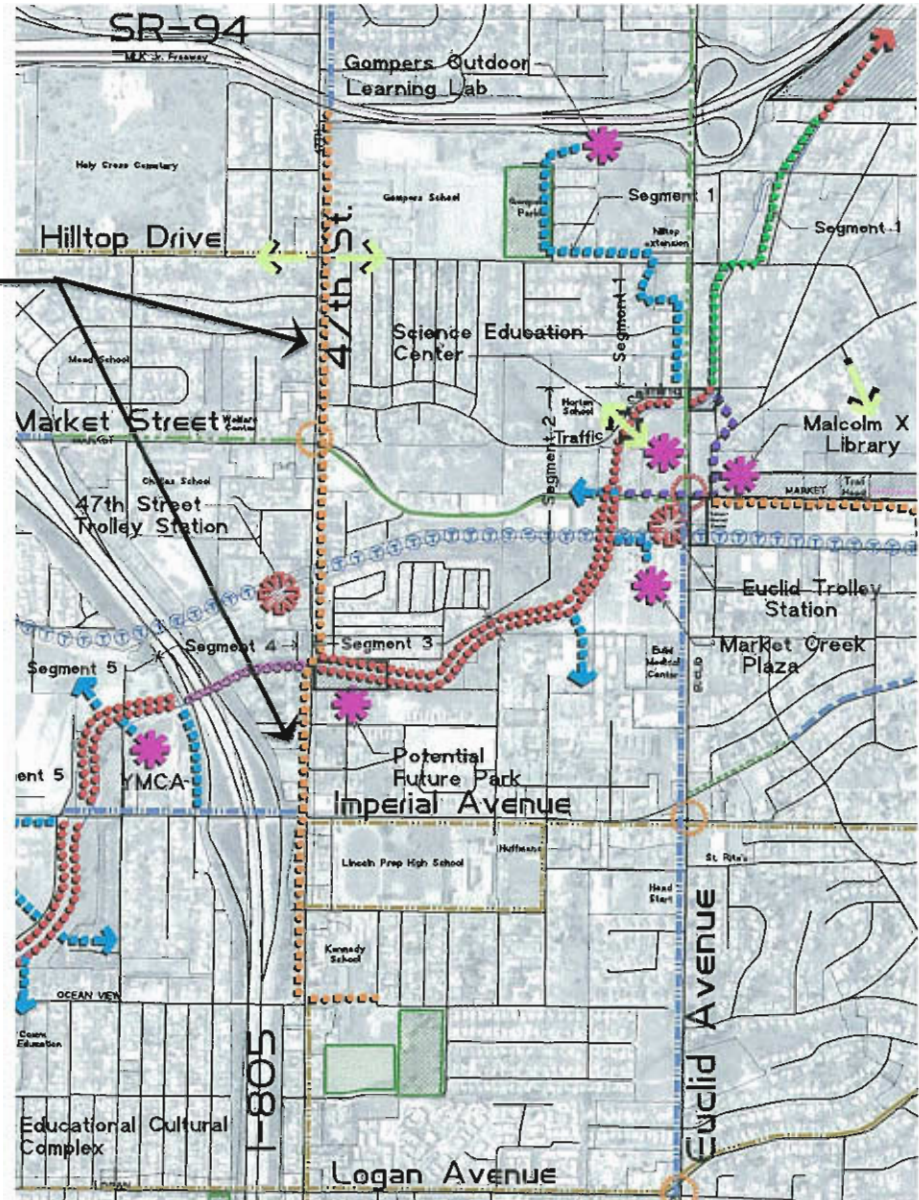
Legend	
Trail Adjacent to Creek	Existing Class 1 Bikeway
Trail Within Creek	Existing Class 2 Bikeway
Trail in Nearby Sidewalk	Existing Class 3 Bikeway
Link to Neighborhood	Top Priority Proposed Class 2 Bikeway
Proposed Pedestrian Path/Bikeway	Top Priority Proposed Class 3 Bikeway
Proposed Pedestrian Trail/Bikeway	Other Proposed Class 2 or 3 Bikeway
Neighborhood Node	Village Center
Multi-Modal Transit Center	Neighborhood Center
San Diego Trolley Route	City of San Diego Public Owned Land
Entrance Point	
Connector	

Proposed Encanto Neighborhoods Pedestrian and Bicycle Network Plan

NETWORK

47th Street

Proposed
Multi-Use
Path on 47th



47th Street offers the greatest potential to become a showcase of combined pedestrian/bicycle pedestrian planning. First, it interconnects a variety of existing or planned "activity centers," from a community service center at Market Street to schools and parks, to the 47th Street Trolley Station, and indirectly to the YMCA. Children especially would make use of a safe and attractive system. Informal observation of pedestrians and bicyclists in the area has indicated that while adults constitute the majority of non-motorized traffic on Euclid Avenue, it was especially children who were seen on 47th Street, many of them riding their bikes on the narrow sidewalk, not on the street.

Opportunities for a multi-use path along 47th Street



South of Hilltop Drive



Gompers School site



47th Street looking north from Ocean View Drive



South of Hilltop Drive

Second, in addition to appropriate land uses, there is the potential to create a separate Class I, 12-foot combined pedestrian/bicycle path (multi-use path) on 47th Street. It would be located on the east side beginning south of the Martin Luther King, Jr. Freeway (SR-94) all the way to where Chollas Creek crosses 47th. At that point it would join the Chollas Creek path system as it crosses 47th and continue all the way to Ocean View Drive. The right-of-way could be obtained as part of the redevelopment process, especially for properties immediately north and south of Market Street. In addition, the path could utilize existing right of ways, such as a drainage right-of-way between Hilltop Drive and Guymon Street or south of the trolley line bridge. The point is that the process of obtaining rights-of-way through various means is a standard process when dealing with roads; it is time that it be utilized for alternative modes of transportation, especially in neighborhoods where accessibility to a car may be limited.

This 47th Street system would interconnect with the existing Class II bikeway north of the Martin Luther King Freeway, proposed Class II Bikeway on Market Street east of 47th Street, the Chollas Creek Trail System and Imperial Avenue, proposed as a Class II or III bikeway in the City's Bicycle Plan.

Market Street

While all previous plans indicate Market Street east of 47th Street as a Class III bikeway, there is the potential to make Market Street between 47th Street and Euclid Avenue a Class II bikeway, and to create a multi-use path east of Euclid to at least 54th Street that would be similar to the one proposed for 47th.

East of 47th Street, Market Street is a four-lane arterial with striped parking on both sides. As properties along Market Street are redeveloped and parking is provided internally to the project, the space now dedicated to parking should become a Class II Bikeway.

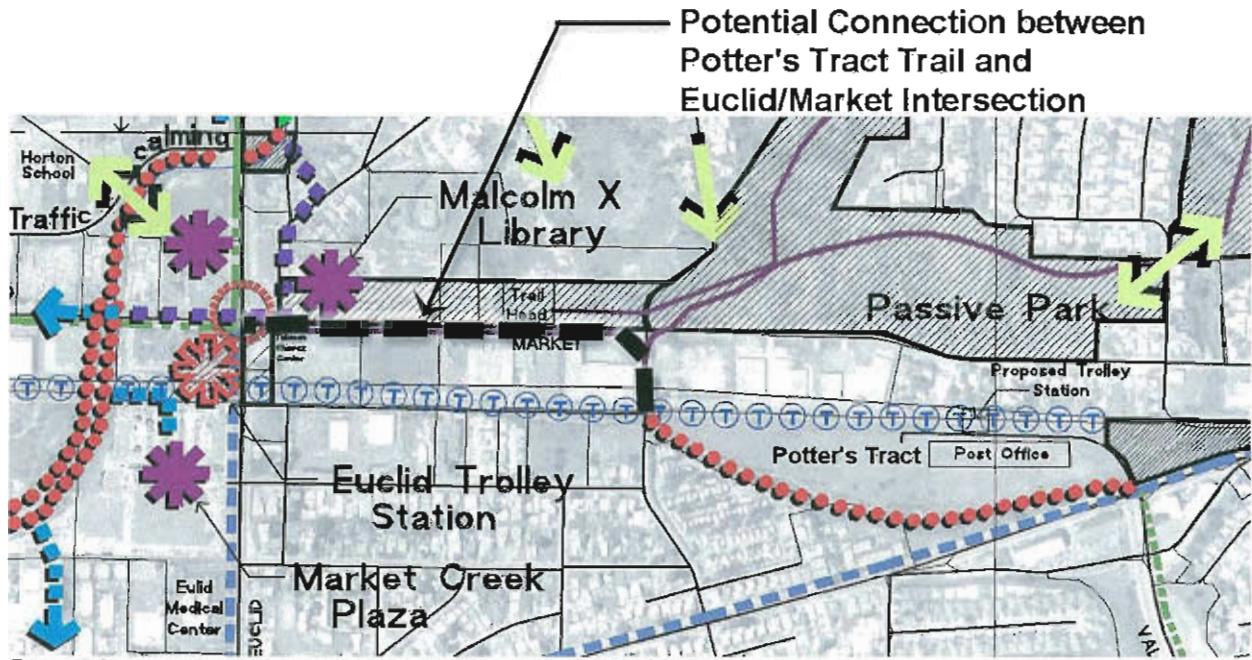
East of Euclid Avenue, Market Street becomes a two-lane road with no shoulders or sidewalk.



Market Street east of Euclid Avenue

Various alternatives are possible here when Market Street is improved. These include a combination of sidewalks and Class II bikeways on both sides or a 12 foot multi-use path as proposed for 47th Street on the south side, where ample right of way for road improvements for motorized and non-motorized traffic seems to exist. The north side might be constrained by topography in accommodating a combination sidewalk and bicycle path. This system would connect to the proposed extension of Valencia Parkway from Imperial Avenue to Market Street. The Valencia Parkway extension would provide the connection to the Imperial Avenue Class II Bikeway. Finally, to encourage bicycling in coordination with mass transit, bicycle racks/locked bins should be provided at the Euclid Transit Station.

Market Creek/ Chollas Creek - Encanto Branch Corridor



Participants in the charrette expressed a preference for a continuation of the Chollas Creek Trail system east along the Encanto Branch, but major difficulties exist with that connection. West of Euclid Avenue the Encanto Branch is channelized in the area between the trolley tracks and the bus and parking area. Given the existing land uses in the area, it would be very difficult to reestablish a natural creek bed wide enough to include trails. In addition, the problem of crossing Euclid Avenue remains.



Area of possible connection between 54th Street and Potter's Tract trail



Bridge on Chollas Creek at 54th Street



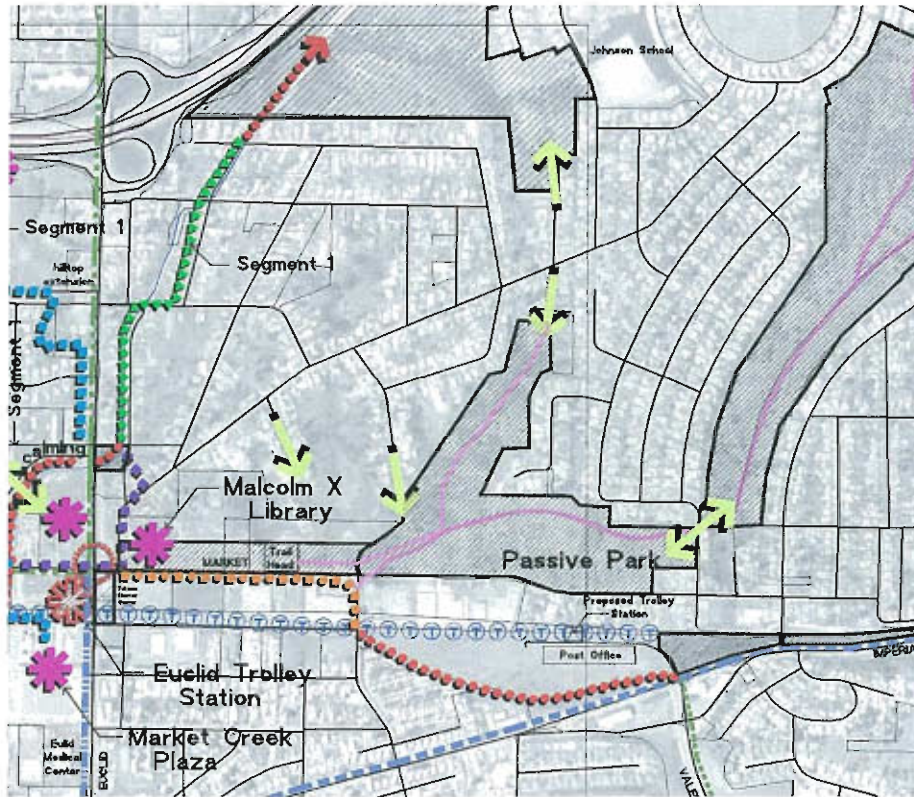
Potter's Tract trail end near 54th Street

A possible interim alternative would be to extend Market Street as proposed above to 54th Street. This street has been closed to automobile traffic, but is open to non-motorized traffic. A trail has already been built east of 54th Street as part of the preparation of the Potter's tract site for the construction of the Post Office, but it is not connected to 54th. A connection could easily be made thus linking pedestrian and bicycle facilities east of Euclid to those of Imperial Avenue and Valencia Parkway.

Euclid Avenue

Euclid Avenue constitutes the major north/south transportation corridor in the area. As such it carries huge amounts of traffic that clog the artery at commuting times. The City of San Diego Bicycle Master Plan indicates Euclid as an Existing Class II Bikeway from Logan Avenue to Market Street and as a Top Priority Proposed Class III Bikeway from Market Street to Federal Boulevard. The Class II Bikeway actually stops right after the Imperial Avenue intersection, as cars are allowed to park. A Class III designation is probably appropriate for the near future. However, as properties fronting Euclid Avenue are redeveloped at higher densities with internal parking, parking on the street could be eliminated and a bike lane installed.

CANYON TRAIL SYSTEM



Canyon system with access points

Most of San Diego's communities have an open-space system made up of canyons that provide respite from endless development, and allow access to nature and the opportunity for passive recreation. Many of these canyons have a developed system of trails that are easily accessible from the neighborhoods that surround them. In the Encanto Neighborhoods area, an interconnected and easily accessible system of canyons is concentrated in the Emerald Hills neighborhood and is owned for the most part by the City of San Diego. This system of canyons is composed of three major sections. The section on the north is connected to the south system through 56th Street.



Typical canyon in Emerald Hills



View North from 56th

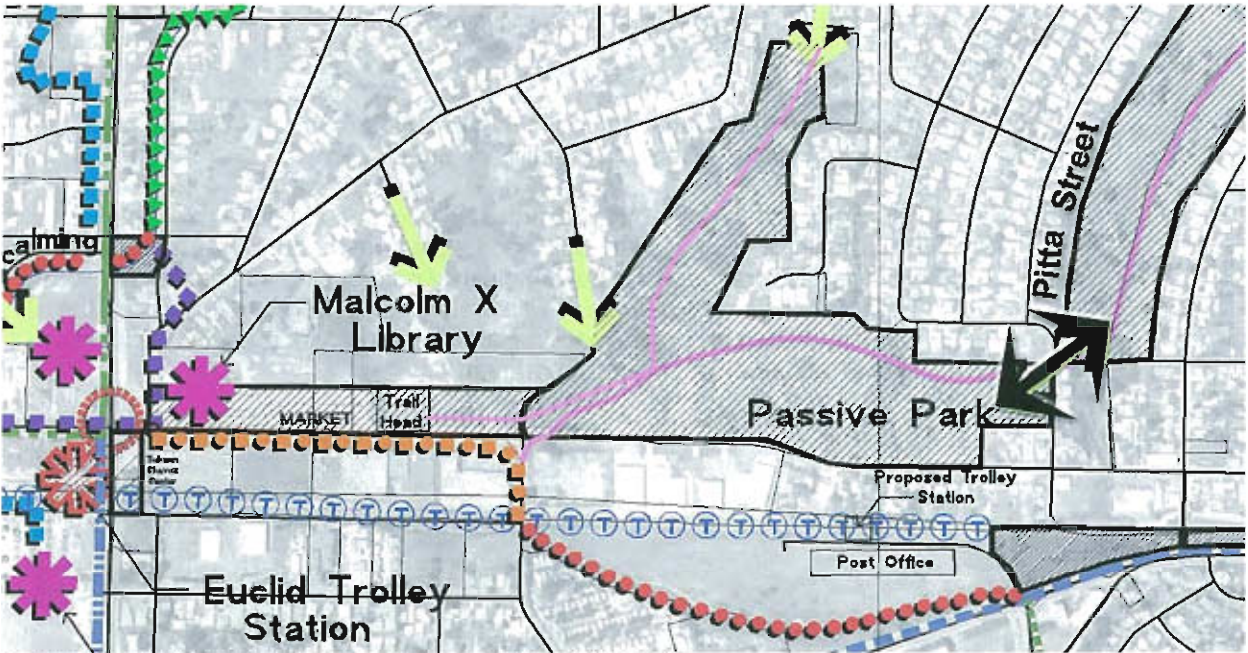


View South from 56th

The north and south systems of the canyons are in turn connected to the east system across Pitta Street.



Canyon system on both sides of Pitta Street



Connection of southern and eastern section across Pitta Street

Access to the north section is provided where Federal Boulevard crosses the Martin Luther King, Jr. Freeway (SR-94) through a Class I bicycle path that ends at Kelton Road.



Beginning of Bicycle Path at Federal

Access from the south can be provided at Market Street. All three portions are also accessible through subdivision streets.

It is proposed that the City properties be declared a natural park, the Emerald Park, with its main trailhead located on Market Street just east of the Malcolm X Library and the paleontological outcropping adjacent to the library. The trails shown on the plan are illustrative only. The exact location of the trails would be part of the specific planning of the park under the leadership of the Park and Recreation Department.



Existing canyon parks within the City of San Diego

INTERSECTIONS

Intersections have to accommodate the sometimes-conflicting demands of motorized and non-motorized traffic. These conflicts are especially hard to reconcile when trying to retrofit an area that has been built around the accommodation of the automobile, both from a land use and transportation point of view, into something that is more transit and pedestrian-oriented.

The City of Villages strategy, adopted by City Council, attempts to do just that, and the 2002 Euclid-Market Master Plan established the base for the redevelopment of the area along a "new-urbanist" paradigm. With new urbanism, development is designed to expand opportunities for social interaction and cultural exchange, thus fostering a sense of community. This is achieved through the creation of walkable and interconnected streets, higher housing densities and a variety of housing types, neighborhood/village/town centers with public buildings, plazas, mixed uses, and transit stations.

The Master Plan identified the area surrounding Euclid and Market as the Village Center for the community, and Euclid and Imperial, and Market and 47th as Neighborhood Centers. But Euclid Avenue, a heavily congested road, runs through the Village and one of the Neighborhood centers. From the Martin Luther King, Jr. Freeway to Market Street the Average Daily Traffic (ADT) on Euclid is 31,000 trips and from Market to Imperial is 22,000. The level of service for both sections is F. Market is not new-urbanism friendly either, but it carries a lighter load. The challenge to retrofit the existing environment at these intersections into "Centers" is enormous.

To make the intersection of Euclid and Market more pedestrian friendly, tighter turning radii could be employed to reduce the distance a pedestrian would need to walk to cross the street, but would create problems for the many buses and trucks turning especially at this intersection. Alas, the proposals for the three intersections are modest, an attempt at balancing conflicting demands.

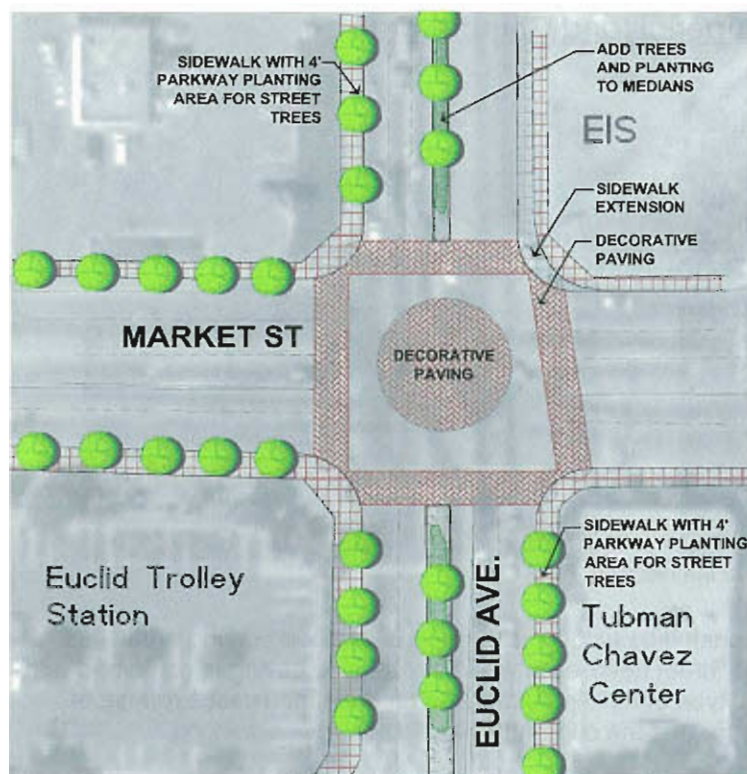
Euclid and Market



The present intersection is dreadful for the pedestrian. Existing land uses reinforce the feeling that the intersection is only for cars. On the eastern sides the retaining wall at the Elementary Institute of Science and the Tubman Chavez Center leave very little space for the pedestrian. Instead of pedestrian amenities, metal poles, utility boxes, and fire hydrants crowd the pedestrian as cars zip by at great speeds. On the western side of Euclid Avenue instead there is lack of definition of the street with buildings coming close to the curb. What can be done given the constraints mentioned above?



Sidewalk conditions at Euclid and Market Intersection



Proposed improvements for the Euclid and Market Intersection

Sidewalk extension and landscaping. Narrowing the lanes to extend the sidewalk was considered feasible only for the northeastern corner, where the northbound lane on Euclid is unnecessarily wide. Extending the curb six-feet to the west will provide the opportunity to create a landscaped "furnishings zone" between the sidewalk and the street, shorten the time and distance while crossing Euclid Avenue and slow down traffic at the intersection. A furnishings zone can be provided also on the west side of Euclid by re-landscaping the MTDB site and through the redevelopment process of the Church's Chicken site and adjoining parcels to the west and to the south. In addition, the medians can be landscaped in accordance with the Design Guidelines principles. Some of the medians are quite wide. The median on Euclid north of Market for example, becomes 25 feet wide near the intersection with Guymon.

Surface treatment. Textured paving would communicate to the drivers that they are in a pedestrian oriented area and improve the aesthetics of the intersection.

Connection to Market Creek Plaza. The core of the Village Center at Euclid & Market is not only the intersection with its adjacent public facilities, but also Market Creek Plaza with its mixture of public uses. A strong pedestrian connection between the intersection and Market Creek Plaza is essential to make the two centers work as one. An idea that has been floated from time to time to restore the continuity between the two centers now broken by the Euclid Transit Station is to move the station immediately to the west and design the existing site to work as the seam that brings the Village Center together. Serious consideration should be given to this option.

Euclid and Imperial (and Churchward)

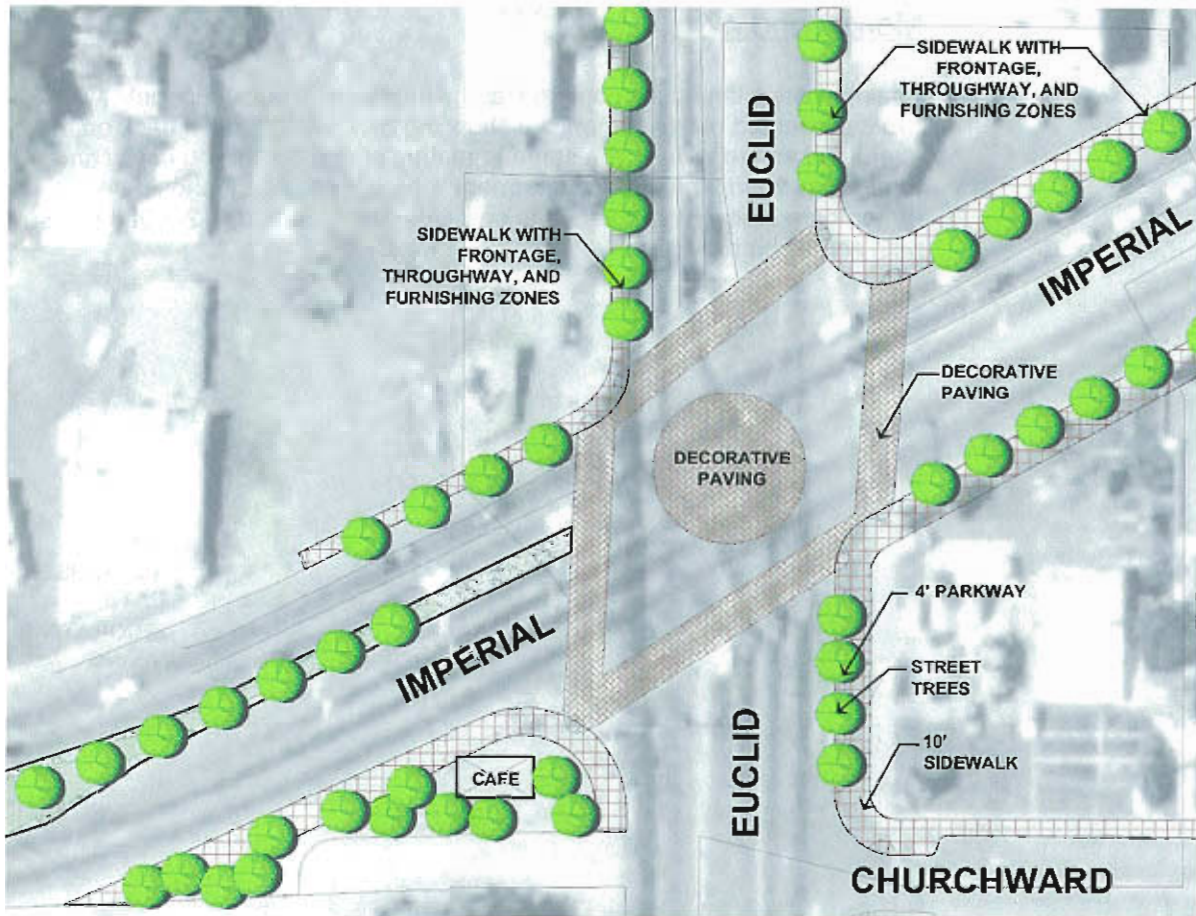


Euclid and Imperial Intersection

This is a nightmarish intersection, with Imperial Avenue curving northward and Churchward Street dead-ending. The extensive paving is combined with strip-commercial type of buildings, creating an undefined vast expanse of concrete that separates the community and discourages walking.



Euclid and Imperial intersection



Proposed improvements for Euclid and Imperial intersection

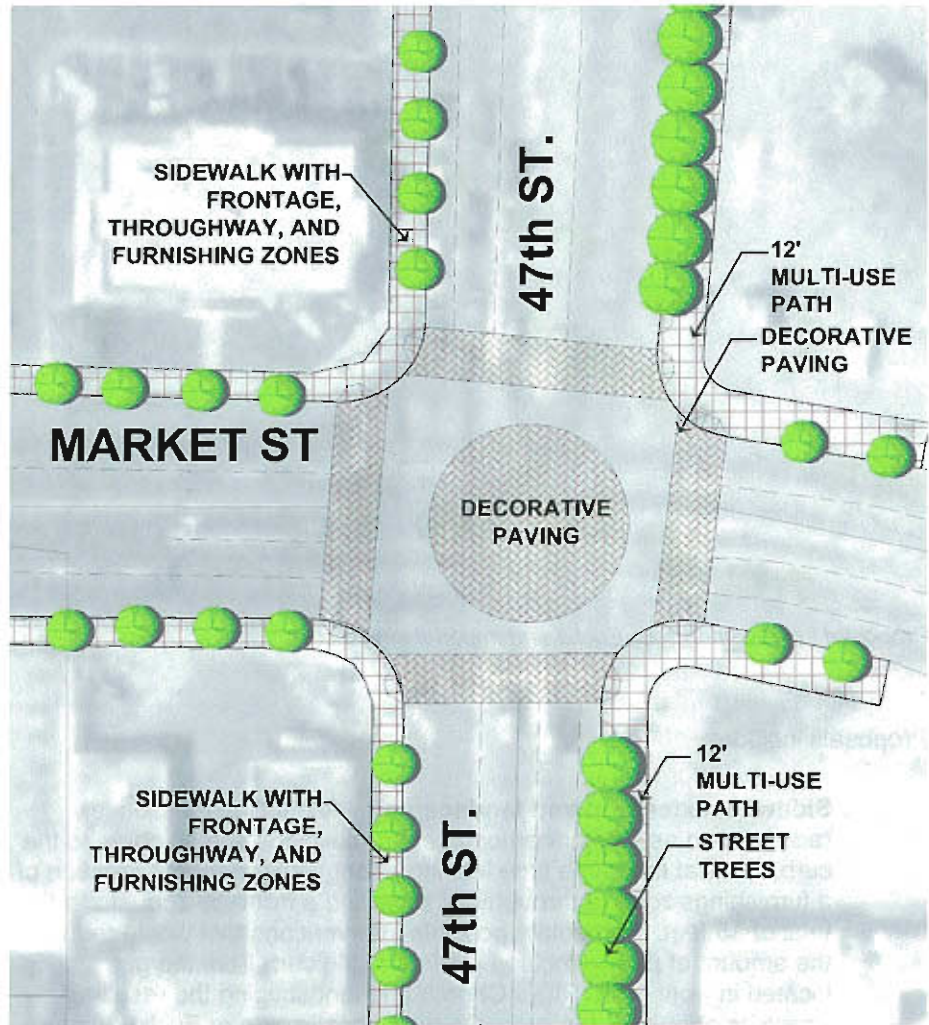
Proposals include:

Sidewalk extension and landscaping - As this intersection is redeveloped as a neighborhood center, buildings should come to the curb, while at the same time leaving enough space for the creation of a furnishings zone, a throughway zone and a frontage zone, for a total of 15 feet. Immediate possible interventions that would reduce the amount of paving include extending the curb from the gas station located in front of St. Rita's Church and landscaping the resulting space as shown on the map. On the opposite side of Euclid Avenue it is proposed to reduce the amount of paving of Churchward Street and extend the existing landscaped area, to include a Café Kiosk and outdoor tables.

Surface treatment - Textured paving on crosswalks would communicate to the drivers that they are in a pedestrian oriented area and improve the aesthetics of the intersection.

Market and 47th

Again, existing land uses confirm that the intersection is for cars only, with two car-oriented establishments, a shopping center that turns it back on the street and an empty lot. The same treatment of frontage, throughway and furnishings zone, and surface treatment is proposed here. It should be remembered, however, that on the east side of 47th Street a 12-foot multiuse path should be provided.



Proposed improvements for Market and 47th intersection

LOCALIZED PROPOSALS

Horton Elementary

Concern was expressed by participants about safety at Horton Elementary at two levels: first, the high speed of traffic at Guymon Street and second, children climbing a steep ravine and going through the fence from the south to reach the School.



Unofficial path to school

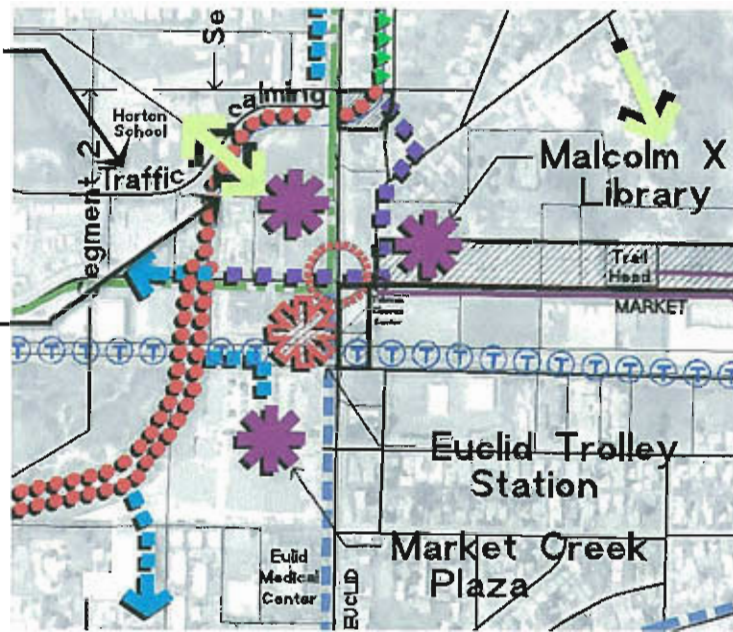
As proposed in the Chollas Creek Enhancement Plan, a ramp should be built from Chollas Creek and the proposed Interpretive Center to Horton Elementary. Once at the road level, children will face the task of crossing Guymon Street, a street that invites speeding because of its width and curves.



Intersection of Euclid, Guymon, and Chollas Creek

Traffic calming on Guymon Street
 - narrow street width
 - create bulb-out crossing

Proposed connection between Horton Elementary and Chollas Creek Interpretive Center



Proposed routes to Horton Elementary

Traffic should be slowed down by narrowing Guymon Street to 32 feet, with striped parking on both sides and by creating a pedestrian bulb-out with a raised speed table where the sidewalk will meet the ramp.

Valencia Park Elementary School

Concern was expressed about children from the apartment complexes located between Margarita Street and Churchward Street in Valencia Park having to go across the backyards of houses of Margarita Street and Dream Street to access the open space system west of Valencia Parkway that leads to the school. Examination of property maps and field surveys, however, has shown that there may be a safer and shorter alternative. Just north of the intersection of Dream Street and Churchward Street there is a dirt lane that leads to the back of the Vista Grande Apartment complex, now blocked by a fence. This lane is probably a continuation of a sewer right-of-way that continues south across Churchward Street and functions as a paved pedestrian path. The owners of an adjacent house have appropriated the lane itself for parking.

By opening that right-of-way to the public, children could access Churchward Street and from there access a staircase that goes down from where Churchward Street turns south and that gives access to Valencia Park Elementary School grounds.



Sewer right-of-way/pedestrian path leading to Churchward and Vista Grande apartments on top of the hill

**Right-of-way access
between apartments
and Churchward Street**



Proposed routes to Valencia Park School

CONCLUSION

The Encanto Neighborhoods are undergoing a transformation that, if properly guided, can improve the quality of life of its residents. This citizens' derived plan can contribute to that process. It should be consulted with the *Euclid-Market Master Plan* and the *Encanto Neighborhoods Urban Design Guidelines*. They can all help in making development work for the residents, and not against them.

Two processes need to be pursued in order for this to happen. First, the three reports need to be reviewed by the larger community and incorporated in the official documents of the City, most importantly the *Southeastern San Diego Community Plan*. Second, even before "officializing" the plans, they should be used by planning groups active in the community such as EMAT, the Encanto Neighborhoods Community Planning Group and the Diamond Business Improvement District, and should be made readily available to developers wishing to develop here. Also, groups active in the community, such as EMAT, could pursue some of the projects proposed in this report. This could build momentum for tackling more complex proposals. For example, the opening of the access point for the Valencia Park Elementary School to Churchman Road could be implemented, and the city-owned canyons in the Emerald Hills neighborhood could be made into a City park formally accessible to the community for passive recreation. One thing is certain. In order to make sure that growth occurs in a socially and economically equitable manner in the Encanto Neighborhoods, the continued strong community support and involvement of all stakeholders is necessary.

APPENDIX A

“Help Create a Pedestrian Bicycle Network Plan for Your Community”

Planning for a Better Pedestrian and Bicycle Network

AGENDA

April 3, 2003

Lincoln High School Cafeteria

6:00 – 8:00 p.m.

- 6:10 Welcome - Patsy Chow
- 6:15 Planning for a Pedestrian and Bicycle Network in the Encanto Neighborhoods Area - Nico Calavita
- 6:30 Opportunities for Walkways and Bikeways along Chollas Creek - Brian Schoenfisch (City of San Diego Planning Department)
- 6:45 Community Suggestions - Group Discussions
- 7:15 Tables Presentations
- 7:45 Conclusions / Next Workshop - Patsy Chow

**“Help Create a Pedestrian Bicycle Network Plan
for Your Community - Part II”
PLUS
“A Look at Past Five Workshops”**

AGENDA

April 24, 2003
6:00 – 8:00 pm

- 6:10 Welcome - Elaine Kennedy, Carli Zavaleta and Patsy Chow
- 6:20 Planning for a Pedestrian and Bicycle Network in the Encanto Neighborhoods Area - Results of April 3rd Workshop and Proposed Plan - Nico Calavita
- 6:40 Fill-out Evaluation Sheet
- 6:45 Summary and Review of Previous Workshops - Steve Estrada
- 7:10 Fill-out Evaluation Sheet
- 7:15 What's Next? How Do We Use these Plans and Guidelines? - EMAT, Nico Calavita, Steve Estrada and Patsy Chow
- 7:30 Testimonials
- 7:40 Certificates - Debbera Stecher
- 7:45 *Let's Celebrate!!*

APPENDIX B

Participants' Comments – April 3 Workshop

Do Adults/Children Bike?

Occasionally

Why not?

Can't Afford

Terrain, there are steep inclines

Lack of Courtesy

Safety - Roads aren't bicycle friendly/Need to educate bikers and drivers/Crime/Lack of bike racks.

Safety: People might be afraid that their bikes would be stolen.

Streets not wide enough - with parked cars, not conducive to bike riding, can't accommodate all uses.

But a lot of skateboarding, Need Skateboard Park

If a bicycle network is created it is important to do or publicize "physical activities" as a positive idea. People must be educated and know about it. Encourage a bicycle shop in the community.

Schools

Safety, need for education, law enforcement. Reduce speeds

Bikeways needed on 47th and Market

Guymon St, is narrow and dangerous at Horton Elementary. Horton and Euclid Crossing: Kids crawl through fence under runoff/storm drain to avoid Euclid/Market traffic to and from school.

Look at making Hilltop as a bike/walk alternative to crossing Euclid at stop light (towards Gompers and Horton). Ask the kids the Routes they take.

Need a better drop off area/ Limit parking on one side of the street

Need for marked walkways at Euclid and Guymon and other elementary schools.

Need traffic calming at school sites.

Develop trails along creek (no traffic)

Bike racks and bike lockers would encourage use.

Peer pressure may discourage bike use.

Get schools involved.

Make safer the cut through to Valencia School.

Intersections

Euclid and Market intersection: Make it safer for pedestrians, especially mothers with strollers and children. Do a pop-out at the north-eastern corner

Pop Outs are hard to do on major roads (maybe on Hilltop? Extend Hilltop to Euclid?)

Implement intersection Improvements at Euclid & Market, Euclid & Imperial and 47th&Market - Create landscaped medians. Move Euclid Trolley Station to the west side of Chollas Creek.

Separate people and cars vertically at Euclid & Market - Establish a pedestrian walkway over Euclid where Chollas crosses the road. Improve Market and Euclid intersection but without reducing the flow of traffic.

There is a need for a stop light at Imperial and 47th.

Reopen 47th and 94 on and off ramps to lessen traffic on Euclid.

Chollas Creek

Allow for Emergency Vehicles

Stair or path on footbridge needed from Horton School to 2A Interpretive Center

Safety (Homeless live in canyons making walk paths unsafe)

Mark entrances with gateways to the community

As development/redevelopment occurs on Euclid, include restoration of natural creek bed.

Network

Redesign 47th St. to make walking safe. Explore 47th for pedestrian and bicycle network.

Provide sidewalks/bike lanes on Market east of Euclid as far as 63rd Trolley Station

No bicycle lanes if it means reduction in number of lanes or slower traffic. On Imperial, too much traffic for bike lanes?

If a bicycle network is created it is important to do or publicize "physical activities' as a positive idea. People must be educated and know about it. Bicycle shop?

Add more intersections, i.e., at 45th & Imperial and I-805 & Imperial.

Connect the new Post Office to the Euclid and Market intersection. Have a trolley stop at Potter tract.

Bike path along trolley tract and Chollas Creek east of Euclid

APPENDIX C

List of Participants

David Allison	Rosa Maldonado	S. Willingham
L.C. Anthony	Francine Maxwell	Stephanie Wilson
Martha Aquilar-Chavez	Ardelle Matthews	Thomas Wilson
Chris Baldwin	Brian Matthews	Mary Wright
Roque Barros	Robert Matthews	Anthony Young
M. Black	Patricia McCree	Glenford Young
Tyler Blakesley	Henry Merritt	Carli Zavaleta
Willie Bogan	Jacqueline Meshack	
Cynthia Boyd	Julia Meshack	
Bevellyn Bravo	Donald Miller	
Thomas Cartwright	Joyce Mincey	
Ray Castro	Bethany Minick	
Robyn Charles	Sheila Minick	
Katharine Culver	Clarence Morris	
Kimberlee Culver	Zandra Morris	
Matthis Davis	Abdul Musawir	
Romeo De Los Reyes	Faith Nation	
Guillermo Diaz	Dollie Oliver	
Sam & Jerrie Edwards	Mary Parks	
Wesley Etheridge	Thomas & Ethel Pastor Sims	
Tahira Faruq	Victor Patton	
Letitia Flynn	Martha Peregrino	
Consuelo Galvan	Diana Petty	
Veronica & Manuel Galvan	Guy Preuss	
Glenda Gates	Ma Punlau	
Sharon Gibson	Lourdes Ramirez	
Vernell Hameed	Olga Ramirez	
Delois Hancox	Lawana Richmond	
Barbara Howard	Rosell Robinson	
Kim Howard	Almor Robinson	
Butch Hubble	Lidia Rozado	
Lisette Isías	Honorina Saenz	
Dorothy James	Rose Saenz	
Dorchella James	Khaladi Salaam	
Rob Johnson	Olga Salazar	
Paul Jones	Gladys & John Seford	
Rether Jones	Diane Shannon	
Nicole Jones	Elizabeth Smith	
Bryan Kawolomoto	Destiny Snyder	
Joe & Jackki Kelly	Keo Somsamouth	
Elaine Kennedy	Debbera Stecher	
Seamus Kennedy	Tina Stillion	
Ron Lacey	Alexis Suseberry	
Darlene Lawson	Ed Taylor	
Easter Leasau	Wanjiru Warama	
Mariana Ledezma	James Ward	
Tammy Lee	A. Warner	
Jessica Lopez	Derrick White	
Velma Mack	Helen & Larry Wiggers	
Kathleen MacLeod	Rodney Williams	