

### Questionnaire Input

A questionnaire concerning pedestrian issues was developed with extensive PWG input and distributed and accessed primarily via a web page that constantly tallied the results. The questionnaire’s primary focus was to gather opinions on what pedestrian facilities were needed and how to prioritize them by asking respondents “to help define pedestrian needs in your community and to prioritize pedestrian projects for funding.” More than 350 questionnaires were completed through November, 2005. The questionnaire was developed and distributed to various venues. First, the questionnaire was distributed to the Pedestrian Working Group. It was then handed out at the Public Open House, the CPC as well as all community groups within the city. The questionnaire was also established on the San Diego Pedestrian Master Plan website. The on line form was used by more than 95 percent of the respondents.

### Summarized Questionnaire Results

#### Walking Activity of Respondents

A large majority of respondents (61 percent) currently do not walk or commute to work or school. Virtually all of the commuting walkers also reported walking for errands and for exercise/recreation. Half of the respondents reported walking to perform errands and for exercise/recreation. Only 16 percent of respondents reported walking for exercise/recreation only. More than 80 percent of respondents reported walking without a specific destination, such as for exercise or dog walking, between one to four hours a week.

Question No.	1	2	3	4	5	6	6	8	9	10	11	12	13	14	15	16
<b>Respondent Type</b>	How many hours a week do you commute by walking to work, school or walking to transit to get to work or school?	How many hours a week do you walk to stores, entertainment, the library, the post office, dining or errands from home or office?	How many hours a week do you spend walking, jogging, walking the dog, social walking or walking the kids?	Safety	Accessibility	Connectivity	Walkability	Add devices to control or warn of drivers' speed	Improve pedestrian safety through driver education/ law enforcement	Install more marked crosswalks at intersections	Install more audible traffic signals at intersections	Install medians where pedestrians can safely wait for signal to change	Install more curb ramps	Reduce street crossing distances by extending sidewalks into intersections	Install mid-block crosswalks in areas of long commercial blocks	Make crosswalk markings more visible
<b>Exercise/Rec Walker</b>	0	0	1/2-1	3	2	1	4	Low	Low	Med	Low	Med	Med	Med	Med	Med
<b>Errand Walker</b>	0	1-2	2-3	1	3	2	3	Med	Med	Med	Med	Med	Med	Med	Med	High
<b>Commuting Walker</b>	1-2	1/2-1	3-4	1	3	3	3	High	Med	High	Med	Med	Med	Med	Med	High



Virtually all respondents reported walking for exercise/recreation, even if for less than half an hour a week. Commuting walkers also tended to walk for errands and for exercise/recreation, and walked far more than the other groups in all three categories of walking purposes. The overall amount of walking each group reported was remarkably different. Commuting walkers walked by far the most and also walked more for all purposes. Those who did not commute, but reported walking for errands, also reported walking for exercise/recreation more than the respondents who walked for exercise/recreation only.

Of the people who responded, they were made up of:

- Resident = 59%
- Community advocate = 9%
- Community group member = 15%
- Business owner = 5%
- Pedestrian advocate = 4%
- Agency or department representative = 5%
- Other = 2%

Question No.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
<b>Respondent Type</b>	Install more pedestrian crossing warning signs	Install more traffic signals to assist in safe pedestrian crossings	Install countdown walk signals that show the time remaining to cross	Install flashing lights in the crosswalk pavement to warn drivers of pedestrians	Give pedestrians a head start at crossings before vehicles are allowed to go	Increase pedestrian crossing time at signals	Put in sidewalks where they are missing from entire neighborhoods	Make sidewalks continuous by filling in missing gaps	Repair damaged sidewalks and maintain to be free of trip hazards	Remove obstacles blocking or crowding sidewalks	Improve sidewalk cleanliness	Increase pedestrian street lighting levels	Install more benches, trash cans, drinking fountains, etc.	Plant more street trees to shade sidewalks	Install parkways with trees or other barriers to buffer cars and pedestrians	Construct more walkways away from streets
<b>Exercise/Rec Walker</b>	Low	Med	Med	Med	Med	Med	Med	High	High	High	Med	Med	Low	High	High	Med
<b>Errand Walker</b>	Med	Med	Med	Med	High	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med
<b>Commuting Walker</b>	Med	Med	Med	High	High	High	High	High	High	High	Med	High	Med	High	Med	Med

Appendix C is a summary of the electronic and paper form questionnaire used throughout Phase 1 of this Study.

**Public Input Questionnaire**

**1. How many hours a week do you commute by walking to work, school or walking to transit to get to work or school?**

- None (61%)
- <1/2 (10%)
- 1/2-1 (6%)
- 1-2 (8%)
- 2-3 (5%)
- 3-4 (3%)
- >4 (7%)

A large majority of respondents (61 percent) do not walk to commute to work or school. The remaining 39 percent of responses were fairly evenly distributed from less than half an hour to more than four hours a week.

**2. How many hours a week do you walk to stores, entertainment, library, post office, dining or errands from home or office?**

- None (18%)
- <1/2 (13%)
- 1/2-1 (19%)
- 1-2 (19%)
- 2-3 (13%)
- 3-4 (6%)
- >4 (12%)

The amount of time respondents reported walking for errands, such as shopping or dining, was evenly distributed from none to walking more than four hours a week.

**3. How many hours a week do you spend walking, jogging, walking the dog, social walking or walking the kids?**

- None (5%)
- <1/2 (6%)
- 1/2-1 (8%)
- 1-2 (20%)
- 2-3 (15%)
- 3-4 (14%)
- >4 (32%)

More than 80 percent of respondents reported walking without a specific destination, such as for exercise or dog walking, between one to four hours a week.

**4-7. What is most important to you when deciding to walk? (Rank 1-4 with 1 most important):**

Safety (I need to feel safe walking along sidewalks or when crossing streets)

- 1=54%
- 2=18%
- 3=13%
- 4=15%

Respondents rated the importance of safety while walking very highly, with 72 percent ranking it 1 or 2. Both commuting and errand walkers gave safety a rating of 1, while respondents who walked for exercise/recreation alone rated it a 3.

**5. Accessibility (I need to have fully accessible, maintained and continuous walkways)**

- 1=21%
- 2=31%
- 3=27%
- 4=21%

There was substantial disagreement on the importance of accessibility. Responses were very evenly distributed across the range of 1 to 4.

**6. Connectivity (I need to have connected and adequate walkways going to where I want):**

- 1=27%
- 2=32%
- 3=29%
- 4=12%

There was somewhat less disagreement on the importance of connectivity. Responses were skewed toward more important, though not strongly. Respondents who walked for exercise/recreation tended to rate it higher than the other groups.

**7. Walkability (I need protection from harsh weather, places to sit, things to see and do):**

- 1=17%
- 2=18%
- 3=23%
- 4=42%

There was some disagreement on the importance of walkability. Responses were fairly strongly skewed toward less important, with 65 percent of respondents rating it either 3 or 4. Respondents who walked for exercise/recreation overwhelmingly rated it a 4, while commuting and errand walkers ranked it from 1 to 4, but with far more at the lower end of the scale.

**8-32. Please rate the following improvements:**

**8. Add devices to control or warn of drivers' speed**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 24%  | 33% | 43% |

Low priority. Though this suggestion was a low priority overall, commuting walkers rated it very high.

**9. Improve pedestrian safety through driver education/law enforcement**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 25%  | 41% | 34% |

Medium to low priority. This response appears to contradict the responses to Question 4. It may be that respondents were thinking more of safety from crime, rather than motor vehicles.

**10. Install more marked crosswalks at intersections**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 42%  | 39% | 19% |

High priority. Respondents who reported that they did not walk for commuting, but did for errands or exercise/recreation (under Questions 2 and 3), considered safety improvements in general (Questions 8 and 9) to be low priorities, which appears to contradict the responses in Question 4. However, respondents who reported walking for commuting rated "Add devices to control or warn of drivers' speed" (Question 8) and "Install more marked crosswalks at intersections" (Question 10) as very high priorities.

**11. Install more audible traffic signals at intersections**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 9%   | 32% | 59% |

Lowest priority. All respondent groups rated this suggestion quite low in priority.

**12. Install medians where pedestrians can safely wait for signal to change**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 34%  | 43% | 23% |

Medium to high priority. This suggestion received a wide range of responses without significant differences between the respondent groups.

**13. Install more curb ramps**

- |      |     |     |
|------|-----|-----|
| High | Med | Low |
| 18%  | 36% | 46% |

Medium priority. This suggestion received a wide range of responses without significant differences between the respondent groups.

**14. Reduce street crossing distances by extending sidewalks into intersections**

High	Med	Low
27%	30%	43%

Low priority. This suggestion received a wide range of responses without significant differences between the respondent groups.

**15. Install mid-block crosswalks in areas with long commercial blocks**

High	Med	Low
47%	34%	19%

High priority. This response appears to coincide with the response to Question 6.

**16. Make crosswalk markings more visible**

High	Med	Low
43%	38%	19%

High priority. Respondents who walked to work or for errands ranked this suggestion quite high, though those who walked for exercise/recreation only rated it as a medium priority.

**17. Install more pedestrian crossing warning signs**

High	Med	Low
23%	42%	35%

Medium to low priority. This question received a wide range of responses without significant differences between the respondent groups.

**18. Install more traffic signals to assist in safe pedestrian crossings**

High	Med	Low
22%	35%	43%

Low priority. Respondents who reported walking for errands rated this suggestion as a medium priority, while those who walked for commuting and exercise/recreation rated it quite low.

**19. Install countdown walk signals that show the time remaining to cross**

High	Med	Low
41%	33%	26%

High priority. All respondent groups gave this suggestion a high rating, but the highest was given by commuting walkers.

**20. Install flashing lights in the crosswalk pavement to warn drivers of pedestrians**

High	Med	Low
34%	36%	30%

Medium to high priority. Respondents who walked for commuting rated as high priorities “Install countdown walk signals that show the time remaining to cross” (Question 19) and “Install flashing lights in the cross walk pavement to warn drivers of pedestrians” (Question 20).

**21. Give pedestrians a head start at crossings before vehicles are allowed to go**

High	Med	Low
46%	31%	23%

High priority. All respondent groups rated this suggestion quite high in priority.

**22. Increase pedestrian crossing time at signals**

High	Med	Low
27%	40%	33%

Medium to low priority. Only commuting walkers rated this suggestion as a high priority. Respondents who walked for errands and those who walked for exercise/recreation rated this suggestion quite low.

**23. Put in sidewalks where they are missing from entire neighborhoods**

High	Med	Low
54%	26%	20%



Very high priority. This response appears to coincide with the responses to Questions 5 and 6.

**24. Make sidewalks continuous by filling in missing gaps**

High	Med	Low
52%	33%	15%

Very high priority. This appears to coincide with the responses to Questions 5 and 6.

**25. Repair damaged sidewalks and maintain to be free of trip hazards**

High	Med	Low
62%	30%	8%

Highest priority. This response appears to coincide with the responses to Question 5.

Across the board, respondents rated as high priorities “Give pedestrians a head start at crossings before the vehicles are allowed to go” (Question 21), “Put in sidewalks where they are missing from entire neighborhoods” (Question 23), “Make sidewalks continuous by filling in missing gaps” (Question 24), and “Repair damaged sidewalks and maintain to be free of hazards” (Question 25).

**26. Remove obstacles blocking or crowding sidewalks**

High	Med	Low
50%	38%	12%

Very high priority. This response appears to coincide with the responses to Question 5. All respondent groups uniformly supported this suggestion.

**27. Improve sidewalk/pedestrian facility cleanliness**

High	Med	Low
27%	40%	33%

Medium to low priority. Errand walkers, in particular, gave this suggestion a low priority.

**28. Increase pedestrian street lighting levels**

High	Med	Low
33%	41%	26%

Medium. Commuting walkers rated this suggestion as a high priority, but errand and exercise/recreation walkers tended to rate it as a medium priority.

**29. Install more benches, trashcans, drinking fountains, etc.**

High	Med	Low
22%	36%	42%

Low priority. This response appears to coincide with the response to Question 7. Exercise/recreation walkers ranked this suggestion as a low priority, while commuting and errand walkers ranked it as medium.

**30. Plant more street trees to shade sidewalks**

High	Med	Low
47%	29%	24%

High priority. This response appears to contradict the response to Question 7.

**31. Install parkways with trees or other barriers to buffer pedestrians from vehicles**

High	Med	Low
43%	35%	22%

High priority. This response appears to contradict the response to Question 4.

**32. Construct more walkways away from streets**

High	Med	Low
35%	36%	29%

Medium priority. This suggestion received a wide range of responses without significant differences between the respondent groups.

Overall, concerning the choices posed in Questions 8 to 32, commuting walkers tended to rate more suggestions as high priorities than the errand or exercise/recreation walkers, with the largest difference being how highly they ranked safety improvements.

All types of walkers tended to favor connectivity improvements, such as filling in gaps in sidewalks and installing sidewalks where they were missing from neighborhoods. Commuting and exercise/recreation walkers ranked walkability improvements like street trees and parkways as high priorities, and errand walkers tended to give them a medium to high priority.

**33. Which one category describes you best?**

- Resident = 59%
- Community advocate = 9%
- Community group member = 15%
- Business owner = 5%
- Pedestrian advocate = 4%
- Agency or department representative = 5%
- Other = 2%

**34. Your ZIP Code?**

91911, 91913, 91941, 91942, 92009, 92014, 92037, 92064, 92075, 93084, 92101-92111, 92113-92117, 92119-92131, 92139, 92154, 92173, 92194, 92624 and 92037

**35. Your neighborhood/community?**

Allied Gardens, Arroyo Sorrento, Balboa Park, Bankers Hill, Bay Park, Birdland, Burlingame, Carmel Valley, City Heights, Clairemont, College Area, Cortez Hill, Darnall, Del Cerro, Del Mar Heights, Del Mar Mesa, Downtown, EastLake, East Village, Encanto, Escala (Mission Valley), Fairmount Park, Gaslamp, Golden Hill, Hillcrest, Kearney Mesa, Kensington, La Jolla, Loma Portal, Linda Vista, Marina District, Midway/Pacific Highway, Mira Mesa, Mission Beach, Mission Hills, Mission Valley, Mt. View/Southeast San Diego, Nestor, Normal Heights, North Park, Oak Park, Ocean Beach, Old Town, Otay Mesa, Pacific Beach, Paradise Hills, Point Loma, Poway, Rancho Bernardo, Rancho Peñasquitos, Rolando, Roseville, Sabre Springs, San Carlos, San Ysidro, Scripps Ranch, Serra Mesa, Sherman Heights, Skyline, South Park, Talmadge, Tierrasanta, Torrey Hills, Torrey Pines, University City, University Heights and Westwood

Other cities: Capistrano Beach, Chula Vista, Del Mar, El Cerrito, Encinitas and Solana Beach

**36. Are there problems affecting walking in your neighborhood?**

This question generated literally hundreds of responses, which can be found on the following pages, D-7 to 21.

**Comments? Please write in anything else we should consider for this project.**

There were more than one hundred comments, which can be found on pages D-21 to 28.

**Specific Location Comments (Questions 36-38)**

1. Need marked crosswalks at all intersections along Garnet Avenue.
2. Poinsettia St is missing sidewalk
3. There is a need for a pedestrian path along Arroyo Sorrento Road
4. High motor vehicle speeds throughout area. New problems near Carmel Valley Library since new school went in and lack of access through adjacent shopping center.
5. In all the older neighborhoods of Lemon Grove, there are no sidewalks, making walking extremely dangerous, especially for senior citizens
6. Cars driving too fast on 29th Street near Capps. Need speed humps/bumps
7. Need more parks to walk the dogs
8. Long thoroughfare from University to Livingston via Aragon encourages speeding.
9. Old, cracked sidewalks. Pretty much all of North Park's residential areas with original sidewalks.
10. Broken, uneven, missing sidewalks along Fern and 30th Street.
11. North side of Palomar Airport Road @ I-5. Too many free right turns.
12. Virtually every street in the area is just too wide.
13. The streets that border Balboa Park Golf Course need to have the pedestrian accessibility and safety improved. This area provides a unique combination of beautiful natural surroundings, the landscaped golf



course, and wonderful views of the city and bay, but is not pedestrian friendly. The walkways in the area do not need to be sidewalks, and in some cases would be best kept in a more natural trail-like state, but should be somewhat level and wide enough to provide at least 2-3 feet between the pedestrian and the shoulder of the road for safety. Currently, part of the shoulder on Golf Course Drive is sloping on one side of the road and has some obstacles on the other side. An old fence that contains an area used for compost/mulch storage extends almost to the roadway making it necessary to walk almost on the pavement to get around it. Areas like this are excellent for fitness walking and make pleasant shortcuts, away from heavy traffic, to walk to other parts of the city. Interlacing natural settings into walking routes within the city does a great deal to encourage me, my family and neighbors, to walk to our destinations rather than jump into the car.

14. College Ave (east side) between Livingston and College Grove Way - no sidewalk, and weeds force walkers into the street where drivers go by at 35-50 mph.
15. Difficulty crossing streets
16. Crossing to WalMart (College Grove) near Coco's (sorry, street does not show up on my map) has crosswalk but no sidewalk on eastern side of College Ave.
17. I would like it to be easier to walk from Mission Valley shopping to Fashion Valley shopping.
18. There are no parks to go to.
19. Difficult and scary to walk down Washington (e.g. from Cleveland to 6th Street) due to lack of sidewalk. I walk this way quite frequently to get to restaurants, church, ATM, etc. I end up walking in the MIDDLE of the street because it feels the safest.
20. Uneven sidewalks due to tree roots, etc. 4900 block of Del Monte Ave. and on Cable St. Also the road is so torn up at the intersection of Del Monte and Cable, if you step off the sidewalk or curb cut to cross the street you can easily trip or fall in the potholes. From Del Monte St. heading north on Cable there are curb cuts, but heading south the next block does not have curb cuts. The low pressure sodium streetlights do nothing for safety when trying to walk at night in OB. You can't see the ground clearly and you can't see the people in the area around you as anything other than silhouette.
21. Construction areas surrounding SeaHaus Condos.
22. On Coronado and 18th, as well as other streets the corners are so very rounded that right turners can enter going 20mph+. This is a problem with low vision and blind pedestrians who tend to take 4 sec longer to cross than sighted creating a scary situation.
23. 30th Street widens at intersection with A Street and traffic speeds up, making it difficult to judge vehicle speeds.
24. Not enough sidewalks, not enough curb ramps
25. Pomerado Road - Entire length through Scripps ranch Their is partial walks but needs connection through entire length
26. Crossing 4th and 6th Avenues at Nutmeg is practically impossible during rush hour.
27. The distance from the stop at Walnut on 4th and the lights at Upas and Redwood allow the drivers to get up to quite high speeds before slowing down just before Laurel. There are many elderly people at St. Paul's that walk to the grocery store on 5th and to the park.
28. All sidewalks do not have curb cuts at crossings. Slowly they have been placing them in the community which has been a great improvement in access and walkability especially moms with baby carriages.
29. Parking. Overdevelopment has created a parking and pothole nightmare.
30. Park Blvd. and Inspiration Point - Bus stop is off center from the street light, dangerous for pedestrians and drivers.
31. University at Pershing - Heavy pedestrian traffic in order to get to bus stops. -Traffic which has been un-stopped for long enough for drivers to get up to 45mph. -Flashing lights high off of street where drivers cannot notice them.
32. Chunk of concrete missing from sidewalk in front of 5262 Marlborough Dr. N of Bedford
33. Not enough stop lights and cross walks Traffic Speeding University Ave/Hamilton
34. I turned in every address to University Heights Community survey of every broken, damaged sidewalk from 4300-4600 block on Florida St. both sides.
35. Speeding traffic on 28th street/Redwood where playground is located. Number of dogs have been killed by drivers speeding...Intersection needs a stop sign w/pedestrian crossing.
36. No continuous safe sidewalk connection of UH to Hillcrest directly along Washington St.
37. Lack of curb cuts and accessible sidewalks along Alabama St. and the main street, University Ave.
38. El Camino Real/Arroyo Sorrento - Need more space on sides of Arroyo Sorrento for walking/bikes
39. Yes, on Famosa/Catalina (below Voltaire) there is no sidewalk on the eastern side, and kids walk to Correa Middle school on that street



40. Lack of sidewalks on Richmond
41. On the north side of Pt. Loma Ave. there are many streets with no sidewalks so you must walk in the street.
42. There are no sidewalks
43. Along Linda Vista Road and Goshen. Traffic travels too fast. Long expanses to when it is safe to cross the street. A traffic signal would be nice at this intersection. More shade along Linda Vista Road near university.
44. Speeding Cars Bernardo Center Drive and Rancho Bernardo Rd
45. Crossing Market Street and Harbor Drive near convention center, right turn drivers from 4th to Market St
46. E. Ocean Air needs pedestrian refuge island at SDG&E access road as school crossing.
47. Discontinuous sidewalks along Balboa between Genessee and Clairemont Dr. (through canyon)
48. Broken sidewalks along University Ave
49. Arroyo Sorrento Road needs pedestrian access! There are no sidewalks here. At least a walking path (not necessarily a cement path) should be placed here.
50. Nothing is in walkable distance. Neighborhood is so ugly - who would want to walk it?
51. Various locations throughout the city, there are no sidewalks.
52. The sidewalks are in poor shape
53. We like the country feel with no sidewalks, but wide street encourages excessive traffic speeds. El Camino del Teatro near LJ Scenic South.
54. Enforce the 72 hour parking limit. Ban the parking of boats and especially mobile homes in residential neighborhoods. Drivers can not see pedestrians when they have to walk around such big vehicles. This occurs all over Clairmont and Bay Park between Morena, Tecolote Canyon, Milton to Balboa.
55. Can't cross Adams Avenue easily/safely just about anywhere between SR-15 and I-805.
56. None come to mind.
57. I do not like the new turnabouts on La Jolla Blvd. I believe they are a hazard and also cause the traffic to go up one block to the residential area.
58. Fast traffic, hard crossing on main thoroughfares (University, 32nd St. etc.)
59. Street Lights have been out of service for four months on Westcliffe Place. (Cross street is Willow)
60. Speeding on LJ BLVD and drivers not yielding to pedestrians...an enforcement problem. All along LJ Blvd.
61. 30th has only one marked cross walk between University and Upas. There are no marked cross walks between University and El Cajon.
62. Missing Sidewalks West Side of Boundary one block north of Commerce
63. I think the redesign of the intersection at Pershing and Redwood is atrocious! Wow. It actually made it worse and more confusing to drivers and walkers. Please fix that mess!
64. Little availability to useful transit, shopping, etc...that would facilitate walking for reasons other than pleasure. In other words, there is no walkability that reduces my reliance on other methods of commuting or car use.
65. Yes, but we have plans in place to address the major deficiencies and dangerous areas.
66. Long distance to commercial and cultural venues.
67. Cracked, decaying sidewalks throughout the community.
68. Arroyo Sorrento Road - there are no sidewalks at all!
69. General in area: Sidewalks in disrepair Excessive litter
70. Arroyo Sorrento Rd. The street is very narrow, and there is no shoulder or walkway for pedestrians. I walk my dog/go for a run 5-6 times per week, and about twice a week I have a close call with a driver. I have to run in the narrow street. The City allowed development of an 80+ home gated neighborhood at the end of Arroyo Sorrento Rd., and did not make any allowances for pedestrians - a very dangerous situation. In fact, recently a team of surveyors from the City were out on Arroyo Sorrento Rd, and they were quite shaken up with how dangerous the road is. Arroyo Sorrento Rd. is about 0.8 miles long.
71. Alley between University Ave. and Lincoln St. on Utah and Idaho st. Road in not good condition...!
72. Arroyo Sorrento Road- much of the road goes through a rural neighborhood, so sidewalks would not be appropriate, BUT a designated, level walking and/or equestrian path would be very useful for the 75-80 homes in the area.
73. 7th between Market and Island. No sidewalk on one side, other side is big parking lot with people hanging out late at night
74. Many streets with no sidewalks, to numerous to list here. Please put sidewalks where there are none.
75. The crossing time at Friars Rd. is a little short
76. Generally vehicles driven without respect for pedestrian safety and driven without compliance to current law.
77. Many of the sidewalks here are in disrepair.



78. Lack of a sidewalk on Venice St and Longbranch
79. Tree limbs keep falling down on sidewalk in front of 851 Oliver Avenue. I have seen big limbs fall on people and cars, looks like tree will fall down and kill someone some day. Neighbors are afraid to walk on sidewalk for fear of more falling and hitting them.
80. Topography; we have many hills
81. Jewel/Grand Ave--the light to cross Grand is barely enough time to make it across the street, even at a rapid pace.
82. Not enough crosswalks especially in the Marina area along Market.
83. More consideration for the pedestrian while all the construction going on especially in East Village. Walkways thru the construction zone need to be lighted at night.
84. Sidewalks need to be fixed. Especially in Gaslamp and East Village. Lights longer for pedestrians to cross.
85. Crossing Friars drivers making right turns don't look for pedestrians
86. Pedestrian crossing at Washington and fifth avenue. Pedestrians should be able to cross Washington from both corners of fifth avenue, not just the east side of the street.
87. No crossing light, stop sign, or pedestrian crossing markings at many of the corners. 9th and Cedar, 8th and Cedar, 8th and Beech, 8th and Ash.
88. I think the most dangerous street to cross is on the south side of Robinson on either end of the bridge over 163. There are exit and on ramps for 163 which drivers use very fast making it hard to cross there safely.
89. Obstructed sidewalks, lack of trash cans, too much litter, narrow sidewalks.
90. Friars/Fenton The traffic light there doesn't seem to be long enough for pedestrians to cross that busy, dangerous street; drivers turning from the shopping mall making a right onto Friars often do not see or yield to pedestrians trying to cross Friars. It's scary and potentially ugly. The city may want to invest in a pedestrian bridge since Friars will only get busier as the stadium gets developed.
91. Plants encroaching onto sidewalk at Bernice Drive(from Nimitz) and La Cresta
92. Pee smell
93. Speed up the enhancement of walkability along the Balboa Avenue and Genesee Avenue corridors.
94. Badly torn-up sidewalk. Grape St., north side, between Granada and 29th St.
95. Walkways during construction and bus schedules during construction.
96. City just fixed uprooted sidewalks in the neighborhood.
97. News racks in the public right of way district wide
98. Failure of most motorists to yield to pedestrians. Excessive speed of motorists. Not enough room on-street for motorists and bicyclists to share side-by-side so bicyclists ride on sidewalks... too scared.
99. Crossing at 58th and El Cajon blvd Cross walk is dangerous
100. Fifth Avenue from Elm to Robinson is very pedestrian unfriendly, both architecturally and in trying to cross. Sight lines from about Upas to Elm can be poor to see down 5th to know when to cross.
101. Uneven sidewalk- 25th street between B and A streets, west side
102. The sidewalks are an average of 80 years old throughout the entire area. "trip hazard" doesn't even begin to describe the horrible condition of the sidewalks in our neighborhood.
103. In Bankers Hill, there are not enough stop lights to slow traffic and pedestrians have to dart across the street to avoid getting hit by speeding vehicles.
104. Speeding traffic on blind curve at La Jolla Scenic Drive South and Camino del Teatro
105. Torrey Pines Road between Princess Street and Prospect Place. There are 60,000 cars a day going 50 miles an hour and the side walk is only 3' wide with obstacles
106. Crossing University Ave. between the Uptown District and the neighborhood to the south is tough because the street is so wide and drivers making left hand turns in all directions do not notice pedestrians.
107. Cars travel too fast on several streets. Alamo Drive, Rolando Blvd. and Patria Dr./67st Street.
108. No commercial services close enough to make walking to them practical.
109. There are no sidewalks for pedestrians on the east side of the street of Northside Drive upon entering/exiting Escala for an entire block which makes it dangerous for pedestrians to walk this block.
110. 33rd Street between Dwight and Myrtle Long block with stop signs at either end. 25 mph zone however drivers routinely travel in excess of that speed making it difficult to cross 33rd street and surrounding streets safely especially when walking with small children. Biggest problem in early morning with drivers traveling to Saint Augustines and towards the 805 freeway. Late evening problem with speeding trucks (semis).
111. Cedar between 28th and Granada - Carrotwood trees pushing up sidewalk
112. Not enough sidewalks to get around the area.
113. 45 mph design speed roads in Carmel Valley

114. Bernardo Center Drive and Bernardo Plaza. Too little time on signal to safely
115. cross Bernardo Center Drive.
116. North Park is very walkable except for places like University where the speed of drivers is too high. My biggest problem is at work in Mira Mesa - Mira Mesa Boulevard is essentially a freeway. Drivers are aggressive. Pedestrian needs are almost completely ignored. To walk to a food court, it takes me 5 minutes to cross the intersection (two streets) meanwhile two light changes have taken place. I have to stare down drivers to keep them from turning right-on-red and running me over.
117. Raised/Broken sidewalks throughout
118. Street cleaning sign knocked down and a small stub sticking out of the sidewalk. Sign and post in the planter for Cedar Shores Apartments. Noyes and PB Drive
119. Drivers on College Ave between El Cajon and the freeway DO NOT obey the speed limit...there are many walkers and crossers especially at Mesita that cross College with great trepidation. There are flashing lights and SENIOR CENTER signs, but they don't make any difference. I'm concerned about a fatality on my corner of College and Mesita.
120. No sidewalk in some areas north of Palm on Kettner. Trash pickers, on way to the re-cycler on Hancock, must push grocery carts full of cans out in the street with high speed traffic
121. Speeding drivers -- Arroyo Sorrento Road
122. All of Frondoso Drive needs lights at night. Halloween was dangerous because it was so dark.
123. Citywide...obstacles in sidewalk. Should not have anything in the first three ft. Try it in a wheelchair.
124. Broken sidewalks-Lake Murray/Ferguson
125. Arroyo Sorrento Road does not have any sidewalks, despite 100+ homes. Cars drive very fast - well in excess of posted speeds and often do not stop at the STOP signs. I have witnessed several near misses where pedestrians have nearly been hit by drivers as they walk kids in stroller, etc.
126. Hillcrest: Fifth Avenue at Washington Street. Cars pour across Washington and down into the Scripps Mercy branch of Fifth. There is NO CROSSWALK; NO "WALK" SIGNAL. I walk half a block north to cross safely.
127. Lights in park where I walk don't turn on until several hours after dark. Montclair Park 2900 block of Nile Street
128. Arroyo Sorrento Road. The police have admitted the speeding problem is beyond their control. We are an agricultural neighborhood with horses. Speed Humps are the only thing that will prevent a sure tragedy. You know we have the problem. Please do something about it before you have to deal with the blame.
129. Those awful newsstands. Get rid of them. They are ugly and obtrusive! All throughout Old Town. They have no place here.
130. Grape St. on north side between 29th and Granada cracked/broken sidewalk.
131. Speeding drivers heading west down the hill on Grape St. at the intersection with Granada Street (sometimes exceeding 40 mph). This intersection should be a 4-way stop due to the traffic coming in and out of Grape St. Park. Police officers could wait at the north side of Granada Street, clock the speed of drivers and ticket them as they head west past this intersection.
132. Lack of care in design and maintenance of pedestrian corridors. Trees being regularly removed and uncared for.
133. North Park has a number of old sidewalks in desperate need of repair. Frequently these areas are in increments of less than 100 linear feet, and the city won't offer to split the costs with residents, despite the sidewalks being eighty years old and in marginal condition throughout the block.
134. General note: Sidewalks need to be wider.
135. Between 32nd St and 33rd Street, the School District has installed a sidewalk on the north side of the street that does not meet Greater Golden Hill guidelines and does not take advantage of the new Street Design Manual. The City of San Diego allowed this sidewalk to be built -- FOR CHILDREN -- along a very busy street w/o medians. Now the School District intends to do the same thing on the south side.
136. Between 32nd St and 33rd Street, the School District has installed a sidewalk on the north side of the street that does not meet Greater Golden Hill guidelines and does not take advantage of the new Street Design Manual. The City of San Diego allowed this sidewalk to be built -- FOR CHILDREN -- along a very busy street w/o medians. Now the School District intends to do the same thing on the south side.
137. Poor sidewalks
138. Lots of traffic cutting through onto and around 44th Street and the High School from Meade, going fast. Also there are a number of cars on the street from apartments and it is hard to see children crossing the street.
139. Florida street/Upas. High traffic volume and speeds make it dangerous to cross Florida street at times.
140. El Cajon Blvd. very unfriendly to pedestrians. Women can get propositioned by men looking for a prostitute.



141. Cross walk markings needed at Morning Way and Villa La Jolla Drive.
142. Walking deterrents: the homeless and prostitutes on El Cajon Blvd as well as Orange/Howard; also the day laborers who add to the sidewalk congestion on 33rd street between El Cajon Blvd and Bramson Pl.
143. 35th Street from El Cajon Blvd. to the canyon rim. This street is a speedway.
144. Grape and Fern, Jugged intersection-motorists not aware enough of rights-of-way
145. Clairemont Drive from Burgener to Mission Bay has inconsistent sidewalks (either missing sections or it changes from one side to the other at an unsafe location to cross street.
146. Lack of sidewalks
147. Intersection of Success and Marathon Dr can be very hazardous to cross. Cars fly through the intersection and it's full of potholes as well which don't help.
148. 30th and Adams - two bars occupy two of four corners. Groups of patrons of these establishments can be daunting. Also - buses turning need wide turning space, therefore wait until end of turn light signal, and frequently narrowly miss pedestrians as traffic signals change.
149. No sidewalks having to walk in the streets, grossly inadequate street lighting, where sidewalks exist they are too narrow (24in?), need traffic signal on Del Mar Heights Rd at Mercado, need several stop signs in neighborhood.
150. Rosecrans is a big barrier for pedestrians.
151. Going west or east on Clairemont Mesa Boulevard over the 163 is EXTREMELY dangerous (and unpleasant) for pedestrians. No crosswalks through freeway on-ramps
152. Lighting dark area between street corners Area bounded by Ampudia, Congress Street, San Diego Ave and Twiggs Street
153. Cars driving at high speeds of up to 60 miles per hour on Nobel Drive between the 805 freeway and Towne Centre Drive.
154. Muir St. at Spray Street (corner has no sidewalk, and no access ramp)
155. Lack of sidewalks - 34th street (west side), between A and C streets; 32nd Street, between B and C streets; C Street (south side) between 32nd and 33rd streets;
156. Missing sidewalk down one side of Via Las Cumbres. There could also be more street lights there as well as on Linda Vista Road by the Education Center.
157. Speed of drivers along Palm Street, Redwood, Upas, and 30th Street
158. 28th street and Golf Course Way to 26th and Golf Course Way. There is no sidewalk connecting 28th to 26th along Golf Course Way and many residents walk their dogs along this path, or walk to the 19th Hole to eat -and it can be pretty dangerous!!
159. The Dairy Mart corridor between San Ysidro Blvd and Beyer Blvd is in need of upgraded lighting and pedestrian markings.
160. 33rd St, as a residential street is used as a main thoroughfare for traffic coming off and going to the 805 at North Park Way and many drivers travel well over the speed limit of 25.
161. I would love there to be a continuous bike/pedestrian path along the San Diego river from east of the 15 freeway hooking up with the Mission Bay paths.
162. Via Capri. Speeding drivers. Use of Via Capri as a Connector street with absolutely no assistance from the city to mitigate/slow traffic. Arrogance of city in failing to consider that Via Capri is a street that intersects a neighborhood of single family homes. It is extremely dangerous for residents who must exit onto Via Capri, especially in the late afternoon when the volume of traffic is virtually non stop. It is impossible/dangerous to walk on Via Capri.
163. I live in a townhouse development located along Camino de Rio South, where it parallels Fairmount. Even though we live only one mile from the new Grantville trolley station, there is no pedestrian route from my neighborhood to the new station.
164. Where do I begin? I'll write them down and get back to you. Most are from roots lifting sidewalks, I believe, and there are lots of them in South U.C.
165. Curb adjacent sidewalks along 4 and 6 lane streets: Poway Rd and Sabre Springs Parkway
166. Severely broken-up sidewalks on Upas, especially near the 30th and Ray Street intersection, and parts east of there. 30th over Switzer is barren. Something little? Nile is too wide; could use a median. Looks suburban. Alta Dena median should re-appear.
167. For consideration a pedestrian/bike lane conversion of Golf Course Way from Golden Hill Rec Center on Golf Course Way to 28th St. Golf Course way would become one way east bound to 28th street with the westbound lane from 28th to the Golden Hill Rec Center being dedicated to walking and biking. Simple reconfiguration low cost with little fiscal impact.

168. Timing of light to cross University at Vermont St during late morning and early afternoon hours. There is a long wait even though there is limited traffic.
169. Greens East Rd. / private access road to the CCRB and the RB Inn. Greens East Rd. /Campillo and Hillero Ct- need stop signs - blind spots entering Greens East Rd.- especially with parked cars and trucks on Greens East Rd. Need sidewalk -on opposite side of Greens East Rd.-from Campillo to private access rd. - in front of CCRB. Need lower speed limit signs on Greens East Rd. due to employee speeders coming from and to RB Inn. Need speed bumps on Greens East Rd. Truck and Vendor traffic should be dispersed to all three roads leading to RB Inn- and not just to Greens East Rd. The nature of the traffic has changed on Greens East Rd. - all RB Inn vendor and truck traffic-and employee and guests traffic - It isn't fair to residents on Greens East Rd!- to have this added noise and oversized truck, semis and vendor traffic - safety issues and complaints abound- all this added to the normal traffic from the residents and CCRB- the private club.
170. Continuous underground pipe problems in front of community center on east San Ysidro blvd.
171. Sidewalks throughout our neighborhood are in poor repair with many trip hazards where they are broken and/or up-lifted.
172. Need more street light in our neighborhood. Aegean Court/Acama
173. Yes, there are no sidewalks from our development at the end of Arroyo Sorrento Road down to El Camino Real.
174. It would nice to put a landscaped median on Thorn Street (between 32rd and Boundary) since it will slow down traffic.
175. University Avenue at Iowa has no pedestrian crosswalk and is a long way to get to one. There should be a crosswalk here or near it.
176. The construction of access ramps is marginal due to retained water runoff or the angle where street and ramp meet is too steep and wheelchair is "caught". Examples: NW corner of Upas and Alabama, SE corner Louisiana and Myrtle.
177. There is no connection between the two segments of Regents Road. The Regents Road Bridge should be completed in order to give pedestrians a safe way to get from one area to another without having to cross the railroad tracks.
178. Need more sidewalks that are connected and that connect neighborhoods (that area along Park Ave as you head toward El Cajon - going to the whole foods in Hillcrest from University Heights. Add some bike paths for goodness sake!
179. No Walkway access along Arroyo Sorrento Road from El Camino Real to the end of the cul-de-sac forcing walkers, joggers onto the street and causing near collisions
180. Dangerously raised sidewalk tiles on east side of Via las Cumbres, north of Linda Vista Road, alongside the Twain school. Brought to attention of the city two years ago. Was recently attended to, but, instead of removing the raised tiles and pouring new ones, the city merely filled the gap between them with asphalt. May not be as dangerous as before, but looks worse. Amateur job.
181. Construction in area which blocks sidewalks and streets. inadequate cleanup after construction.
182. Clairemont Mesa between Clairmeont drive and Clairemont drive (town square)
183. Uneven sidewalks. Danville Ave and Dancille Court.
184. We are on a steep bluff, isolated by a circumference of cul-de-sacs, from all main thoroughfares. We cannot leave our community except by automobile. Those cul-de-sacs could have public stairways. Then I could walk to the grocery store, children could walk to school, I could even walk to the Airport! I used to live in San Francisco, and Los Angeles where these staircases are famous fixtures and beloved. Here when I propose them, neighbors are afraid that "those people" will come up here and they don't belong here. It is a social problem here. Class and race is an impediment to pedestrian access, traffic, and pollution. There are probably 500 homes on top of the bluff and below the bluff which are impacted by this situation. Oliphant between Locust and Evergreen. Check it out on the map. Please note that most maps are incorrect. Willow St. does not connect to Nimitz.
185. Terrible TERRIBLE TERRIBLE pedestrian access along north and west sides of municipal golf course (Golf Course Drive). Our most beautiful jogging/walking area is a DEATH TRAP! It is URGENT to have sidewalks in this area.
186. 30th and University - the main problem throughout the city is ensuring that vehicles turning right SEE PEDESTRIANS. Having signals that distinguish between pedestrian time and auto time would be best. Ex. Scramble at Market St. downtown. Providing 5 seconds for pedestrians only BEFORE traffic receives green signal is also helpful. 30th and University is primary crossing in North Park where this could be utilized.
187. Critical lack of green space for dogs - need Tweed Street Park and connecting Balboa Park.
188. There is debris on sidewalk like date palms, and we need more streets to connect. Upas doesn't have a side-



- walk that goes thru to Balboa Park just like Morley Field Dr. and Zoo Dr. or Place.
189. 30th Street, from Ash going North - on the west side of the street - tree roots raising sidewalks - broken sidewalks.
  190. Wheel chair access
  191. Approaches to Miramar Lake from both directions. Sidewalk terminates.
  192. Burnt out street lights along 24th between "A" and "Russ"
  193. Missing portions along north side of Imperial Avenue west of 45th St.
  194. We enjoy walking along the cliffs. South Sunset Cliffs blvd could use repair on the Ocean side for walking and bike riding, as well as speed control for drivers.
  195. Connectivity is poor. There are too many cul-de-sacs so you have to drive to most places.
  196. There are not enough sidewalks in Escala (Northside Drive and Friars Road). Sidewalks are disconnected.
  197. Sidewalk/curb replacement is inconsistent (e.g., two house done then one house missed then 3 houses done, etc some with accompanying curb replacement, some not. Need comprehensive sidewalk replacement in the Burlingame neighborhood (San Marcos/Laurel)
  198. Broken and hazardous sidewalks in multiple locations
  199. Drivers turning right by using area NEXT to the lane (parking area)and drivers going around left turning vehicles at lights. All intersections
  200. Long commercial block along Garnet without mid-block crossings. Garnet/Grand not pedestrian-friendly enough, create barrier to walking in PB.
  201. Broken sidewalks in many areas of South Park and Golden Hill
  202. We and our neighbors like our community for its dark skies at night. There is no crime here and yet there are plans to put in way too many new street lights on Stresemann Street and Pennant Way after undergrounding of utilities. No one wants more, brighter and costlier lights.
  203. High speed of drivers on Poblado Road approaching Moon Song coming from Pueblo Vista.
  204. Not walkable to a grocery store
  205. Euclid and Dalehaven Pl. The bushes that are growing on the city portion of the sidewalk, away from the property of my home, they are out of control and need to be trimmed badly. They obstruct the view of traffic and pedestrians
  206. West San Ysidro Blvd between Via de San Ysidro and Cottonwood Road: Distance between crosswalks are too far apart
  207. Broadway and First I hate the pavers used to "beautify" the cross walks. My shoe heels get stuck in the gaps and I twist my knees and ankles, plus the shoes get ruined. The sidewalks on First and Second near Broadway are too thin for the amount of foot traffic passing through.
  208. Richmond Street needs sidewalks
  209. 6th Avenue should have more stops and crosswalks
  210. Nearby incompatible use...retail gas near detached SF with inadequate queuing and turning radius for station ingress/egress...
  211. The tunnel under Friars road to connect residences with Fenton Marketplace is closed.
  212. Bowed sidewalks along Granada Avenue between Dwight and University Avenue.
  213. People drive too fast. Too much noise from airplanes and helicopters which make it unpleasant to walk. Sidewalks are broken and dirty in places.
  214. It's at least a dozen blocks before you get to anything commercial from our house. Would be nice if zoning permitted something closer, like a convenience store.
  215. Too dark in our neighborhood at night
  216. Entire neighborhood's sidewalks are too narrow (i.e. do not allow two baby strollers side-by-side).
  217. Crossing Del Mar Heights between Mango and Crest can be difficult due to speeding traffic and few stop lights.
  218. Carmel Valley Road, north side, from border of San Diego and Del Mar and west to Camino del Mar: no sidewalk and speeding vehicles on a sharp curve. Very dangerous walking conditions.
  219. The biggest problem is the NOISE! CAR POLLUTION! and SPEED OF CARS
  220. Walking during commute times before and after school can be hazardous as parents drive to fast and don't always stop at stop signs.
  221. Dangerous to cross on ramps at Del Mar Heights and I-5, especially the crosswalk on the southwest corner ramp (southbound I-5 ramp). Drivers are going to fast on Del Mar Heights: I've seen many drivers on the verge of being out of control.
  222. Everywhere. Cars seldom yield to pedestrians with WALK signal when turning right on red. Cars seldom stop before turning right on red unless there is cross traffic.

223. There are not enough sidewalks in our area. Speeding tends to be a problem on Del Mar Heights Road/Crest.
224. Absence of sidewalk on Mercado (Cordero-Del Mar Hts Rd) -- only walking route to market, high traffic
225. Del Mar Heights Road from I-5 to Coast Hwy. lacks adequate crosswalks and pedestrian islands. Crossing is dangerous for pedestrians, many of whom are children or elderly. There is a steep hill at the westerly end. There are many pedestrians leaving the Coast Hwy. Bus stop, as well as resident pedestrians and no benches upon which to rest. A trash can is also needed.
226. The majority of drivers flagrantly violate a stop sign at the corner of Calle Mar De Mariposa at Calle Mejillones during morning drop-off times (7:45 to 8:05 AM) for Torrey Hills Elementary School, in spite of a marked crosswalk at the intersection. I have even had drivers run the stop sign when I was already in the crosswalk. This is a huge safety hazard, especially with so many young children involved.
227. I have seen children alone or with adults trying to cross Del Mar Heights Rd at places between the crosswalks of Mango and Nogales. Mercado needs some type of control, especially before and after school, with all the drivers driving to and from Del Mar Heights Elementary school from the east side of I-5.
228. Sidewalk blocked by overgrowth. North side of Del mar Heights Rd going down the hill toward 101.
229. Bluffside and East Mission Bay Drive LOUSY connectivity and no sidewalks down East Mission Bay Drive where there is very high traffic on and off I-5 and near a planned trolley station.
230. No sidewalks south of Del Mar Heights Road
231. Northwest corner of Recuerdo Dr and Del Mar Heights Rd the existing street light is out and makes crossing the street very dangerous at night
232. Del Mar Heights Road is a busy street that cuts through our community. Only two points at which a pedestrian can cross and not very safely: Mango Drive and Crest. Desire to create a pedestrian bridge over Del Mar Heights Road. Also install pedestrian crossings and pedestrian controlled lights on Del Mar Heights Road at Mercado or Recuerdo Drives.
233. Missing sidewalk at Genesee and Eastgate Mall. Two segments of the sidewalk have been missing at least as long as I have been living nearby (almost two years)
234. More Crosswalks and signals needed on Washington especially at 3rd Ave.
235. Madison Ave. Maryland Street Extensive broken paving
236. Washington Street missing Sidewalks from Middletown to Mission Hills
237. Too High Vehicle Speeds on Voltaire Street. between Catalina and Sunset Cliffs Blvd.
238. Speeding in residential neighborhood
239. Holstile Street - Clairemont Mesa Blvd. Crossing I 15 and off and on ramp.
240. Waring Rd. needs connectivity to commercial center from Adobe Falls Rd. to Zion (safer more comfortable walkway)
241. Missing Sidewalks-Gaps Have to walk on rocks and dirt. Calle Cristohal to Camino Santa Fe.
242. The lone "traffic circle" in the North Park area...it is a complete failure for drivers and pedestrians--it is confusing to drivers, and pedestrians are unsure of where the drivers are going!! Might be a good (or now accepted) idea in Europe, but it has no apparent benefits to anybody...kudos to be willing to try new ideas--it shows a willingness to learn--but this particular idea is not a good one...
243. Access from bus stop - Art Street and El Cajon Blvd. disabled across landscape curb, and narrow sidewalk to Rite Aid and Post Office. Trip over and tip over hazard for wheel chairs.
244. Construction of sidewalk blocks ability to see pedestrians at corner. Upas and 6th.
245. Poor crossing and safety at Northeast Corner of 6th and Upas.
246. Streets and Sidewalks are too steep.
247. Downtown-When I walk to work from the bus stop, it is amazing how no one stops at any intersection as they drive west down Ash, from the Freeway exit, unless there are signals, 10th or 11th down to 7th Ave. They have just installed one more signal along this corridor, but it's still scary to walk across the street. they go very fast and don't stop!
248. Dangerous crosswalks near schools - various streets
249. Dangerous Intersection -Washington and Lincoln.
250. Dangerous Pedestrian Crossing - across University by Plymouth Church and
251. Pershing Ave.
252. Missing Sidewalk Segments - Traffic and engineering and 4th Council District office and Patsy Chow, Planning Dept. has entire district.
253. Speeding. Security Streets empty lack of greenery, benches or any attraction
254. Narrow Sidewalk narrowed by news racks. San Diego Ave.
255. Speeding. 35th Street. North/South and South/North



256. Broken, crumbling, narrow sidewalks. Throughout Normal Heights.
257. Not enough street lights Adams/Wilson
258. Uneven Sidewalks. 4th and Pennsylvania
259. Washington between Lincoln and 5th Ave. Crossing the bridge is a nightmare.
260. Extremely narrow sidewalks (both sides) San Diego Ave. between Conde and Twiggs
261. Raised sidewalk slabs (due to tree roots) on Montezuma between Collwood and 55th Street, north side. Some raised slabs on 55 Place between Montezuma and Dorothy Drive
262. Imperial Ave between 60th and 69th. With the trolley station and storefronts, this should be the vibrant heart of Encanto. But serious pedestrian barriers limit the ability of residents to access the businesses without a car. As a result, the area is one of the most blighted contexts for a trolley station in the city and Encanto residents drive outside of their community for virtually all their social and commercial needs.
263. Narrow, crumbling, buckled, sidewalks in all of Normal Heights. Encroachment onto narrow sidewalks by landscaping and cars parked over sidewalks due to tandem parking at apartments. Many people favor walking in street to dealing with the trip hazards that pass for sidewalks in NH. I suppose we could just trip and sue the City for damages, but I would prefer to have the sidewalks repaired and replaced.
264. Drivers exiting parking garages without checking for pedestrians or blocking sidewalk while waiting for traffic to clear. North side of Ash, east of Kettner.
265. At the intersection of Red Fern Circle and Scripps Trail, there is a downhill slope combined with a bend in the road, which makes it dangerous to cross. Not only are the drivers driving fast down the hill, but pedestrians cannot see around the bend for adequate sight distance.
266. Nimitz bike lane and side walk is in horrible disrepair from Rosecrans to Chatsworth. Missing Pavement where the city did repairs and never completed
267. We have many neighborhood schools and the number of kids walking is reduced by all the SUV's dropping off kids at school. How about a no car zone near schools so parents don't discourage their own kids from walking.
268. Golden, Lincoln, Blossom, to name three main ones.
269. Red curb along west side of Aragon at Marlow is not long enough to relieve the problem of blocked view when looking south down Aragon to see if traffic is coming. Many drivers exceed speed limit on Aragon making it even more treacherous.
270. Heavy traffic along 30th Street especially between Beech and Upas.
271. North side of Encinitas Bl. at I-5. Right-turn-only lane is too wide; needs to be narrowed for traffic calming. Both sides of Encinitas Bl. under I-5; road needs widening, sidewalks.
272. Connections of pedestrian ways (trails, paths, sidewalks) between the area described in #36 (Balboa Park Golf Course area) and the Florida Canyon nature trails are desperately needed.
273. All along Chase Ave
274. Crosswalk at College Grove Way and College Ave. has short time to cross.
275. Crossing Chatsworth from the beginning of Chatsworth by Lytton to Voltaire, there are no stop signs. Cars go faster than the speed limit and because of the curves on Chatsworth, there are not a lot of places to cross safely between Hyacinth and Dumas. It would be nice to have a stop sign at Hyacinth and Chatsworth, not only for pedestrian safety but also for drivers trying to access Chatsworth from Hyacinth.
276. Chelsea/Colima
277. Driver aggression at Saturn and Coronado.
278. Park and Inspiration Point Need to be able to cross Park Blvd street from the parking lot side, not only the Naval Hospital side
279. Upas at Pershing -Heavily used unmarked crossing next to tot-lot. -Hill which has cryptic sign showing kids on see-saw does not communicate. -From the west, hill encourages blind speeding, and from the east there are drivers anxious to speed away from the Pershing/28th/Upas intersection creating a very dangerous crossing.
280. Sidewalk needs to continue on south side of Madison at Louisiana. You have to walk in the street at that median.
281. Need more controlled crossings on 30th and on Texas
282. No safe sidewalk or walkable connection to Mission Valley from UH. No sidewalk on Texas St.
283. The hill where University Ave crosses Park needs to be made accessible for the disabled.
284. At corner of Alexandria and Pt. Loma Ave it is very difficult to see cars coming up hill and hard for drivers to see pedestrians.
285. Friars Road And Ulric Street. It is difficult to get to Ralphs shopping center. The crossing is scary with people coming off the freeway.



286. Speeding Cars - Playmore Bernardo
287. Calle Mar de Mariposa school crossing when lots 1-4 are built out. Need flashing lights for school crossings in the street like they have in Delmar.
288. Lack of sidewalk and accommodation for walking through and around Shopping Centers at Balboa and Genesee
289. Buckled sidewalk on Lincoln Ave between Utah and Idaho
290. Everywhere
291. La Jolla Blvd and Midway
292. Broken/uneven sidewalks. No Curb cuts for bikes
293. Streets too narrow for two cars to drive on a designated two-way street with parking on both sides...drivers trying to avoid hitting each other cause problems for pedestrians as well: all along Midway and Palomar
294. Speeding Drivers on sharp curve, corner of Whaley and Petra. Need speed control here.
295. I like to walk around the golf course starting at Date Street. It would be nice to have the trees that hide homeless on the canyon there removed. Particularly the other day when one of them yelled violently at me for no provoked reason.
296. Granada and North Park Way
297. North Park Theater crossing to Claire de Lune
298. University Avenue is very dangerous due to fast moving, continuous traffic
299. Grafitti enforcement !!!
300. Arroyo Sorrento Rd is very unsafe for pedestrians- in many places there is no choice but to walk in the roadway. In other places, a walker must constantly criss-cross the street to get into a safe walking area.
301. 6th ave between market and island dark street, poor lighting, construction enclosed sidewalk on one side
302. Pedestrian crossing PB Drive and Cass. Need stop sign and crosswalk.
303. Voltaire and Guizdot needs crosswalk
304. 900 block of Oliver is so dark at night it is scary to walk-- even with a dog!
305. Uneven sidewalks on Tierrasanta Blvd due to tree roots
306. Friars and Fenton Parkway
307. Intersection of Carmel Valley Road and Hwy 101. It is very difficult for a wheeling pedestrians to cross highway 101 and then even more difficult and unsafe to walk along 101 into Del Mar.
308. No street lighting on 8th between Beech and Ash and on 8th between Ash and A.
309. Lack of sidewalk on North side of Niagra at Catalina Blvd.
310. Alley @ 5th to 6th Ave between F Street and E Street SW corner of market and 4th (by Starbucks) NW corner of E st and 7th Ave.
311. Integrate the SDG&E right of way into the pedestrian environment.
312. La Jolla Village Dr. and Torrey Pines Rd.
313. Consider pedestrian assistance and safety issues on College Avenue including the intersection of College and Adams Avenue.
314. Tourist and residential wayfinding system for pedestrians downtown-wide
315. Adams Ave - the whole length.
316. 19th at Broadway
317. Sixth Avenue at Juniper. The street department put in some flexible barriers to prevent left turns onto Sixth. All this has done has routed traffic to Kalmia where it is actually more difficult for drivers to see. When drivers are trying to look for a clear street, they miss pedestrians. So Kalmia and Sixth are more dangerous and the "improvement" at Juniper is nil. In fact, I think it was safer when drivers could make a left at Juniper.
318. Area bordered by Adams Ave. on the south. Copley Ave. on the north. 805 on the east Texas St. on the west. You could have crews work in that area for the next year and still not have it all done.
319. Tunnel under Friars
320. On Fourth Avenue in Bankers Hill around Quince Street there is no sidewalk on one side for a few blocks and cars are always parked there so you have to cross the street to keep walking on Fourth Avenue.
321. Speeding traffic at crosswalk at La Jolla Boulevard and Gravillia Street
322. Drivers making right hand turns onto any street often ignore the walkers right to cross the street when the pedestrian light is on.
323. Broken sidewalks due to trees in many locations.
324. Midway Rosecrans area very poor for walking. Wide streets, drivers turning right across crosswalks without looking.
325. Cars turning east onto Friars Rd (leaving Fenton Marketplace)from the east side of Northside drive should not be allowed to turn right at the same time that pedestrians are crossing north on Friars/Northside Dr.,



because I almost get hit when I am trying to cross from the south side to the north side of Friars because vehicles do not watch for pedestrians and are so anxious to make the turn, that 9 times out of 10, I almost get hit when I am crossing even though I have the green light.

326. Cedar between Fern and 30th - sidewalk all crumbled and torn up
327. Carmel County and Carmel Creek high speed arterials through residential areas. Also, these roads are excessively wide.
328. Walking from South Park to downtown, the options for crossing I-5 are limited and unsafe from a pedestrian's standpoint -- even though there is a lot of foot traffic going to City College.
329. Mira Mesa Boulevard and Scranton - inadequate pedestrian crossing. One side of intersection is completely off-limits to pedestrians; thus some people need to cross three sides of the intersection in order to walk to the food court across the street. This is offensive.
330. Walking from South Park to downtown, the options for crossing under the 5 freeway are limited and unsafe from a pedestrian's standpoint -- even though there is a lot of foot traffic going to City College.
331. Mesita and College Ave
332. The Midway area has many locations with no or narrowed sidewalk
333. Drivers running stop sign -- Arroyo Sorrento Road/Tierra Del Sur
334. Mewall/Ferguson
335. 3000 block of Vancouver Ave. Sidewalk conditions on both sides of street are hazardous due to disrepair and debris from palm trees that doesn't get removed, especially at night
336. Garbage cans need more frequently emptied. They are always overflowing. Very bad impression on visitors. All over Old Town. Core area, San Diego Ave. between Old Town Ave and Twiggs.
337. I live in Golden Hill and work in Balboa Park. To walk to work via surface streets, I'd have to walk down 26th St., cross Pershing, walk up Florida, then up Zoo Drive. I wish there was another alternative, as I do not currently walk to work. If there was a safer path, I would prefer to walk to work instead of drive.
338. University Avenue needs a mid-block cross walk to access the North Park Theater and the adjacent farmers' market from the north side of the street.
339. Too many to point out locations.
340. 44th St. and Meade (especially down around 4471 44th St. area)
341. Florida Drive between Zoo Place and Morley Field Dr. This is a long section of road through Florida canyon with a speed limit of 45 mph makes it difficult to cross from east to west in the canyon.
342. Almost all of El Cajon Blvd. Orange/Howard between 35th and 30th Streets.
343. Adams Ave. from I-805 to I-15. Another speedway. Need two more signals: one at Adams Ave. and Hawley Blvd. and one at East Mountain View Dr. and Adams Ave.
344. Balboa Avenue also has unsafe sections. Both at crossing intersections and, along its east/west corridor.
345. Del Mar Heights Road and Mercado - light needed Stop signs for 4 way stop at Boquita and Lozana
346. Nimitz Blvd. sidewalk need to be trimmed up from overgrown weeds
347. Triangle intersection of Ampudia, Congress St. and San Diego Ave. Very hard for pedestrians to cross that area
348. Overly eager drivers turning from Decoro Street onto Genessee Avenue pull up close to pedestrians as they cross the street.
349. Unpaved street - 32nd Street, between B and C streets
350. Via Capri/Hidden Valley: Again a failure on the part of the City to preserve a neighborhood for residents, their children, their pets. It appears that the city is primarily concerned about "maintaining the flow of traffic."
351. High speeds on Thorn as vehicles attempt to bypass the lights on Redwood and stop signs on Upas. We'd rather lower those speeds via roundabouts rather than put in a double yellow line. Kids like to play on Thorn, Herman, etc. the 600 block of east San Ysidro is long. A pedestrian crosswalk somewhere between the community service center and Subway restaurant is needed.
352. Bollards or landscaped areas are needed between parking areas and the sidewalk. Many drivers park on the sidewalks when all the parking spaces are taken so pedestrian can't pass safely and when the cars aren't there, the sidewalk is often slick with leaked fluids. Not only is this a pedestrian hazard, it could be a liability for the city. (I really hate having my tax dollars spent on suits that could have been avoided by correcting these simple and relatively inexpensive problems.) The worst areas I regularly encounter are SE corner of 25th and C Streets, NW corner of 25th and C Streets, NW corner of 25th and F Street.
353. Speeding along Arroyo Sorrento Road between El Camino Real and the end of the cul-de-sac failure to stop at both stop signs on Arroyo Sorrento Road is affecting pedestrian safety
354. Path in Tecolote Canyon leading down from Via las Cumbres to the connecting path to Tecolote Road was

- obstructed by fallen temporary fencing and fallen signpost. Brought to attention of canyon ranger recently. Don't know if problem has been corrected.
355. Balboa Ave. between Genessee and Mt. Abernathy
  356. 26th St. to Florida Canyon Rd. to Zoo Drive -- better pedestrian access to Balboa Park from Golden Hill/South Park would be much appreciated.
  357. Pershing and Redwood - no clear pedestrian crossing at all - need flashing light/sign - and/or crosswalk. There are MANY people who cross here braving the speeding traffic.
  358. Complete promised Phase II of Transitional Living Center at 9th and Beech - we graciously supported it but city has reneged on finishing project - an eye sore the way it is
  359. Sidewalk needed going from street entrance to Miramar lake up to the lake parking area and connecting pedestrian walk ways.
  360. Sloping, buckled, cracked, narrow sidewalks and utility boxes, poles in the way on the south side of Imperial Avenue 61st to 69th Streets.
  361. Sunset Cliffs Point Loma area better oceanside walkways
  362. Mira Mesa around all shopping centers. Look at adjacent and nearby homes and how they are restricted from direct access to the centers.
  363. The main street (Friars Road) is large, busy, high speed, and therefore very dangerous for pedestrians.
  364. The long awaited Switzer Canyon Bridge/Pedestrian Walkway Project should be completed (Maintenance Assessment District-City Partnership) at 30th and Laurel
  365. Traffic speeding on 30th is dangerous for pedestrians and other vehicles
  366. Euclid Ave. going south from Dalehaven Pl. there is no real sidewalk area going up or down, whichever direction you are going, the hill on either side of the street. There is a small walkway on the east side, but none on the west side of the street.
  367. North Lane between Beyer Blvd and Padre Tullio Dr: Lack of adequate sidewalks
  368. Downtown in general. Everything is so dirty.
  369. Southeast corner of intersection @ Massachusetts and Waite.
  370. Transients in underpass south of Fashion Valley.
  371. Various - please take a walk around and see for yourself
  372. There is a bit of a confusing intersection near our home at Burgener Blvd. and Milton St. Could use some better signs to show that Burgener continues south past Milton. As it is now, people unfamiliar with the area often think Burgener turns into Milton.
  373. Traffic flow is TOO FAST near sidewalks.
  374. Carmel Valley Road at intersection with Caminito del Barco. No crosswalk, and speeding vehicles careening around a blind curve. Posted speed limit is 30 mph, while many vehicles speed up to 50 mph. Police presence is REQUIRED! Speed limit must be enforced, and police have done nothing. Conditions extremely unsafe.
  375. Del Mar Heights Rd. Where the speed limit was increased to 40 mph and now the drivers go 50 and 60 mph
  376. Via Mar de Definas, Calle Mejillones, Calle Mar de Mariposa
  377. Carmel Mountain Road and Vereda Mar del Corazon No cross walk to shopping center on west side of street
  378. Replace and protect with signal a crosswalk across Del Mar Heights Road midblock between Durango and Recuerdo
  379. Del Mar Heights Road from I-5 to Coast Hwy. is a dangerous speedway. Del Mar is willing to landscape with pedestrian islands (benches and trash cans), but is waiting for SD to implement their plan.
  380. The speed of drivers on Del Mar Heights Rd, especially the west bound traffic that comes flying up the hill from Camino Del Mar, makes me feel that it is unsafe to walk, even when I am on the sidewalk.
  381. No safe or easy access for children and pedestrians who live South of Del Mar Heights Road and east of Mango Drive to walk to the elementary schools. Desire to create walking path from Mango Drive to Mira Montana Drive and Del Mar Heights Elementary School.
  382. Delaware street Madison Ave - Extensive Broken Pavement.
  383. Not enough Trees - Clairemont Mesa Blvd. in general.
  384. Alvarado Canyon Rd. - Path to Trolley Station is an industrial Park - Could improve walkway - (safer, more comfortable) to enhance walk to trolley. From just past Adobe Falls to Mission Gorge
  385. Need Longer Walk Signal. Camino Ruiz and Mira Mesa Blvd.
  386. Electrical boxes blocking sidewalk and steep embankment, broken signal changer boxes. 52nd and University Ave.



387. Washington Street between Lincoln and 9th needs sidewalks and crosswalks. Yes there is the Vermont St. Bridge, which is VERY useful...but sometimes it out of the way, depending on where you are going to or from.
388. Speeding on lots of streets
389. Walk signal too short, Cars don want to stop for pedestrians. Maryland Street at Lincoln.
390. Very deep dip in paving of street. Granada
391. Street Lighting. Twiggs street and San Diego Ave. Congress
392. Speeding. Meade Ave. 805 to 15
393. Street 12 feet wider than necessary/feeder streets 40 feet preferred area 52 feet San Diego Ave. between Conde and Twiggs
394. Failure to yield to pedestrians. Mission Blvd at Sapphire St.
395. At the intersection of Scripps Trail and Timberlake, there is a three-way stop. But there is no marked crosswalk.
396. Northbound Bike lane on India Street ends just under Hwy 5 at the off ramp to the freeway. Very dangerous to end a bike lane on an off ramp.
397. There is no four-way stop or teardrop at Marlowe and Aragon which would slow traffic coming from north and south somewhat.
398. Mira Mesa Blvd. @ I-805. WHY, WHY, WHY is pedestrian crossing prohibited on the south side of Mira Mesa Bl., across the SIGNAL-CONTROLLED n/b I-805 off ramp, which is a much safer place to cross than the north side, with 2.5 free right turn lanes to s/b I-805? This entire intersection is a prime example of how NOT to engineer a freeway-to-surface-grid intersection, but it's pretty typical of Caltrans, unfortunately.
399. General/City-wide Suggestions: - Shopping centers, strip malls, and other public buildings should not be allowed to be completed without multiple pedestrian pathways from the main roads ALL THE WAY to the main entrances of the buildings. For example, the Home Depot shopping center on Imperial Avenue and Market Avenue has two driveways that have no pedestrian walkways adjacent to them. I have routinely seen children and the elderly on foot using these driveways for access because they are the most direct route from Imperial Avenue. The bottom line is that pedestrians are going to use the most direct path from the main roadways to their destinations, so facility designers have not done a good job of accommodating this behavior. Pedestrian access through parking lots and into public facilities is horrible and unsafe and needs major improvement in the future. A simple review and revision of all new development's planned pedestrian access would go a long way to solving some of these problems.
400. La Jolla Blvd/Midway-Colima
401. I've witnessed many red light runners at Elm and Saturn.
402. Pershing/28th/Upas -Odd angles are confusing to drivers and mixing in plenty of pedestrians going to Bird Park increases the risks.
403. Blind crossing for pedestrians crossing North across Washington at Lincoln. Very bad, unsafe intersection over all.
404. Speed limit too high on Washington from Normal to 6th St. through University Heights.
405. Both main streets, El Cajon and University should be made into Boulevards that are inviting to walk on. Instead they cater to the auto!
406. Napa Street and Linda Vista Road. Congested through here. Doesn't seem safe here. Again drivers travel through here quickly.
407. Construction workers all around the neighborhood obstruct walkways. EVERYWHERE
408. Police presence between 30th and Florida on University Ave.
409. Dawes and Thomas need four way stop. Drivers that stop for stop sign think it is four way stop. They assume the other drivers will stop, and they don't because it is a 2-way stop.
410. No street lighting on 9th between between Ash and A.
411. Include improvements to trails in Tecolote Canyon as part of pedestrian improvement.
412. Lack of community transportation (shuttle) system to encourage less personal vehicle usage and introduce the residents to walking to and from other downtown communities.
413. Truck traffic on 4th, 5th, and 6th is terrible with new construction. Not only is it bad for pedestrians, but the trucks are tearing up the streets. There is no coordination between the construction sites for blocking off a lane. It was especially difficult crossing 5th between Redwood and Thorn with construction at 5th and Redwood and 5th and Thorn. Traffic was routed back and forth (as in narrowed on the right only to then be narrowed on the left). And these construction guys have not a clue on how to manage traffic.
414. Speeding traffic at La Jolla Boulevard and Marine Street where two lanes merge heading southbound
415. Would like to be able to walk to bus stops for trips, but bus service to downtown has become impractical

since the local busses go to the Old Town Trolley station vs. downtown.

- 416. There seems to be a lot of pedestrian traffic trying to cross B Street at 27th (on the way to Post Office, etc.), but there is no crosswalk and visibility is poor.
- 417. There seems to be a lot of pedestrian traffic trying to cross B Street at 27th (on the way to Post Office, etc.), but there is no crosswalk and visibility is poor.
- 418. Sidewalks along University in the commercial core are filthy and repellant to walk down more often than not. Walking in these areas is quite unpleasant
- 419. Need street lights. Harney Street between San Diego Ave and Congress. People and businesses don't feel safe.
- 420. Sidewalk congestion from sun up until past sundown on 33rd street between Bramson Pl and El Cajon Blvd.
- 421. When you consider pedestrian access/traffic, you should also consider how to accommodate bicycle traffic.
- 422. Sidewalks on Del Mar Heights Road are far too narrow
- 423. Hillside Drive: Used as a "Parking Lot" for construction workers and as a "Short Cut" for people leaving La Jolla at 3:30 PM. There are DAILY examples of cars/trucks/SUV's parked against "No Parking Fire Lane" signs. It is no longer possible to walk on Hillside Drive; it is dangerous to drive on Hillside Drive.
- 424. Too few trees as the walker moves north from Thorn, toward University, especially the last few blocks--this is true on all N-S roads from 30th to 805, eg: Grim, 31st, Herman, 32nd, Bancroft, 33rd: become barren as approach University from the south.
- 425. MANY areas of San Ysidro do not have sidewalks
- 426. There are several streets with diagonal parking which makes it difficult to see oncoming traffic from the curb or for drivers to see pedestrians until they're nearly in the traffic lanes - especially for short people like me and for children. Corner pop-out should be installed whenever diagonal parking is allowed (and more people are asking for it because there are so many apartments built before parking was required).
- 427. There is no path that connects the one that runs alongside De Anza Cove to the one that runs alongside Crown Point Shores. It would be a welcome amenity to have that, including a pedestrian bridge over the Rose Creek Inlet.
- 428. On this same note, in Liberty Station, previously known as the NTC, if there were a bridge from then new park they are building, crossing the canal near approximately Roosevelt Rd., then very many people could walk from Liberty Station and my neighborhood to the airport. Think of all those car trips and taxis that crowd the airport that could be eliminated.
- 429. Complete stop sign at 6th and Ash.
- 430. Sidewalk or path needed to connect Marshall middle school and connected park to behind and adjacent Americana Neighborhood.
- 431. Market Street between Boundary and I-805 narrow, buckled, sidewalks.
- 432. Voltaire in Ocean Beach needs to be kept cleaner.
- 433. University Avenue and 30th. Entire area needs more regular street and sidewalk cleaning -- it is a major public transportation corridor.
- 434. South Park needs better crossing markings at all intersections to cross 30th
- 435. East San Ysidro Blvd between 400 to 600 blocks: Need more crosswalks and associated traffic controls.
- 436. Not enough barriers between Carmel Mountain Road and sidewalk.
- 437. Del Mar Heights Road, from Camino del Mar and east to Mango Drive. No medians, very wide street, excessive speeds/speeding, very unsafe to attempt to cross, and nearly impossible to safely cross at busy times. Very dangerous conditions.
- 438. UTC area Extremely long light cycles and inattentive drivers (Q36) mean the most convenient and safest way to cross streets is jaywalking. This is also a problem when driving, and a jaywalker misjudges traffic and pops out from between parked cars.
- 439. Del Mar Heights Road from I-5 to Coast Hwy.(or Nob. Ave - the portion within SD City Limits). DMHR is a dangerous speedway with a steep hill at the westerly end. It needs pedestrian islands for safety, well-marked crossings, benches and trash cans.
- 440. I would like to see more walkways into the downtown area of Del Mar and to Torrey Pines State Beach and Preserve from the Del Mar Heights area.
- 441. Install stop signs along Del Mar Heights Road to slow traffic down.
- 442. Better walkways down through Presidio Park
- 443. Not enough light - North of Clairemont Mesa Blvd.
- 444. Driveway entrance at a high angle, you have to stop before entering complex. Camino Ruiz north of Mira



Mesa Blvd.

- 445. Broken and vandalized bus benches, broken street lights - 52nd and University Ave. and 52nd to Landis/Alta Dora
- 446. Very Poor Pedestrian access in Mission Valley Center.
- 447. Notice many scratches on paving (many streets and corners in North Park)
- 448. Dangerous Intersection. Ampudia/Congress/San Diego Ave Triangle.
- 449. Parking, especially RVs and boats on all residential streets.
- 450. Thousands of tourists plus 12,000 4th grade students crossing San Diego Ave. between Conde and Twiggs.
- 451. Vehicles turning and failing to yield to pedestrians. Ash St westbound to State St southbound during evening rush hour. And also to from Ash westbound to Kettner Blvd southbound at all times
- 452. Most of San Diego is pedestrian-friendly and bicycle-friendly. Please address specific dangerous intersections, which break up otherwise desirable pedestrian routes and create serious challenges along otherwise good bicycle routes. The worst offenders are generally the mouths of freeway onramps and off ramps. These need some serious traffic calming. Why can't metered onramps have pedestrian-friendly traffic signals at their mouths, instead of sweeping free right turns? Hall of shame: 1) w/b Mira Mesa Bl. @ s/b I-805, 2) s/b Gilman Dr. @ s/b I-5, 3) s/b Kearny Villa Rd. @ SR-163, 4) Clairemont Mesa Blvd. @ freeway ramps, 5) Miramar Rd. @ I-805, 6) n/b I-5 @ n/b East Mission Bay Dr.

**General Comments (Question 40)**

- 1. If the city is going to build more pedestrian access ways, either bike lanes or sidewalks, please be sure that the funds are there to maintain the existing infrastructure not just the new improvements. I spend about five hours a week on a bicycle and from what I've seen the existing improvements are much more in need of repair than building anything new. Please prioritize.
- 2. Please don't just do a plan, but also develop a priority list of projects to be funded so that when funds do become available they will get done because everyone knows what the projects are.
- 3. Don't bother with sidewalks in quiet residential neighborhoods. Focus on the mouths of freeway ramps; many of these are deathtraps for pedestrians. Caltrans is clueless about bicyclist and pedestrian safety. Provide crossing opportunities on all sides of every intersection, i.e., don't force pedestrians to cross three sides of an intersection by banning crossing on the fourth side.
- 4. This survey should ask about people's physical ability to walk. I'm an able-bodied 32 year old, so things like audible signals aren't important to me (now), so my responses should be seen through that lens.
- 5. Thank you very much for the opportunity to express some of my thoughts through this survey. I would be pleased to answer any additional questions that you may have and/or provide further details on the suggestions that I have included here. I am most interested in continuing to contribute to this very important project.
- 6. Drivers making right turns on red signal usually forget to check for pedestrians. They are just checking for cars coming from the left.
- 7. Please work with shopping center developers to provide a safe way to enter their complexes on foot. Too many times there is no way other than walking on the driveway and dodging cars.
- 8. I must have a path for Pedestrians and bicyclist to travel from North Park to Mesa College. Texas Street in Hell to down/up, and all the traffic and lights. It dangerous. Thank you for your Time Sebastian Law.
- 9. Thanks for asking.
- 10. As a person who walks with a cane, I would like to see curb cuts on all corners in OB...at least in the flat area of OB (not so concerned with up the hill). Thanks.
- 11. Need to monitor and enforce speed limits on La Jolla Blvd.
- 12. Thank you. Also, are you focusing in other areas other than San Diego proper?
- 13. I am a landscape architect and I advocate any efforts to get people back on their feet. It is important to bring all civic design back down to the human scale. Personally, I walk and take public transit as much as possible. I work in downtown San Diego.
- 14. There needs to be more in-pavement flashing lights at unsignalized intersections. There also needs to be more traffic calming in older pedestrian oriented neighborhoods.
- 15. Scramble crossings seem to me to be more efficient and safer for busy intersections - like 30th and University.
- 16. We were told that sidewalks would be patched with asphalt instead of concrete. That looks terrible!
- 17. In times of limited funding resources, try to get 'most bang for the available bucks'
- 18. North Park Community Association is working with WalkSanDiego on a list of priorities for North Park. Andy Hamilton WalkSanDiego ph 858-586-2641 fax 858-586-2801

19. I do not walk because as a wheelchair user, the city of San Diego has designed a city that is made for the auto. It is in NO WAY conducive to walk to a corner store because there are no such store to walk to. EVERYTHING is a mini mall!! and the only way to get to those malls is by driving!!
20. I appreciate this effort! We need to make streets and communities more walker-friendly to entice people to walk and exercise more. Keep up the good work!
21. please quit spending our tax dollars to create jobs and spend our tax on worth while projects
22. More trails, paths and areas to walk in or around parks, canyons and the like.
23. add parking outside of downtown and supply free or lo cost shuttles. distribute parking coupons to restaurants and business to give or sell to their customers and employees as a incentive to park and walk
24. Green space to rest and play at. I also noticed a lot of kids skateboarding on Ohio st A park for them would be nice.
25. Stop drivers from running red lights: It seems an average of 3-5 drivers do this at each intersection!
26. Thank you.
27. Keep up the good work!
28. One of the appeals of the urban neighborhoods is having walking destinations (corner stores, library, restaurants, coffee, etc.). This is a key amenity that should be developed and communicated, especially compared to the suburban developments.
29. Consider marking distances of walks and joining the city through hiking routes seems like a terrific idea... Consider the problem with dog owners who illegally keep dogs off leashes, let them mess the trails, and let them touch other people.
30. No more Stop signs or Traffic Lights. It is hard enough getting into and out of the community as it is!
31. 32nd street from Redwood to the bloc north of Thorn is an absolute driving hazard due to on street parking. Eliminating the sidewalk on the West side would make both drivers and pedestrians safer by widening the street. Also the aggressive double row of Boss Dots in this area are placed so that one has to run over them to avoid parked vehicles. They cause difficulty in controlling your vehicle, so in my mind they are creating hazards rather than eliminating them. A single row would be equally effective as a visual cue.
32. Please focus on making a walkability system, not so much on the details, we are still missing the overall picture in San Diego that makes walking make sense...things like multi-use areas within residential areas, transit that works for the resident on weekends and outside business hours, etc...the crosswalks don't really matter when no one has anywhere to walk to!
33. Security guards and graffiti enforcement !!
34. One of the most impressive walking and bicycle lanes is located in Monterey in Northern California. It is far superior to the Pacific Beach pathway. Why don't you find out why it is so very safe, very beautiful along the ocean and is very popular by joggers and walkers alike. Our City should be considered far more desirable than Monterey; however Monterey is pedestrian friendly. WE ARE NOT.
35. EVERY new construction/redevelopment project should include "green" elements--trees, landscaping as east village becomes all high-rises
36. City Traffic engineers are biased toward movement of cars and they do not give appropriate emphasis toward alternative methods of transport such as bicycle and pedestrian. Likewise, Police officers do not emphasize importance of bicycle and pedestrian safety for enforcement of laws. Crosswalks do not provide safety by themselves. They must be incorporated with a stop light, stop sign or other physical barrier.
37. In addition to sidewalk improvements, I'm also very concerned about providing pedestrian walkways in shopping complexes. In my experience, when I park my car at a shopping area (Mission Valley, Fashion Valley, the Hillcrest complex with Ralph's) there are no pedestrian walkways through the parking lot. People should have the option to use designated walkways instead of walking through the driving lanes in the parking lot. I would like to see this as a requirement for these large developers when applying for a building permit. Pedestrian accessibility and safety should be an integral part of the city planning process.
38. Pedestrian and bicycle lanes are needed in many locations the city
39. Seems like Sidewalk cafes are taking over PB. There isn't enough room on the sidewalk for everyone to walk with the cafes encroaching. Aren't sidewalks for people (and bikes)? Since when do sidewalk cafes have the right over the public's right to walk on a public sidewalk. And, Bikes have to use the sidewalks because it is too dangerous to ride on the streets in both PB and MB,
40. Trash cans throughout town would be very much appreciated by people who try not to litter.
41. The PMP is not a significant endeavor in terms of Tierrasanta.
42. I think bicycle access is also critical to a plan that addresses alternatives to driving.
43. I live, work and play in downtown. I am a Realtor and am familiar with every part of downtown. My other half is disabled and while a good portion of downtown is accessible in East Village from Park Blvd east is



- not. In addition, when construction work is going on, the disabled are not considered. The work the city is doing right now in Gaslamp is making it very difficult for the disabled to get to the stores.
44. There were several survey questions which were confusing or that asked for one answer on multiple characteristics -- making it difficult to really tell what the answers may indicate. Also, the list of services that are needed to enhance pedestrian environments are hard to pick from...the fixes vary from neighborhood to neighborhood!
  45. San Diego seems to lack street lighting on many of its streets, not just in my neighborhoods. In some areas where the sidewalk is in poor condition, this is a trip hazard at night, particularly on streets where the sidewalk is pushed up because of tree roots. Adequate street lighting is a high priority, in my opinion. Also, driver education is highly important. I've nearly been hit many times by drivers who ignore the pedestrian right of way rules at crossing lights and crosswalks. While I'm aware that the reality of the situation is that cars have right of way by sheer dint of their size and speed, there needs to be more emphasis on training more drivers to think before just turning when the light turns green. Also, the lack of traffic lights along parts of San Diego, instead relying on pedestrian crossing signs painted on the street, are a hazard. It forces the pedestrian to cross partly into the street, many of which are two way streets, with no safe area to stand in case the oncoming traffic doesn't pay attention to the painted on the street signs. Also, there's a need for more bike lanes, which would prevent many bicyclists from riding on the sidewalk, which is also a hazard to pedestrians.
  46. People's pets are part of the downtown community. There needs to be a leash free dog run where residents can properly enjoy San Diego weather and urban living and exercise their pets. It will result in cleaner sidewalks.
  47. I am president of Walkabout International, a local urban walking group. We would like to help as much as we can as this is a worthy effort. Please check our web site at: <http://www.walkabout-int.org/> Stan Follis, President
  48. A large part of my problems as an 82 yr. old pedestrian are related to mass transit. This survey ignores this set of issues. Very deficient.
  49. Work on ways to create transportation links between residential homes and mass transit stops.
  50. Please include the intersection at 5th and Harbor to discuss pedestrian/Freight train interaction (including Trolley, Coaster and vehicular traffic).
  51. Transit is inadequate - too infrequent, doesn't go directly to destinations I want.
  52. We need to double the amount of in service busses
  53. Kensington is a great area for walking. There are great restaurants, stores and a library all within walking distance. The streets are intimate and not wide highways with the sidewalk against the curb line.
  54. City ordinance needed to protect the right of pedestrians: once foot of pedestrian leaves curb and touches roadway, the pedestrian has the Right-of-way over vehicles. The rest of this survey is throwing money at a problem that an ordinance can solve with the stroke of a pen. (aka Portland OR solution)
  55. I saw an article about roundabouts in Bird Rock in the SD Union. I am a big fan of them, but it is not always necessary to go to so much expense. You do not always need a large center island with barriers to throw long trucks back into the street. I travel in the UK extensively. Often times a roundabout is made by simply adjusting the corners of the curbs and putting a small center island inside. Since speed limits on streets like 4th, 5th and 6th is slower, you should be able to put roundabouts in the certain intersections with much less cost. Alas, I do not know if we have people able to think beyond "big construction projects."
  56. All we're going to hear from you is excuses about how you can't possibly do your job because...blah-blah-blah
  57. Thanks to the City of San Diego for being proactive on this issue critical to the success of the City of Villages concept!
  58. Examples of recent important improvements and the communities that they took place in and the process by which the project was initiated. Community, private, city?
  59. I do not commute or walk to work because I work at home. The Hillcrest area provides a great base to walk in many directions with destinations that include Balboa Park, downtown, Embarcadero, etc....
  60. Glad that KTU+A is working on this. They seem more interested in solving problems vs. trying to appear impressive.
  61. Please help make our street safer before someone is seriously hurt. We have no street lights and drivers speed down the street. The stop signs are almost a signal for drivers to race from one stop sign to the next. In fact our postman was narrowly missed by a speeding driver one evening while delivering the mail.
  62. In general, the sidewalks in South Park are in disrepair and need mending.
  63. Streets in SD are too wide.



64. There is a problem with having the pedestrian crossing signal come on simultaneously with the green light for drivers - a friend of mine was hit by a driver turning right - both of them thought that they had the right-of-way.
65. Open the tunnel for pedestrians under Friar's Rd. near Fenton Pkwy.
66. Thank you for at last hiring a City trails coordinator. Please do not allow this position to be eliminated in the new mayoral regime. Trails offer residents in my community a rare opportunity to walk away from constant traffic. And please coordinate the pedestrian plan with the trails.
67. Lots of overgrown vegetation along Lake Murray (ice plant) if you are jogging/biking you can slip. Also very dark along some of the local streets near Grossmont College/San Carlos, amber lighting not very good for walking after dark.
68. Are you all hooked up with the SANDAG project that will make it possible to walk from Balboa Park to the airport on broad, safe walkways? I applaud all this attention to walking. It signals a welcome shift in our consciousness.
69. A certain level of cleanliness should be mandated for all businesses instead of allowing them to decide whether or not they want to maintain the public spaces surrounding their business
70. The city approved road humps on Arroyo Sorrento but said 80% of the people effected by the humps had to sign the petition. 90% of the violators don't live in our rural area, they are track homes at the end of the road. If our neighborhood was determined to be the people effected and not the violators at the end of the road you would get 100% signing the petition.
71. I can't stress enough how Old Town has been overlooked by the city of San Diego. This great little community has too much to offer to be kept the way it is. All of the aforementioned factors directly effect the success of this city and its businesses in the vision tourists take back home with them. I am extremely grateful for any support we may receive and look forward to helping and supporting in any way I can.
72. The previous questions made me think of the mid-block pedestrian crossing areas in London. I think it would be wonderful if the City of San Diego had the funds to implement facilities like they have in England to facilitate walking instead of driving.
73. The sidewalks in the heart of North Park are covered with litter, and I'd propose two solutions. First, there should be no such thing in commercial zones of the city as a bus stop without an adjacent trash can and recycling bin. Second, we need a city ordinance that makes businesses responsible for the cleanliness of their storefront sidewalk. Too many absentee landlords with little interest in the community make little or no effort at beautification or even litter removal.
74. It would be great if 5th Avenue in the Gaslamp district would be for pedestrian only on Saturday nights.
75. I am District 8 representative to the City of San Diego's Community Forest Advisory Board. I believe that people drive rather than walk, not because they are afraid of unsafe crossings and uneven sidewalk, but because neighborhoods are ugly. UGLY. I am offended that street trees, vegetated parkways and medians appear to be such a low priority. This questionnaire seems as if it could be used to promote more concrete and less vegetation. This predilection for hardscape is making a WASTELAND of our city.
76. Synchronize traffic lights on major streets.
77. We need a neighborhood park for the young children to play in the neighborhood.
78. We have many apartment and condo complexes in Normal Heights. There are too many cars parked in tandem and hanging over the sidewalks. Would like to see this violation cited by the SDPD.
79. The city has little real funds to do much with our infrastructure. There are numerous items that need immediate attention, which frankly are more important than pedestrian walkability.
80. Limit using walkways for utility poles, guy wires and transformers and junction boxes
81. Advise dog owners to pick up after their pets even when not in dog parks. Educate homeowners to not block public sidewalk when parking longer vehicles.
82. Take bikes off the streets and integrate bike and walk lanes on sidewalks.
83. Please build more parks and walking areas not just simple sidewalks
84. Don't cut down old trees in the parkway that intrude into the sidewalk or that are making the sidewalk buckle! I'd rather deal with the slight hassle they present than have them removed as they are one of the greatest features and assets of living in an older neighborhood.
85. Please remember that it is becoming increasingly dangerous, if not impossible to walk safely in most San Diego neighborhoods. The city appears to be intent on insuring that drivers can get from point "A" to point "B" with as much speed and as little interference from drivers as possible.
86. I am grateful that the city of San Diego is finally turning its attention to pedestrian issues. This is a beautiful place to walk, but many neighborhoods are built strictly for vehicle travel, and pedestrians risk their lives trying to co-exist with cars, trucks, and SUVs.



87. I understand you're overworked and underpaid, but U.C. is like Sisyphus pushing that boulder up the hill, only to have it come down again. We keep reinventing the wheel with the City as to keeping the neighborhood looking halfway decent. The weeds grow over sidewalks on Genesee and we try to get the job done. Then next month or year the weeds keep coming back. A sidewalk that was so uprooted my dog needed a running start to go up the hill was fixed after three years of complaining. Still, I appreciate the worker bees in the City.
88. It would be great if our neighborhoods will be very accessible for walking. The weather in SD is great and it is absurd that most people can't walk anywhere from their house! Regarding Golden Hill in particular, I think that more trees, better walkways, a little bit more shops and restaurant will result in many more people walking.
89. Hurry up the undergrounding of utilities to increase the charm of our neighborhoods. We don't want to wait 15 years, for crying out loud. This is just silly. Orange Street (City Hts) could use wider and more interesting sidewalks. What's wrong with bricks of various colors?
90. Thanks
91. Along many streets there are only a couple inches difference between the curb and the street level. This is most hazardous where there is diagonal parking. It has occurred because the streets have been paved over without scraping the old pavement out of the gutter areas, probably for about 80 years. 2) Where sidewalks have been patched after utilities are undergrounded the finish work is very poor. This is particularly noticeable where the patches occur in sidewalks from the 20's and 50's. These earlier sidewalks are beautifully finished and still look great unless they've been abused.
92. Part of the reason I live here is because of the walkability - but I'd like to walk to the Grocery stores in Hillcrest and there are gaps in sidewalks between University Heights and Hillcrest. Add some bike paths for goodness sake!
93. A pedestrian bridge over West Mission Bay Drive, connecting the Bayside Walks north and south.
94. I think our tax money should be used for other problems rather than sidewalks. There are many other more significant problems with the city!!!
95. Sherman Heights has always been pretty walker friendly. The program to increase the number of pedestrian oriented street lights should continue. I would oppose big changes like medians or sidewalk reconfigurations that reduce parking or alter the historic fabric of the neighborhood. I am also concerned about measures impacting vehicle traffic on major streets (like Market and Imperial, which would in effect further encourage traffic to divert to side streets like Island and K. Putting traffic slowing measures on those side streets and keeping through traffic on streets with traffic signal control is more beneficial to pedestrians than reducing parking or the number of lanes on major streets.
96. Other great pedestrian cities are not required to provide parking. When parking is not easy, such as in NY or San Francisco, people will walk or take mass transit because it's the line of least resistance. If you want a pedestrian friendly area, change the building code. Require less parking. That will increase density, but YOU MUST PROVIDE INFRASTRUCTURE FIRST. Address mass transit. Otherwise all you bull-noses, and trees, and crosswalks are simply a pedestrian theme-park, not a reality.
97. Thanks!
98. Again, I believe the biggest problem is making sure automobiles turning right see pedestrians. The drivers are always looking left for coming traffic and turn without a second thought to looking right again for pedestrians. Separated auto vs. pedestrian times is the best answer as with the Scramble on Market St. downtown. By separating whose turn it is to proceed, you could also minimize traffic backups. At many intersections, principally at Washington and 5th, and University and 5th, there is a lot of traffic backed up waiting for the numerous pedestrians to cross.
99. We need more small urban parks all over the city - lets create green every chance we get! Thanks for listening!!
100. I believe many of these ideas are ridiculous and way too expensive to even consider. The city doesn't even keep parks and recreation facilities open year round, so how can you be thinking of more lights, fancy road imbedded lights for drivers? Pedestrians should take more personal responsibility for their safety, and try saving money for once. There ARE NOT UNLIMITED FUNDS for these ideas, and certainly for these studies!!!! I doubt my comments will be considered in the mix, so I'll make my comments at the appropriate council meeting.
101. Thanks for the survey. Now let's use it and publicize it!
102. I think it's great someone is working on this. We need to encourage more walking and bike riding!!!!
103. I think that the Pershing Corridor needs to have a pedestrian/bike route. Pershing / Redwood is impossible to cross on foot to go to Morley Field or the pool. It would seem that the South Park - Morley field - 30th

Street - Pershing area would be an excellent area to use as a demonstration project improving pedestrian use and safety. I hope something comes of this...

104. I would walk (then take a trolley/ shuttle) to work in Sorrento Valley if it wasn't so expensive
105. When it comes to safe and attractive streetscapes for pedestrians, neighborhoods throughout this city are bland and without any distinguishing character. Also, non-contiguous sidewalks with planting strips should be made a part of every development project (landscape points and setback deviations should be allowed and adjusted accordingly).
106. My neighborhood is cut off from the trolley by Friars Rd. I would use transit a LOT more if I did not have to walk across Friars. We need the tunnel open.
107. Expense could be off-set by ticketing people who walk against the light, drop trash on the ground (instead of in the trash bin right next to them!). I cannot understand all the expense you are proposing to improve pedestrian traffic when the pedestrians don't obey rules as it is. What about improving bus routes that would encourage less vehicles/more pedestrians. I never owned a vehicle in Toronto. I never drove to work when I lived in Vancouver.
108. Don't waste money on consultants to "study" this ongoing project. Fix the sidewalks and slow down traffic and people will begin to walk more
109. I strongly support plans to make the city more pedestrian friendly. Put businesses next to sidewalks and parking in the rear. That would improve things dramatically.
110. This project should also at least consider bicycling, such as dedicated bicycle lanes (and not just a painted line near a gutter), and how bicycling can be accommodated in addition to improved pedestrian access.
111. Walking is a critical part of the fight against obesity. The more walkable a community is, the more friendly and welcoming it feels. European countries all embrace walkable communities and cities. We should do likewise. It's good for our health, good for the environment and good for our society.
112. Thank you for your concrete action to ameliorate the dangerous conditions at these specific locations. Please let me know what steps you take so that I can report to the Torrey Pines Community Planning Board. Many thanks for helping us make our community a safer place, and encouraging people to walk instead of drive. This is important.
113. I am learning disabled and walk to work every day from a bus stop on Camino del Mar all the way to Del Mar Highlands shopping center, round trip. I worry about an out of control speeding driver hitting me or another pedestrian.
114. Bicycles. Separated trails for walking, biking, jogging, baby strollers, that are safe to use by children and by adults who are not semi-professional "Critical Mass" type bicyclists.
115. Signatures have been gathered by the Torrey Pines Planning Group and Del Mar Heights residents have declared themselves willing to participate in an assessment district to make the needed improvements on DMHRoad - unfortunately the City isn't interested in this approach. The City of Del Mar needs to wait for SD to improve their section of DMHR before beginning work on their portion (so that the work is congruent.) The garden clubs of Del Mar are in the process of (successfully) raising funds for these and similar street improvements. Lynne Blackman, President, Del Mar Garden Club
116. Do NOT add STREET Lights as solution for safety. Street lights are pollution NOT for pedestrian safety.
117. You should consider a process to form "Pedestrian Improvement Districts" to supplement landscape maintenance districts or combine them to help fund sidewalk repair, trees and to add new sidewalks and other identified improvements
118. More attention and resources should be devoted to street improvements dedicated to benefiting pedestrians versus vehicles.
119. Need a local bus system along Del Mar Heights Road to connect to shopping, coaster station, schools, library, etc. Also connect communities of Carmel Valley, Del Mar, Torrey Pines, Torrey Hills
120. I am worried that our city is going to miss the boat in the Kearny Mesa area. On the other side of the valley, we have many walkable, interesting neighborhoods (University Heights, North Park, Kensington, etc.). The mesa on this side also needs to be sized for pedestrians, but it isn't. Can't we plan for smart growth, walkable neighborhoods, mixed use and transit near Ruffin Road or Clairemont Mesa Drive? Also, we need to reclaim the vast suburban tracts that were initially designed for automobiles (Clairemont, Linda Vista, North City). I'd like there to be more opportunities. Lastly, I think the Morena and the Midway areas really need some help. These could be great destinations and neighborhoods with the right public private push.
121. I think you did a great job on the workshop! :-)
122. The four-way crosswalk idea is not a good one--no benefits, and after all this time still confusing to all... please drop it--again--trying new ideas is good---this idea is bad...
123. If you do not die young, everyone will grow old and become disabled. so plan for disabled access! You



mention landscaping and tree planting /maintenance “future projects”: this needs to be done by open bidding and project accountability for expenditure of funds by groups which provide training to standards of International Society of Arborists. Nothing Less! Employ Urban youth Pride Follows!

124. Great Presentation!
125. Thank you all for your work on this! I “wish” we could have a vehicle-free downtown (or at least part of it) so we don’t have to breathe car fumes and look at the traffic, like they have in some European cities.
126. Priorities balanced between walkable community needing improvements and non walkable communities needing help. IE: Mission Valley, Clairemont Mesa, Kearney Mesa
127. Ideally, the area should be surveyed and fixed as whole. Since this is not possible at this time, dir to budget constraints, at least if the city could fix the worst areas it would help.
128. Public Transportation may be added when considering connectivity. Zoning isolates uses, causes connectivity, walkability problems.
129. What about the money to make happen?
130. By reducing the street width you can widen the sidewalks all without impeding traffic or reducing parking facility.
131. EXCELLENT Workshop that you held on the 13 of Oct, in Balboa Park.
132. I am happy to see such a project. My biggest concern is that it will be one more study of what we all want, but are unwillingly to pay for, or our politicians are unwillingly to tell us we will have to ante up for. Just to play along with the exercise though, I would love to see wider sidewalks in the mid-city area (probably all older neighborhoods have the same narrow walkways). I would also like more trees. I think areas around schools should be given special attention to safety with marked crossings, pedestrian crossing lights etc. The same might apply in areas of senior housing. For commercial districts, sidewalk cafes, benches, trees and mid-block crossing for long blocks are important.
133. Since I take the bus to work most days, my main concern is the ability to safely walk to and from transit stops in Pacific Beach and (especially) downtown.