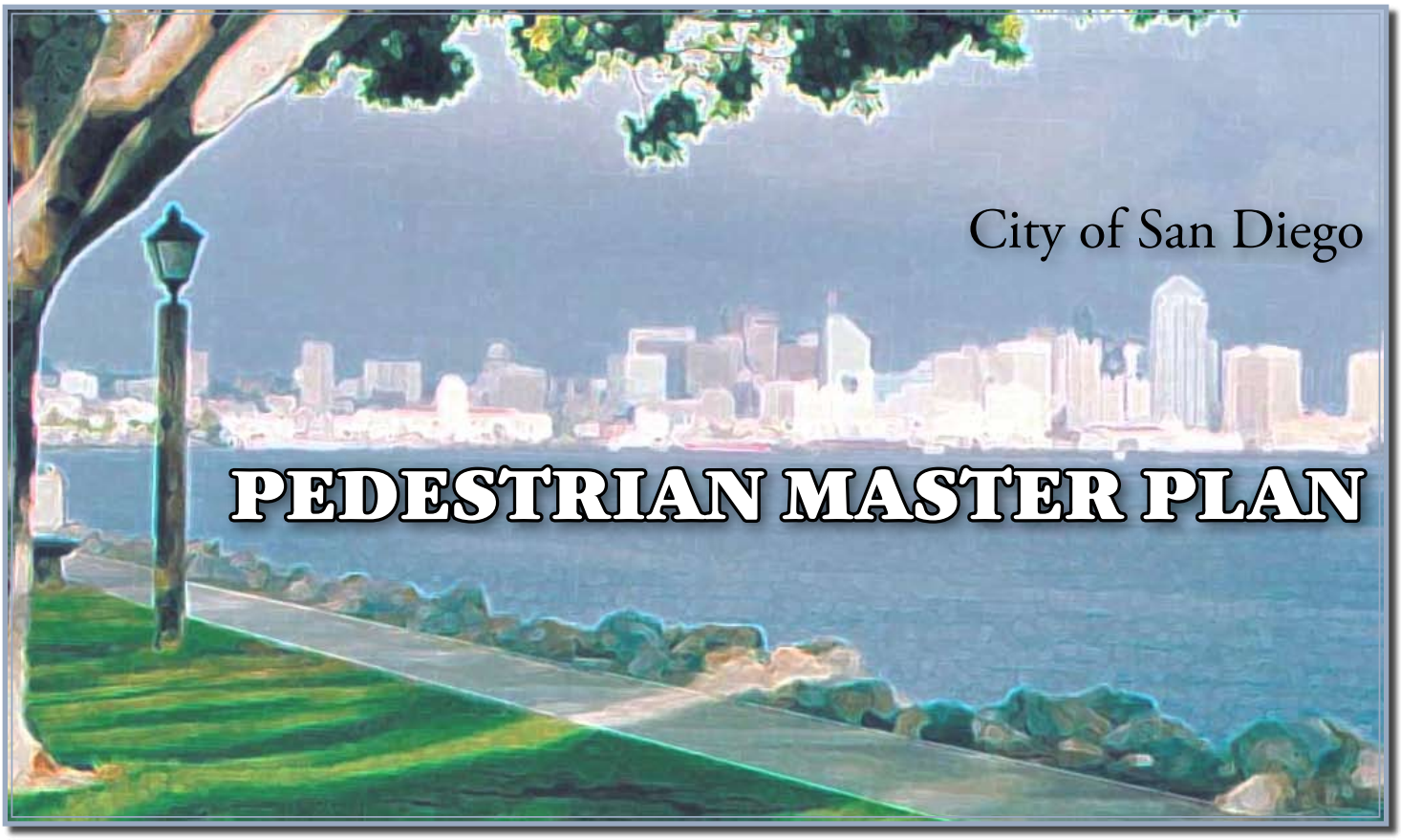




CITY-WIDE IMPLEMENTATION FRAMEWORK REPORT

December 2006

THE CITY OF SAN DIEGO

"The importance of pedestrian public spaces cannot be measured. We cannot prove mathematically that wider sidewalks, pedestrian streets, more or better parks make people happier, much less how much happier. However, if we reflect, most things that are important in life cannot be measured, either . . . Parks and other pedestrian places are essential to a city's happiness".

Enrique Peñalosa, former Mayor, Bogota, Colombia

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- **Scott Peters,** President and District One
- **Kevin Faulconer,** District Two
- **Toni Atkins,** District Three
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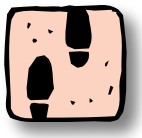
PEDESTRIAN MASTER PLAN
CITY-WIDE IMPLEMENTATION FRAMEWORK REPORT

CHAPTER 4 - ROUTE TYPES AND TREATMENTS

CHAPTER 5 - PEDESTRIAN PRIORITY MODEL

CHAPTER 6 - PEDESTRIAN PROJECT PRIORITIES

CHAPTER 7 - FUNDING SOURCES



CHAPTER 8 - MAINTENANCE ISSUES

CHAPTER 9 - PHASE TWO GUIDANCE

Tables

H

I

L

M

N

O

P

Q

R

S

T

U

W

Executive Summary

Executive Summary

1 Introduction

The City of San Diego has developed this Pedestrian Master Plan **(PMP)** to guide the way the City plans and implements new or enhanced pedestrian projects. This PMP will help the City enhance neighborhood quality and mobility options by facilitating pedestrian improvement projects. The Plan identifies and prioritizes pedestrian projects based on technical analysis and community input, and improves the City's ability to receive grant funding for implementing these projects. The Project Working Group and the consultant team prepared an overall vision statement for the PMP:

> *"To create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner."*

The goals needed to support this vision statement are described in detail in Chapter 1. Goals include Safety, Accessibility, Connectivity and Walkability.

2 Plan Context

Relationship with other City Planning Documents

The PMP is intended to be a complementary document to the City of San Diego General Plan, the Transit Oriented Development Guidelines, the San Diego Association of Government's **(SANDAG)** Planning and Designing for Pedestrians, the City of San Diego Street Design Manual and more specifically, the Mobility Element of the City's General Plan.

Chapter 2 makes the following recommendations for follow-on action items:

- *Encourage research on the relationship between urban form, street layout, land use mixture and circulation hierarchy and its affect on walking rates.*
- *For new areas, or those that are retrofitted for increased walkability, initiate research on walking rates and how the implementation of walking policies may be positively affecting these rates.*
- *Support the creation of cooperative programs between health care providers, park and recreation programs and community development and redevelopment efforts to highlight the connection between land use, transportation options, the physical environment and health.*

3 Issues and Possible Solutions

Walking Trends

Walking in the U.S. has declined over time among both adults and children. The 1990 Journey to Work (US Census) indicated a combined percentage for walking and biking to work of seven percent of commute trips in San Diego. In 2000, the combined percentage was down to five percent. Numerous studies throughout the country suggest non-commute walking trips are significantly more common in walkable neighborhoods. These studies conclude that pedestrian improvements are likely to provide the most benefit in areas with higher densities, higher transit use, lower vehicle ownership rates, and a variety of destinations within walking distance of residences.

Health Trends

Traditionally, the argument for creating more walkable communities has centered on the need to reduce congestion, mitigate environmental impacts and bring about economic revitalization. There is increasing awareness that urban form and the walkability of our neighborhoods have multiple and fundamental impacts on the health of residents.

Safety Summary

On average, from 1999 to 2004, two people were hit by a car each day in San Diego, or 598 pedestrians each year. Since 1999, over 133 San Diegans have died due to pedestrian collisions, while 3,500 survived with injuries. Compared to the county, the City has a higher rate of pedestrian injury (.48 vs .39 per 1,000 population) but a slightly lower rate of pedestrian fatalities (.018 vs. .023 per 1,000 population). Pedestrian deaths in the City account for over 25 percent of all traffic-related fatalities, yet only 6 percent of all trips are made on foot.

Chapter 3 makes the following recommendations for follow-on action items:

The following policies should be reviewed for adjustments and potential policy amendments or additions.

1) *Policies controlling pedestrian crosswalk striping; and*
2) *Policies allowing the use of mid-block crosswalks (with only flashing lights) across multiple traffic lanes without active traffic control, and policies that could allow for better mid-block crossings; and*
3) *Policies that allow for the use of third and fourth leg pedestrian restrictions in situations where left turn conflicts are minimal; and*
4) *Warrants based on pedestrian safety for the installation of stop signs and traffic signals that will accommodate safer crossings in areas where there are no controlled crossings for several blocks; and*
5) *Guidelines for increased lighting levels along pedestrian intensive routes.*

Accessibility Findings

The PMP suggests that accessibility is only second to safety in terms of priority for projects and solutions to public issues faced by pedestrians. This plan suggests that coordination of standards, guidelines, policies, field inspection and repair of facilities all need to take into account the importance and responsibility for creating an accessible public realm along the full travel route.

Connectivity Findings

In San Diego, sidewalk obstacles that make walking difficult include gaps in the sidewalks, multi-block areas without pedestrian facilities, steep slope/canyon barriers, difficult to cross road barriers, and land use barriers that prevent the easy pedestrian flows through a site. Solutions to these problems need to occur at the site planning and project approval stage.

Walkability Findings

Walkability is defined as a mixture of physical and perceptual elements that make up the built environment that are conducive to walking. The ultimate measure of walkability is whether pedestrians seek out the walking environment, ignore the environment as they pass through it, or actually avoid it because it is perceived as not being walkable.

Neighborhood Quality Findings

Though not a primary issue topic, neighborhood quality is often the result of a variety of environmental and social elements that have been brought together to create a quality living and working environment. If a pedestrian and public environment has been provided that is safe, accessible, connected and walkable, a quality neighborhood is almost assured.

Alternative Transportation Findings

One of the expected outcomes of this PMP is to encourage the use of alternative means of transportation by facilitating pedestrian activity. Transit success is reliant upon a walkable and pedestrian friendly environment. Walking to work and other destinations as a primary transportation mode has a higher mode split than public transportation systems, with a fraction of the cost of investment.

4 Route Types & Treatments

Walkway Classifications

All walking facilities found within the City of San Diego fit into one of 7 route types:

- **Route Type 1:** District Sidewalks are walks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas.
- **Route Type 2:** Corridor sidewalks are walks along roads that support moderate density business and shopping districts with moderate pedestrian levels. They range from wide walks along boulevards to small walks along a heavily auto oriented roadway.

- **Route Type 3:** Connector sidewalks tend to have low pedestrian levels and are along roads with moderate to high average vehicular traffic. Connector sidewalks tend to be long and generally do not have accessible land uses directly adjacent to the sidewalk.
- **Route Type 4:** Neighborhood sidewalks are walks along roads that support low to moderate density housing with low to moderate pedestrian levels. Neighborhood streets and their associated walkways are generally lower volume streets, with low to moderate widths, single lanes and posted or prima facie speed limits of 25 miles per hour.
- **Route Type 5:** Ancillary Pedestrian Facilities are facilities away from or crossing over streets such as plazas, paseos, promenades, courtyards or pedestrian bridges and stairways.
- **Route Type 6:** Paths are paved facilities with exclusive right-of-ways that act as corridors and have little or no vehicular cross flows. Many of these paths are exclusive to pedestrians and bicycles and are not associated with streets.
- **Route Type 7:**. Trails are separated from roads and support activities such as hiking, biking and walking primarily through parks and open space. They differ from paths in that they are not paved with concrete or asphalt. Trails are not included in this study.

Treatment Levels

Route types deserve different design treatments so four levels of pedestrian facility improvements have been proposed. The "**Basic Level"** is that it is the minimum level that should be provided in all circumstances. In the case of certain neighborhoods and along certain connector streets, this "Basic Level" is adequate to provide the minimum level of safety, connectivity, access, and walkability. In certain areas, the presence of major roadways and other detractors from pedestrian activity require a higher level and expense associated with pedestrian treatments. In these situations, an **"Enhanced Level"** is recommended. In yet other areas, the urban densities and design requirements and the presence of certain safety issues require a **"Premium Level"** to meet safety, connectivity, accessibility, and walkability minimums.

Chapter 4 makes the following recommendations for follow-on action items:

- *Table 29 and the discussion of potential solutions in this chapter, should be reviewed by various Departments of the City of San Diego and be integrated into a variety of policies, operating procedures and directives.*
- *Current city policies regarding requirements for pedestrian facilities, should be adjusted to use the route types described in this document. The route types each have different minimum width requirements and street crossing requirements as well as walkability amenities.*
- *An operating guide and brochure should be produced that can be distributed to the general public and to both developers and design / engineering professionals that describe the types of routes, typical issues and treatments that can be applied to those situations.*
- *Project development policies should be reviewed to assure that projects in high pedestrian use areas where credit for smart growth or transit overlay zone parking reductions are taken, are providing off-site improvements if pedestrian connectivity or accessibility is not adequate in the immediate area.*
- *Policies should be developed that either require or encourage the right level of pedestrian improvements with the existing or potential level of pedestrian activity. The route types and associated treatments should be compared to the pedestrian priority areas discussed and mapped in the following chapter. Each infill, new development or redevelopment effort should be required to review pedestrian priorities, classification of existing route types in the area and recommended improvements for both on-site or off-site requirements.*

5 Pedestrian Priority Model

The Pedestrian Priority Model **(PPM)** was developed to determine the most likely areas within the City of San Diego where pedestrians are currently (or would be if improvements were made). The model was created to prioritize communities for the preparation of community PMPs and to help prioritize projects to affect the largest number of pedestrians possible. The model utilizes existing data available city-wide as part of an extensive GIS database. The model has three basic components, which include: **Pedestrian Attractors, Pedestrian Generators and Pedestrian Detractors**.

Chapter 5 makes the following recommendations for follow-on action items:

- *The results of the Pedestrian Priority Model and the ranking of communities (Table 36) should be used to help set priorities for follow-on PMPs and funding of community wide pedestrian improvement projects.*
- *The appropriate City of San Diego Departments should continue to add to and adjust the model given changing conditions and validation of elements within the model.*
- *The results of the model should be made available to all community groups, planning interests, developers, project applicants, and planning / design / engineering professionals to assist in their efforts at improving pedestrian safety, accessibility, connectivity, and walkability.*

6 Project Prioritization

A substantial amount of funding is needed to bring all of the city's pedestrian facilities up to a standard that makes them safe, walkable, accessible, connected and assets to our neighborhoods. The amount far exceeds what is likely to be obtained. Because of this, the Master Plan lists "cost effectiveness" as one of its primary objectives. To be cost effective, a system of ranking projects for priority funding needs to be fully developed. Matrices are currently under development by the pedestrian working group.

Chapter 6 makes the following recommendations for follow-on action items:

- *A refinement of the checklists and priority forms are needed. Ultimately, the forms should take into account most all of the questions and priorities identified by the various funding sources.*
- *The City should continue to coordinate with SANDAG staff in regards to the criteria used and the forms supplied for the annual ranking process.*
- *A formal process for project identification, initial review, application completion, application verification and overall ranking of all pedestrian projects within the City of San Diego is needed.*

7 Funding Sources

Pedestrian projects and programs are funded through multiple sources, and not all sources apply to all projects. Many sources require a local funding match and most are competitive based on project merit and adherence to grant criteria. There is a wide range of sources potentially available to improve the pedestrian environment.

Chapter 7 makes the following recommendations for follow-on action items:

- *As part of community planning efforts, community plan updates and broader community development projects, the City of San Diego will help community groups, agencies or private applicants, identify different funding sources to supplement private investment for the improvement of pedestrian facilities.*
- *Policies regarding the private property owners requirements of safety, accessibility and connectivity associated with pedestrian improvements in the public right of way adjoining their property, should be reviewed and strengthened to clarify the property owners responsibility of funding these improvements.*

8 Maintenance Issues

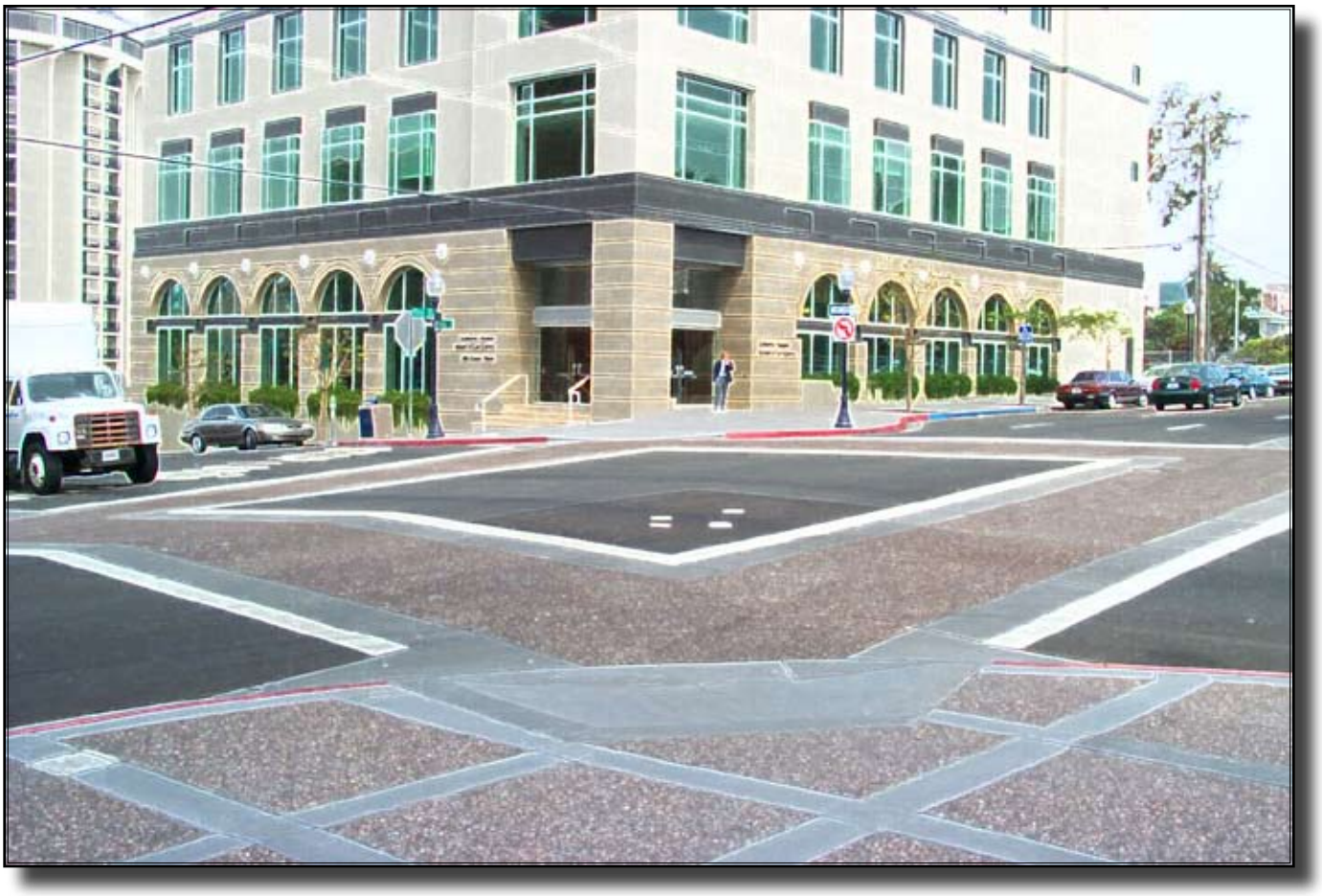
A facility originally designed to be safe, walkable, accessible and connected, may become unsafe, unwalkable, inaccessible and disconnected if it is not properly maintained.

Chapter 8 makes the following recommendations for follow-on action items:

- *A more aggressive role requiring the adjacent property owner to repair damaged walkways should be taken.*
- *The 50 / 50 program (and other related programs) should refine their policies and procedures to allow for cost savings resulting from larger blocks of repair and curb ramp improvements.*

9 Phase Two Guidance

This chapter is intended to provide direction for the creation of supplemental pedestrian master plans for each of the 46 officially recognized community planning group areas of San Diego. By providing this direction, a level of consistency can be obtained between these plans. The overall goal is to describe a process and identify specific products needed for each plan. A sample project has been chosen and is discussed as a prototype. The Greater North Park area was selected as one of the first communities to be analyzed for the creation of a Community Pedestrian Master Plan (CPMP). It will be used here as an example on how these plans should be completed. It will also serve as the summary of initial meetings and workshops conducted for the study.



Chapter 1

Introduction

Chapter 1 Introduction

The City of San Diego has developed this PMP to guide the way the City plans and implements new or enhanced pedestrian projects. This PMP will help the City to enhance neighborhood quality and mobility options by facilitating pedestrian projects. The Plan identifies and prioritizes pedestrian projects based on technical analysis and community input, and improves the City's ability to receive grant funding for implementing these projects. It also suggests how the public can benefit from a more walkable community that has fewer barriers and provide connections between where they live, work, play, shop and learn.

1.1 PLAN PURPOSE

The purpose of this Master Plan is to provide guidance for improvements within the public rights-of-way or publicly accessible areas. The plan purpose includes helping the city to implement plans and policies that will provide benefits to its citizens. These benefits are very broad in nature. If these benefits are looked at individually, they may not be considered as compelling reasons for investing time and funding for pedestrian improvements. However, when the benefits are combined, their overlap helps to strengthen other benefits, making the argument for more walkable communities very compelling (see Figure 1 for the Importance of a Walkable Community).

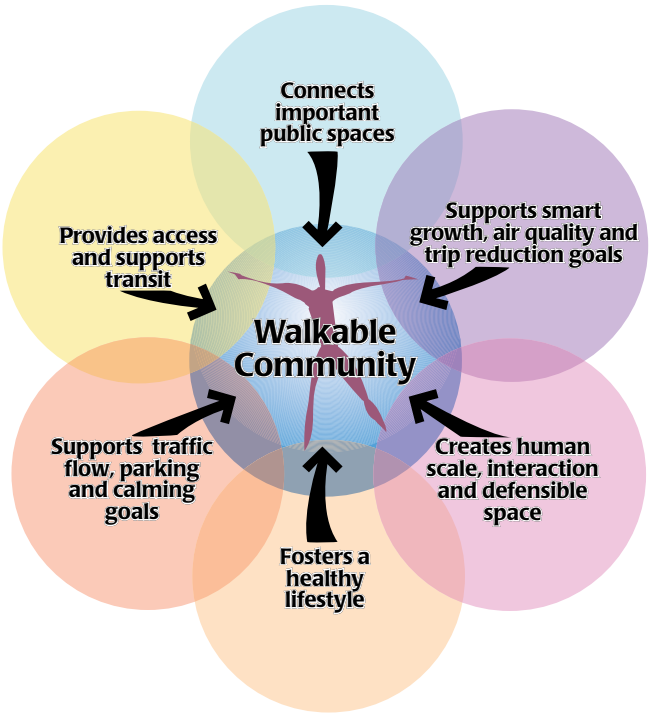
The plan seeks to derive as many benefits as possible from the public and private investment in pedestrian facilities.

Specific master plan objectives include:

- To guide the implementation of pedestrian projects in a consistent manner throughout the City;
- To identify high priority pedestrian routes for providing pedestrian improvements in each community planning area;
- To identify potential pedestrian improvement projects along high priority routes that focus on improving pedestrian safety, accessibility, connectivity and walkability in each community planning area; and
- To engage community members in the process of identifying and prioritizing potential pedestrian projects in each community planning area.

The benefits of a walkable community are many, and when combined, create a very compelling reason to improve our city's walking environment.

Figure 1: Walkable Community Benefits



1.2 PLAN VISION STATEMENT

The Project Working Group and the consultant team prepared an overall vision statement for the PMP which is:

> *"To create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner."*

1.3 PLAN GOALS AND OUTCOMES

Goals supporting the vision statement were developed by the PWG and the consultant team. These goals were adjusted based on public input as well. The four goals that directly support the vision statement are:

1.3.1 Safety

Create a safe pedestrian network free of barriers and tripping hazards, that has sufficient street crossings, buffer pedestrians from vehicles and has facilities wide enough to accommodate peak pedestrian use.

1.3.2 Accessibility

Make facilities accessible to pedestrians of all abilities and meet all local, state and federal requirements.

1.3.3 Connectivity

Develop a complete pedestrian network that provides direct and convenient connections for neighborhoods, employment centers, transit stations, public places and community destinations.

1.3.4 Walkability

Create pedestrian facilities that offer amenities to encourage usage and to enhance the pedestrian experience.

Three expected outcomes were developed to describe the results of implementing the four supporting goals described above:

1.3.5 Neighborhood Quality

When walkable communities are provided, they enhance neighborhood quality by providing opportunities for social interaction, enhanced economic development and healthy lifestyles.

1.3.6 Alternative Transportation

When walkable communities are provided, they support walking as a primary means of transportation, support transit and bike mobility options and can also improve the beginning and end of vehicular trips when the driver becomes a pedestrian.

1.3.7 Cost Effectiveness

When funded equitably and appropriately, pedestrian improvements can combine public and private investments for the good of the public and can lower expenses related to vehicular and transit investments.

1.4 PROCESS

The plan was developed by a consultant team under the guidance of the Planning Department and the Pedestrian Master Plan Project Working Group **(PWG)**. The PWG consisted of City staff, representatives from the Community Planners Committee **(CPC)**, the Subcommittee for the Removal of Architectural Barriers **(SCRAB)**, the Community Planners Advisory Committee on Transportation **(COMPACT)**, the San Diego Association of Governments **(SANDAG)**, walk advocacy groups, and interested members of the public.

The PWG met monthly to guide the development of the Plan and to evaluate the quality and effectiveness of the work products. Members on the PWG were also asked to serve as liaisons to their respective departments and organizations. Under the guidance of the PWG, the consultant team produced a comprehensive Plan framework that prioritized the community planning areas for developing the Plan citywide and established a process for identifying, prioritizing, and implementing pedestrian projects within each community.

1.4.1 General Public Input

A variety of inputs were solicited throughout the development of this plan from the general public. These include questionnaires, requests for input from the website, public workshops and presentations at various publicly noticed meetings. Appendix B and C summarize the results of this public input.

1.4.2 Pedestrian Working Group (PWG) Input

The Pedestrian Working Group (PWG, described in Section 1.1 – Plan Overview) met monthly to guide the development of the Plan and to evaluate the quality and effectiveness of the work products.

1.4.3 Staff and Departmental Input

Staff and departmental input occurred throughout the PWG process since several City department representatives served on the Pedestrian Working Group or attended specific meetings during which applicable issues were addressed. These included Street, Disability Services and Facilities Financing (Community Planning), and the City Attorney's office.

...foot notes...

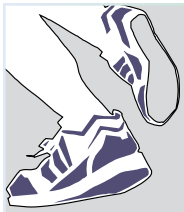
"Walking is the oldest and most basic form of human transportation. It requires no fare, no fuel, no license, and no registration. With the exception of devices to enhance the mobility of the disabled, walking demands no special equipment. Thus, walking is the most affordable and accessible of modes."

Pedestrian Master Plan, City of Portland, Oregon

A wide variety of organizations and individuals were consulted during the preparation of this plan.

...side step

Though there may not be complete agreement on what the most important elements of a walkable environment are, virtually everyone agrees what is walkable when they see it and walk it.



...foot note...

The pedestrian environment affects us all whether we are walking to transit, a store, or simply getting from a parked car to a building. People enjoy walking in places where there are sidewalks, shaded with trees, interesting buildings or scenery to look at, other people outside, neighborhood destinations, and a feeling of safety. With improved pedestrian conditions, we can expect to see an increase in walking as a means of transportation and recreation. Walking helps to reduce the number of automobile trips, which in turn reduces air and water pollution, conserves energy, and contributes to a healthy, active lifestyle. The types of improvements that benefit pedestrians also contribute to the quality, vitality, and sense of community of our neighborhoods.

The Mobility Element of the 2005 draft City of San Diego General Plan

1.4.4 Public Open House Input

An open house was held in October of 2005 to gather public input on the Pedestrian Master Plan with attendance of over 100. Much of the mapping and graphics used in this document were presented at the public meeting. Participants were asked to provide input on the information presented and encouraged to write comments.

1.4.5 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. Full responses, including all comments, can be found in the Appendix C. Though this is not a random sampling or significant enough of a distributed survey for scientific purposes, it does represent a good cross section of those that self-select to take the survey from a group that is genuinely interested in improving pedestrian facilities.

1.5 THE PMP AND OTHER CITY OF SAN DIEGO DOCUMENTS

The PMP is intended to be a complementary document to the City of San Diego General Plan, the Transit-Oriented Development Design Guidelines, the San Diego Association of Government's Planning and Designing for Pedestrians, relevant San Diego City Council Policies, the City of San Diego Street Design Manual and the draft Traffic Calming Toolbox. This PMP is a supporting document of the Mobility Element, which in turn is an element of the General Plan (See Figure 2).

Volume One of the PMP should be considered a set of guidelines and framework recommendations to support the other adopted policies and plans. The PMP provides more detail and explanation of pedestrian issues and, in some cases, indicates policies that may need further research and refinements.

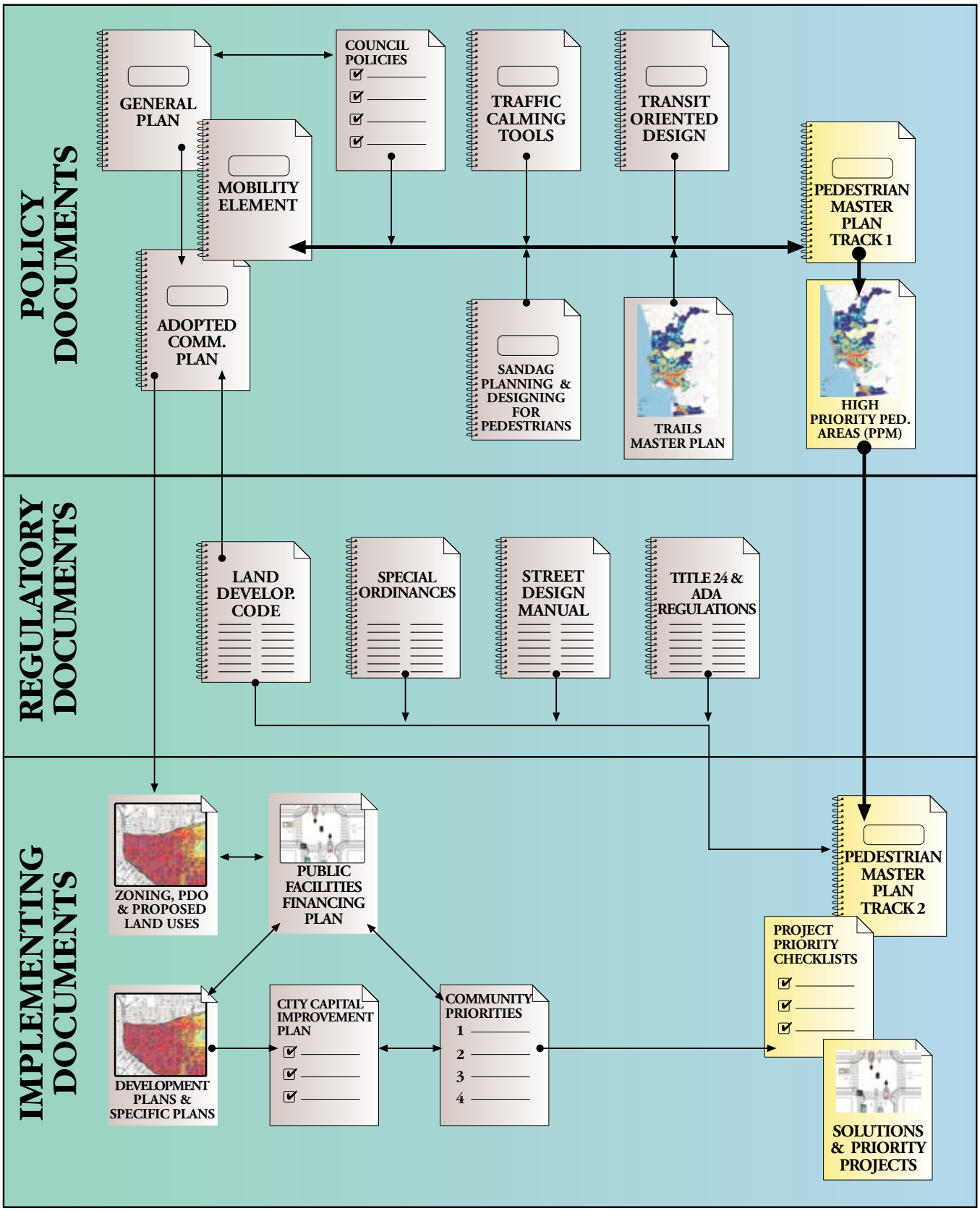
Volume Two of the PMP (to be produced in various phases in the future) should be considered an implementing document. It describes the types of improvements that should be accomplished for each community in the City of San Diego. The recommendations suggested in Volume 2 are partly guided by a variety of other documents such as community plans, recommendations, CIP plans, redevelopment plans, public facility financing plans and other implementing documents.

1.6 WHAT THE PMP IS NOT INTENDED TO ACCOMPLISH

The PMP is not intended to bypass the normal planning and review process already adopted within the City of San Diego. The PMP does not intend to:

- Set new policy, though it does point out policies that may not be adequate for the issues that need to be addressed.
- Replace guidelines in the Street Design Manual, the ADA Transition Plan or the Land Development Code.
- Dictate planning or circulation priorities for a particular community.
- Provide project plans that can be implemented without further environ mental review, engineering, final design, and permitting.

Figure 2: Relationship between the PMP and other City Documents



1.7 HOW TO USE THIS DOCUMENT

Chapters 1, 2 and 3 are useful to determine the factors affecting the walking environment. Chapters 4, 5 and 6 help determine the type and priority of pedestrian improvements. Chapters 7 and 8 should be used to help identify how to fund and maintain these improvements. Chapter 9 should be used as a guidance on how to prepare a local pedestrian master plan.

CHAPTER 2

PLAN CONTEXT

Refer to this chapter for some of the important trends and factors affecting walkability and the importance of improved walking conditions and activities.

CHAPTER 3

ISSUES AND POTENTIAL SOLUTIONS

This chapter discusses safety and other issues affecting walkability. A matrix has been developed identifying issues affecting safety, access, connectivity, and walkability. The matrix and related text and photos delineate solutions that can be applied to these issues.

CHAPTER 4

ROUTE TYPES & TREATMENTS

This master plan classifies all pedestrian facilities into separate and distinct types of routes. This chapter also indicates the types of treatment levels that should be applied to each route type.

CHAPTER 5

PEDESTRIAN PRIORITY MODEL (PPM)

An extensive Geographic Information System (GIS) model was developed to predict the presence of high pedestrian areas or areas that would support a high level of pedestrian use with corrective pedestrian treatments.

CHAPTER 6

PEDESTRIAN PROJECT PRIORITIES

A process had been developed to assist in the ranking of potential pedestrian projects. The approach and criteria to be used in prioritization projects is displayed in this chapter.

CHAPTER 7

FUNDING SOURCES

Pedestrian improvements are expensive and funding sources are limited. A variety of funding sources beyond the City's General Fund exist and have been summarized here.

CHAPTER 8

MAINTENANCE ISSUES

Maintenance issues affecting safety, accessibility, connectivity and walkability have been summarized along with funding sources and recommendations.

CHAPTER 9

Refer to this Chapter for ideas on preparing community specific pedestrian master plans.

APPENDICES

Review the public input process (Appendix A), results of the Public Open House (Appendix B), summary of the questionnaire responses (Appendix C), and community walking rates (Appendix D).

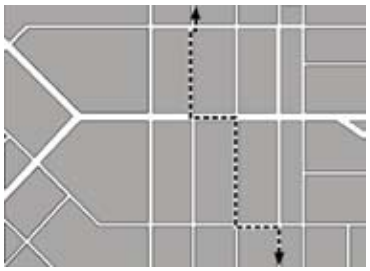
Chapter

2

Plan Context

Chapter 2 Plan Context

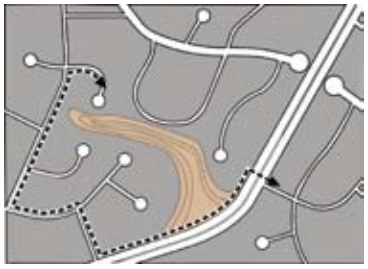
Figure 3a Traditional Streets



Traditional grid street layouts allowed for short distances between homes and destinations.

Traditional neighborhoods had a well defined pedestrian system with access to all adjacent land uses through a grid street layout.

Figure 3b Post War Streets



Post-war streets were often curvilinear and not interconnected, making it difficult for pedestrians to get from their home to community facilities.

Post war neighborhoods may have included sidewalks, but were often isolated from direct connections to the primary land uses.

2.1 URBAN FORM

The layout of our city has a major influence on the walkability of our neighborhoods. Certain types of land use mixtures, densities and the configuration of our streets can dramatically affect the amount of pedestrian activity found within a community.

2.1.1 Layout of San Diego from a Pedestrian Perspective

Safety and directness are both important components of connectivity. In San Diego, many routes may be relatively safe, but are not direct, such as in a suburban neighborhood with large numbers of cul-de-sac streets or dead end streets on canyons. In other cases, routes may be direct, but they represent barriers such as where a wide, high-speed arterial street bisects an otherwise walkable community.

Traditional Neighborhoods

San Diego neighborhoods vary tremendously in the degree of street connectivity. Neighborhoods built prior to World War II (1940-1945) were designed primarily for pedestrians and streetcars. Streets were laid out on a grid pattern, making it simple and efficient to reach a destination on foot. Often, streets would dead end at canyons or be built down steep slopes regardless of the topography. Examples include most of the beach communities -- Ocean Beach, Pacific Beach and La Jolla -- as well as most neighborhoods south of Interstate 8 and north of 94.

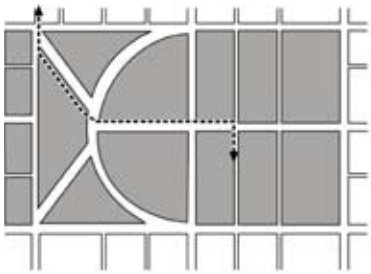
Post-World War II Neighborhoods

Following the war years (1945-1980), communities were built around the premise that most trips would be made by private automobile and the car became the common denominator for neighborhood design. Streets were designed (dictated by zoning and street standards) with a functional hierarchy, with limited-access residential streets emptying onto collector streets, which then funneled traffic onto large arterial streets. Sidewalks, other pedestrian facilities, and street connectivity were often given a low priority. For most people, distances between destinations were too great to walk because the curving, indirect routes required traveling a much greater distance than the older style of interconnected grid system of streets and walks. A majority of San Diego's developed land is occupied by neighborhoods built in this style.

New Communities

Communities built from the 1980s to the present are generally less circuitous and more pedestrian oriented than those built in the post war period. New communities, master planned communities and neo-traditional neighborhoods are terms used for these newer parts of the city. Over the past few decades, many residential developers have discovered that home-buyers prefer neighborhoods that support walking for transportation and physical activity. Streets in these communities are generally narrower, though usually still wider than traditional neighborhoods. One variation of these newer communities is referred to as neo-traditional. A neo-traditional community attempts to take the best of traditional neighborhoods and create new variation where the street layout is a modified grid. The modified grid has the interconnected benefits of a traditional grid, but provides greater visual interest and variety by providing blocks of varying size. Even though some streets may not completely connect, pedestrian facilities strive to be interconnected and may continue where the street ends. Examples of new walkable communities include Black Mountain Ranch and Pacific Highlands Ranch.

Figure 3c Typical Street Layouts



A neo-traditional street layout often combines the grid with irregularly sized blocks and often a circular or angled street to avoid a boring layout and to set up a hierarchy of streets.

Newer communities often include enhanced walking environments, though the land use patterns and street hierarchy often make it difficult to walk to adjacent land uses because of distance and major street crossing requirements.

Figure 4 classifies the community based on its relative age, dominant street pattern, and timeframe of development. Many redeveloped areas of downtown San Diego have had key streets rebuilt to enhance pedestrian comfort and connectivity. Examples of new neighborhoods in traditional communities include the Marina District, Cortez Hill, East Village and Little Italy. Other infill development, such as the Uptown District, the City Heights Urban Village, and the Kearney Mesa General Dynamics redevelopment also provide a new interpretation on a traditional walkable community.

2.1.2 Relevance of Urban Form

- Urban form (street layouts) is a major factor in determining walkability
- Urban land use and the distance between these land uses is another major factor in determining walkability
- Short block lengths set on a grid with a broad mixture of land uses and a distributed circulation network are more walkable than long blocks set in a curvilinear fashion with isolated land uses and hierarchical circulation.

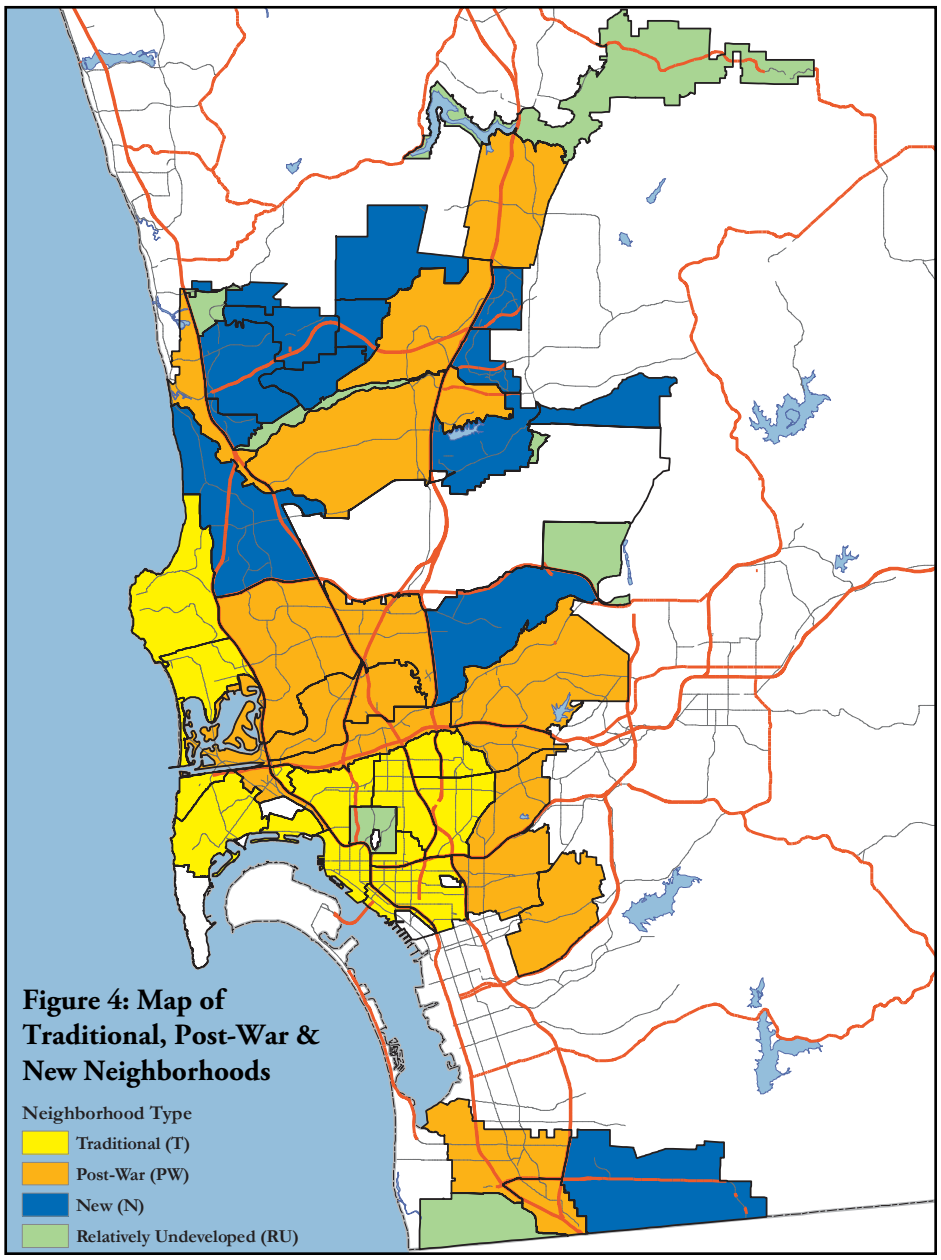


Figure 4: Map of Traditional, Post-War & New Neighborhoods

2.2 WALKING TRENDS

Walking in the U.S. has declined over time among both adults and children. For example, today only 15 percent of students walk to school and one percent bike, compared with 48 percent who walked or biked in 1969 (Federal Highway Administration 1972, "Transportation Characteristics of School Children," Report No. 4, National Personal Transportation Study). A 2004 survey of parents of school-age children indicated the two greatest barriers to walking to school were distance and traffic-related danger, both of which characterize automobile oriented development (Centers for Disease Control and Prevention, Barriers to children walking to or from school --- United States, 2004, Morbidity and Mortality Weekly Report, September 30, 2005/54(38):949-952). As most new development in the U.S. and the San Diego region is of the low-density form, the percentage of households living in compact, walkable neighborhoods declines. A 2005 study (S. Handy and P. Mokhtarian 2005. Which comes first, the neighborhood or the walking? Access Spring 2005:16-21) showed families that move from more to less walkable neighborhoods, reduce the amount they walk, and drive more.

Walking in the US has declined for both adults and children. For Example, the rate of walking to school for children has gone from a high of 48% in 1969 to a low of 15% today.

2.2.1 Walking to Work

The U.S. 1990 Journey to Work Census indicates a combined percentage for walking and biking to work of seven percent of commute trips in San Diego. In 2000, the combined percentage was down to five percent. This decline was consistent with national trends. The 2000 walking to work rate was less than 4.0 percent (citywide average) of employed residents, not including transit riders. As Table 1 indicates, the neighborhoods with the highest walk-to-work rates are more compact and have a mix of uses, or include a university. (See Appendix D for walk-to-work rates in all San Diego neighborhoods).

Table 1: Rates of Commuting by Walking

Community	Percent of Residential Working Population Commuting by Walking
Five Highest	
Centre City	22.10%
Old San Diego (Old Town)	10.40%
Peninsula (Pt. Loma)	10.30%
Barrio Logan	7.80%
College Area	7.70%
Representative Suburban Areas	
San Ysidro	4.40%
Ocean Beach	2.80%
Rancho Bernardo	1.50%
City of San Diego Total	**4.00%**

Source: U.S. Bureau of the Census

2.2.2 Relevance of Walking Trends

Collectively, these data suggest that while walking continues to decline as low density development proliferates, residents of the city's older, traditional neighborhoods tend to walk more, own fewer vehicles, and use transit more than residents of newer, automobile oriented neighborhoods. Since most of the available data focus on commuting -- usually the longest routine trip -- the data do not reflect how much people walk to meet a variety of other needs, see Table 2. The Saelens study noted in Section 2.3.1 below suggests non-commute walking trips may be significantly more common in more walkable neighborhoods. These conclusions suggest the following:

Table 2: Average Rates of Commuting by Transit

Community	Percent of Residential Working Population Primarily Using Transit
Five Highest	
Barrio Logan	19.90%
Centre City	19.10%
Southeastern San Diego	14.70%
Greater Golden Hill	13.00%
City Heights	11.10%
Representative Suburban Areas	
San Ysidro	8.70%
University City	3.00%
Rancho Bernardo	1.20%
City of San Diego Total	**3.50%**

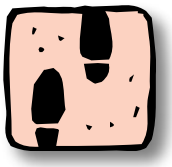
Source: U.S. Bureau of the Census

- Pedestrian improvements are likely to provide the most benefit in areas with higher densities, higher transit use, lower vehicle ownership rates, and a variety of walking-distance destinations near residences.
- More studies are needed to establish the extent of walking for non-commute trips including walking for local services, exercise and social interaction.

There is increasing awareness that urban form and the walkability of our neighborhoods have multiple and fundamental impacts on the health of residents.

Providing safe, accessible and connected walkway environments will serve to improve the overall health, safety and welfare of the general public, which is the primary purpose of local governments.

Steps that can be taken ...



- *Encourage research on the relationship between urban form, street layout, land use mixture and circulation hierarchy and its affect on walking rates.*
- *For new areas, or those that are retrofitted for increased walkability, initiate research on walking rates and how the implementation of walking policies may be positively affecting these rates.*
- *Support the creation of cooperative programs between health care providers, park and recreation programs and community development and redevelopment efforts to highlight the connection between land use, transportation options, the physical environment and health.*

2.3 PUBLIC HEALTH TRENDS

Traditionally, the argument for creating more walkable communities has centered on the need to reduce congestion, mitigate environmental impacts and bring about economic revitalization. However, there is increasing awareness that urban form and the walkability of our neighborhoods have multiple and fundamental impacts on the health of residents.

2.3.1 Physical Activity, Obesity and Chronic Disease

Making neighborhoods walkable is a key strategy in the effort to combat obesity and physical inactivity which are at epidemic levels in San Diego, as well as nationwide. A study from San Diego State University compared physical activity levels of residents from Normal Heights and Clairemont, two neighborhoods that are different in terms of pedestrian walkability. Even when controlling for demographic differences (age, education, income, etc.), the study found that participants from Normal Heights, engaged in 70 more minutes of physical activity per week compared to participants from Clairemont. In addition, 60% of residents from Clairemont were overweight, but only 35% of Normal Heights residents were overweight. The authors concluded that "the current levels of these health variables may not change for the better until neighborhoods are designed to be more walkable and investments needed to accomplish this goal are made." [fn: Saelens, Brian E., James F. Sallis, Jennifer B. Black, and Diana Chen. 2003. Neighborhood-Based Differences in Physical Activity, American Journal of Public Health, Vol. 93, No. 9, pp. 1552-1558.]

2.3.2 Mental Health, Social Networks and Violence

Neighborhoods that inhibit walking and active living may also be contributing to poor mental health. Physical activity is known by the medical and health community to relieve depression and anxiety. It also reduces the risk of developing depression. When neighborhood design promotes walking, it provides more opportunities for residents to interact and form social networks.

2.3.3 Child Development

The built environment affects children's psycho-social development. Based on fears for their child's safety, parents are increasingly keeping children from playing in their neighborhood or from walking or bicycling to school. This decline in spontaneous outdoor activity decreases the opportunity for children to enlarge their geographical boundaries, develop physical and practical life-skills, and learn how to make decisions without direct adult supervision.

2.3.4 Respiratory Disease

An increase in driving time in the U.S. has resulted in increased air pollution and in the incidence of respiratory diseases. Among California's school-age children, the rate of asthma has jumped 74 percent since 1980.

2.3.5 Relevance of Health Issues

- Health trends indicate that more needs to be done to create an environment that encourages walking for commuting purposes or for exercise.
- Mental health and social health depends on a walkable environment that improves overall neighborhood quality and social opportunities.
- Local governments have a responsibility to provide the public with more walkable and safe facilities so they can engage in walking as part of their daily routine.

Chapter

3

Issues and Potential Solutions

Chapter 3

Issues and Possible Solutions

This chapter discusses the issues currently affecting the pedestrian environment on a citywide basis. It also discusses some of the existing issues and potential solutions associated with the project objectives of improving safety, accessibility, connectivity, walkability, neighborhood quality and cost effectiveness.

3.1 SAFETY RELATED GOALS, ISSUES AND SOLUTIONS

Create a safe pedestrian network free of barriers and tripping hazards, that has sufficient street crossings, buffer pedestrians from vehicles and has facilities wide enough to accommodate peak pedestrian use.

Certain concerns over safety can affect behavior and decrease walking. Being a pedestrian comes with some safety risks, including a chance of being hit by a vehicle, being a victim of a crime and incurring injuries from a fall. This section describes existing conditions for each of these aspects of pedestrian safety.

3.1.1 Pedestrian Collisions and Injuries in San Diego

The following pedestrian collision and injury data were derived from the Statewide Integrated Traffic Records System (SWITRS). The analysis of the SWITRS data was based primarily on "prevalence" data, that is, how much or how often did a particular event or situation occur. Note all tables, unless otherwise noted, are from this source. For the most part, data on the volume of pedestrians does not exist so we are unable to measure relative risk. For example, an area with a high number of pedestrians would most likely have a higher number of pedestrian collisions compared to an area with many fewer pedestrians. But, this does not necessarily mean that the first area is more of a risky location to pedestrians because the relative risk of a pedestrian in either location is unknown. Where possible, other pedestrian safety literature and national data has been used to help describe what is commonly known about pedestrian collisions and injuries.

From 1999 to 2004, an average of 598 pedestrians were hit by a vehicle each year in San Diego.

On average, from 1999 to 2004, two people were hit by a vehicle each day in San Diego. This added up to an average of 598 pedestrians each year (see Table 3). There is a steady trend of fatalities per year which roughly stays at 4 percent over five years. The lowest trend was in 2001 when the fatality total dipped to 3 %.

Table 3: Pedestrians hit by a vehicle, City of San Diego (1999-2004) Source: SWITRS

	1999	2000	2001	2002	2003	2004	Totals
Number of pedestrian collisions each year	651	597	611	612	554	562	**3,587**
# of Non-injury pedestrians	41	30	33	35	33	28	**200**
Average # of ped collisions each day	2	2	2	2	2	2	**2**
# of ped injuries each year	674	614	578	627	516	587	**599**
# of ped fatalities each year	31	23	16	26	21	21	**138**
# of collisions with drunk/drug impaired pedestrians	0	0	0	0	0	0	**0**
# of collisions involving drunk/drug impaired drivers	5	6	6	7	7	2	**33**
# of collisions where driver suspended or unlicensed	1	0	1	2	1	1	**6**
# of collisions involving speeding	7	6	9	12	17	13	**64**
# of fatal injuries involving speeding	0	1	0	2	2	0	**5**
# of pedestrians at fault	200	114	126	131	109	133	**813**
# of drivers at fault	267	253	294	331	297	270	**1,712**
# of fault unknown	183	229	191	150	148	159	**1,060**
# of hit & run	122	106	142	133	113	105	**721**
# of collisions within 1/4 mile of school	318	289	281	290	248	256	**1,682**
# of collisions within 1/4 mile of parks	229	185	179	203	194	178	**1,168**

Table 4: Pedestrian collisions with vehicles for City of San Diego compared to the County of San Diego (1999-2004) Source: SWITRS

	1999	2000	2001	2002	2003	2004	Total	Yearly Average
City of San Diego	652	597	611	612	554	562	3,588	598
County of San Diego	480	430	419	441	447	509	2,726	454
Total Region	1,132	1,027	1,030	1,053	1,001	1,071	6,314	1,052
Percent of Collisions occurring in the City of San Diego	58%	58%	59%	58%	55%	52%	57%	57%

Table 5: Pedestrian collisions with vehicles for City of San Diego compared to the County, Adjusted for Population (1999-2004) Source: SWITRS

Year 2000	Population	the Year 2000	per 1,000 People
City of San Diego	1,223,400	597	0.49
County of San Diego	1,590,433	430	0.27
Total Region	2,813,833	1,027	0.36

More than half (57%) of the region's pedestrian collisions occur in the City of San Diego (see Table 4). Between 1999 and 2004, there were 3,588 and 6,314 for the City and County, respectively. A disproportionate amount also is shown when the data has been normalized per 1,000 people for the year 2000. Table 5 indicates the rate of pedestrian collisions is much higher than that of the County. The higher rate for the City is most likely explained by San Diego's higher density of pedestrians and traffic compared with the County.

Pedestrians are at a physical disadvantage when hit by a vehicle. Since 1999, over 133 San Diegans have died due to pedestrian collisions while 3,500 survived, but suffered severe to minor injuries. Compared to the county, the City has a higher rate of pedestrian injury (.48 vs .39 per 1,000) but a slightly lower rate of pedestrian fatalities (.018 vs. .023 per 1,000).

More than half (57%) of the region's pedestrian collisions occur in the City of San Diego. Per 1,000 population, .49 pedestrians are involved in collisions in the City of San Diego compared to .27 for the rest of the County.

The City of San Diego accounted for only about 34 percent of all pedestrian fatalities in the county. This likely relates to higher speeds and corresponding lower survival rates on County roads versus those of the City where more urban areas have slightly lower speed rates. Pedestrian deaths in the City account for over 25 percent of all traffic-related fatalities, yet only about 6 percent of all trips are made on foot (2000 SWITRS Annual Report). This figure is more than two times the national average (11 percent), and one and a half times that of the state's average (17 percent) (NHTSA Traffic Safety Facts, 2003).

Pedestrian deaths in the City account for over 25 percent of all traffic-related fatalities, yet only about 6 percent of all trips are made on foot .

To highlight more positive trends, pedestrian collisions are heading downward, in San Diego and elsewhere. Nationally, pedestrian deaths have decreased by 37 percent since 1975. In San Diego, between 1999 and 2004, pedestrian collisions declined by 14 percent, greatly outpacing the 5 percent decline seen at the county level. Even more encouraging was the decrease in the number of deaths due to pedestrian collisions. During this same six-year timeframe, there were 32 percent fewer pedestrian fatalities in San Diego, compared to a 23 percent decline for the county. In addition to improvements in road safety and law enforcement, there were a number of factors that could have contributed to this downward trend, including fewer people walking and improvements in medical response times and services, leading to fewer deaths as a result of a collision.

3.1.2 Profile of Pedestrians at Risk for Collisions and Injuries

The young and the old are the most at-risk and vulnerable to pedestrian collisions and injuries. Children, ages 15 years and younger, are the most likely to be struck by a vehicle and pedestrian injuries are the one of the leading causes of injury death among school age children (see Table 6). In the year 2000 in San Diego, children under 15 years represented 20 percent of the total population, yet they accounted for 30 percent of all pedestrian collisions (see Table 7). Several factors put young children at greater risk for pedestrian collisions. Their smaller size means it is harder for drivers to see them and for them to see drivers, particularly when there are parked cars. Developmentally and physiologically, they are more impulsive and not yet able to accurately determine distances and vehicle speeds, so they may misjudge whether it is safe to cross a street.

Older adults are also more vulnerable as pedestrians. Seniors are not hit by cars as often, but they are three times more likely than younger people to die as a result of a pedestrian collision. In 2000 in San Diego, seniors ages 65 and older represented 9 percent of the total population, but they accounted for one third of all pedestrian deaths. This is largely due to the greater frailty of seniors and their decreased ability to fully recover from trauma and illness. Table 8 shows the rate in which the senior fatalities are greater than those of other age groups.

Table 6: Pedestrian collisions for City of San Diego Based on Age (1998-2004) Source: SWITRS

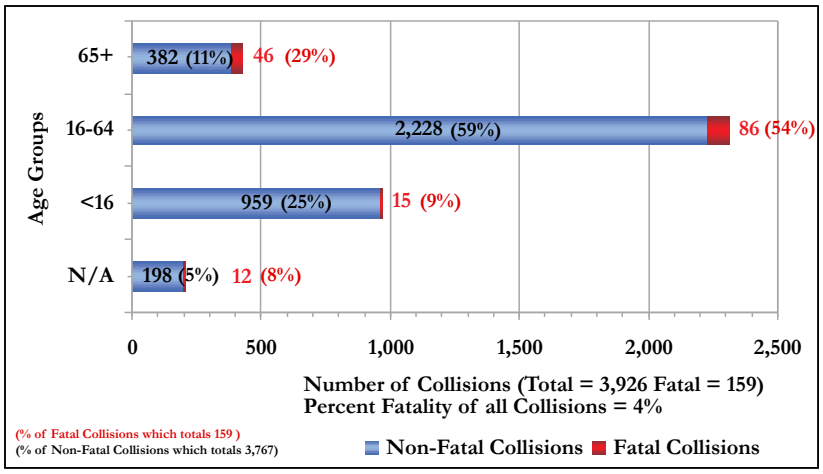


Table 7: Pedestrian collisions for City of San Diego Based on Age (2000) Source: SWITRS

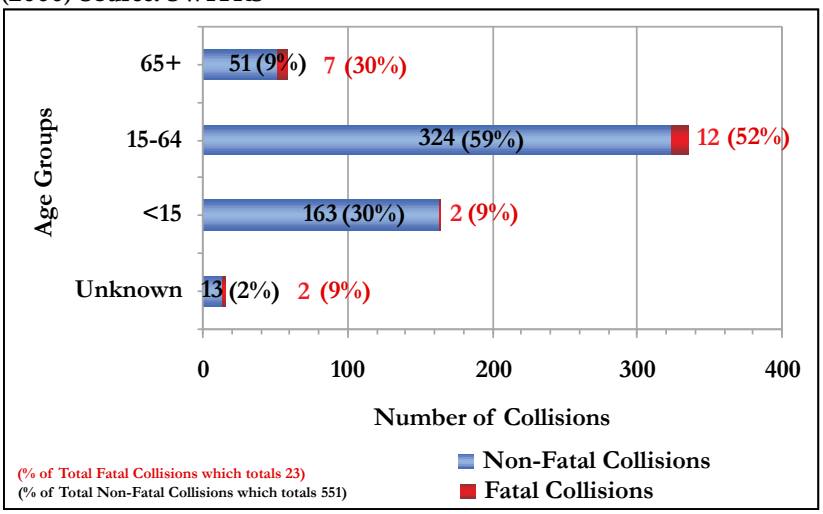
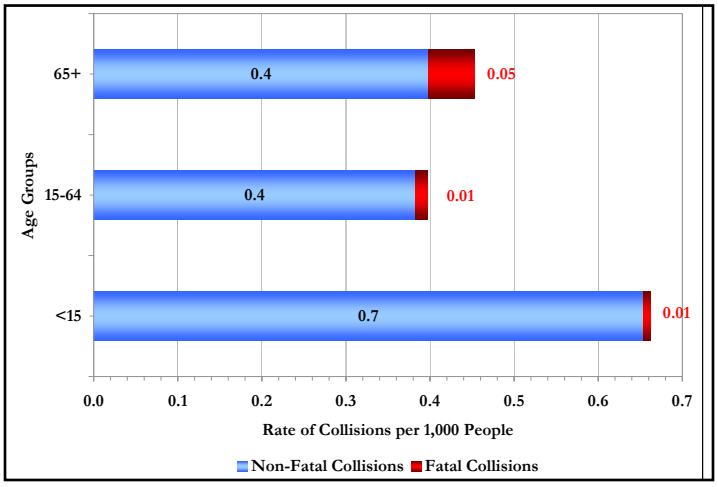


Table 8: Pedestrian collisions for City of San Diego Based on Age (2000) per 1,000 population. Source: SWITRS



People of color and those from low-income communities have some of the highest rates of pedestrian injuries and death.

People of color and those from low-income communities have some of the highest rates of pedestrian injuries and death. At the national level, Latinos and African Americans have pedestrian fatality rates approximately two times higher than the rate for Whites. In 2000 in San Diego County, African Americans had the highest pedestrian injury rate (22 per 100,000) followed by Latinos (12 per 100,000) and Whites (8 per 100,000). This pattern is also seen among children: in California, Latino children comprise 39 percent of the state's child population but 48 percent of all pedestrian incidents.

African-American children account for eight percent of the state's child population but are victims in 14 percent of all pedestrian crashes. Researchers believe differences in rates in these communities are due, in part, to differences in walking patterns and frequency of walking. For example, the Nationwide Personal Transportation Survey, conducted in 1995 by the Department of Transportation, found that African Americans walk 82 percent more than whites. Environmental and socioeconomic factors are also likely to contribute to these rate differences.

Between 1999 and 2004 about 2% of all pedestrian collisions involved a disabled pedestrian but almost 8 % of all fatal pedestrian collisions involved a person with a physical or mental disability.

The disabled are at increased risk of being hit and injured as pedestrians. Between 1999 and 2004 in San Diego, about 2 percent (82) of all pedestrian collisions involved a disabled pedestrian but almost 8 percent of all fatal pedestrian collisions involved a person with a physical or mental disability. The incidence of collisions are not disproportional to those with disabilities, since an estimated 15 percent to 20 percent of the San Diego region's population has some form of physical, developmental or mental challenge, according to the San Diego-based Center for an Accessible Society.

3.1.3 Pedestrian Collision Circumstances and Contributing Factors

At first glance, the answer to the question - "Why and under what circumstances do pedestrian collisions occur?" – may appear to be relatively simple. Typically, the focus is on the behavior and actions of the individuals involved in the crash: Did the pedestrian jaywalk? Was the driver speeding? Did the driver yield to the pedestrian? However, in most cases, there are a number of factors working in combination that cause and provide the circumstances for a crash and injuries. Circumstances and contributing factors can range from personal aspects of the driver and pedestrian to the broader socio-cultural environment. Understanding these factors is key to lowering the rate of collisions and improving pedestrian safety.

Personal Factors

Personal factors include the driver's and pedestrian's mental and physiological state at the time of the incident in addition to their specific maneuvers or actions that preceded the collision.

Alcohol Impairment

San Diego does not appear to have as significant of a problem of alcohol impaired pedestrians as some cities do.

The role of alcohol in pedestrian deaths, like motor vehicle occupant deaths, is major. Nationally, alcohol is involved in nearly 50 percent of all fatal pedestrian collisions. The driver is not always the impaired individual. In 2003 in the U.S., 36 percent of fatally injured pedestrians were legally drunk.

Pedestrian and Driver Actions

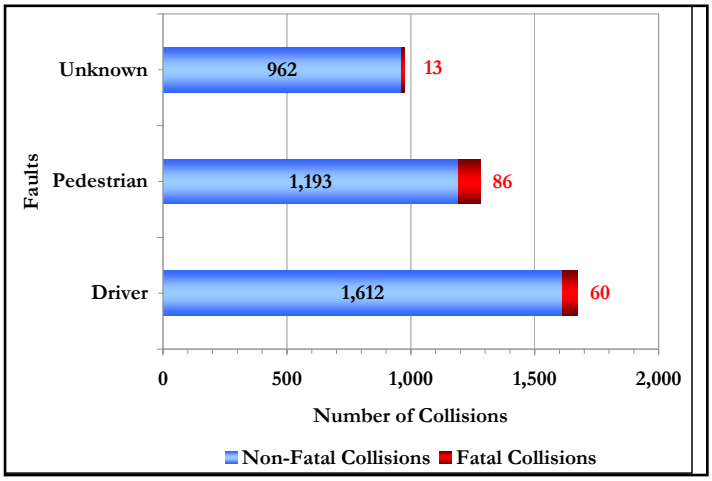
Clearly, the actions taken by pedestrians and drivers may help create the conditions for a crash or directly cause the crash. Between 1998 and 2004, the two most common actions of pedestrians just prior to being hit included crossing mid-block (16% of all pedestrian collisions) and crossing along with the signal at a signalized intersection (20%). Among fatal collisions, crossing mid-block was also the most common pedestrian action (26%). Crossing mid-block is clearly a risky maneuver for pedestrians (and is discussed in more detail below). However, the data suggest that pedestrians may be at significant risk even when they follow traffic laws.

With pedestrians determined to be at fault only 33% (24% fault unknown) of the time, the data suggest that pedestrians may be at significant risk even when they follow traffic laws.

In San Diego, drivers were at fault for pedestrian collisions 43 percent of the time, while pedestrians were at fault about 33 percent of the time (24% fault unknown). This differs from studies of other cities where drivers were culpable in 39 percent of collisions compared to 50 percent for pedestrians (see Table 9). Pedestrians were typically assigned fault in mid-block and intersection "dash" crashes, particularly among young children where mid-block "dart out" is one of the most common forms of being hit by a vehicle. Public health and safety experts contend that the tendency to blame children that are hit darting out near their home or on school routes places too much responsibility on the child. Until the age of 10, children often lack the experience and neurological development to perceive and avoid traffic dangers. Yet, parents want their neighborhoods to be safe places for their children to play outside and walk to school. To effectively improve pedestrian safety for children, experts recommend shifting our emphasis from victim blaming to efforts and ways in which we can improve and adapt street and neighborhood design to take child development and behavior into consideration.

In San Diego, drivers were at fault for pedestrian collisions 43 percent of the time, while pedestrians were at fault about 33 percent of the time (24% fault unknown).

Table 9: Pedestrian collisions for City of San Diego Based on Fault (1998-2004): Source: SWITRS



Unfortunately, 20 percent of pedestrian collisions in San Diego are "hit-and-run" incidents, compared to 12 percent for the state and 19 percent for the nation. This extrapolates to over 100 pedestrian collisions each year in which the driver flees the scene of the crash. Studies show that drivers in "hit and run" collisions are more likely to have had a previous arrest for driving while intoxicated and were more likely to be driving with an invalid or suspended license. Additionally, drivers with suspended or no license or other type of driving violations, were more likely to hit a pedestrian. These findings suggest a need for law enforcement and educational strategies that target offenders and risk-taking drivers.

Unfortunately, 20 percent of pedestrian collisions in San Diego are "hit-and-run" incidents, compared to 12 percent for the state and 19 percent for the nation.

Table 10: Survival Rate Based on Differing Speed Categories
Source: US Department of Transportation

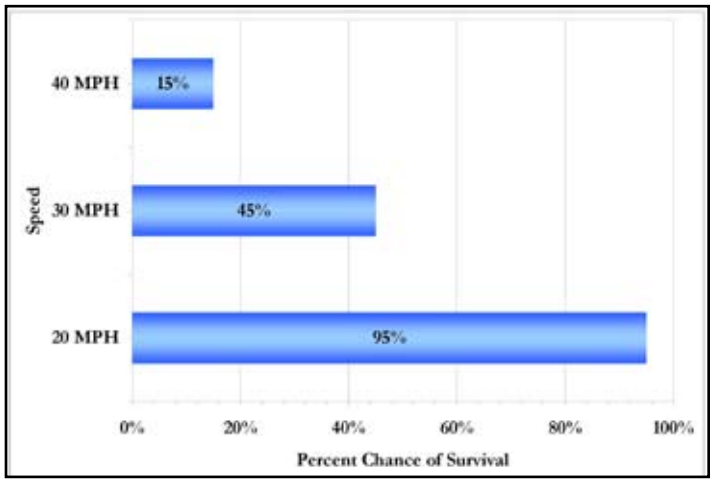


Table 11: Braking Distance with Reaction Time
Source: Transportation Tools to Improve Children's Health

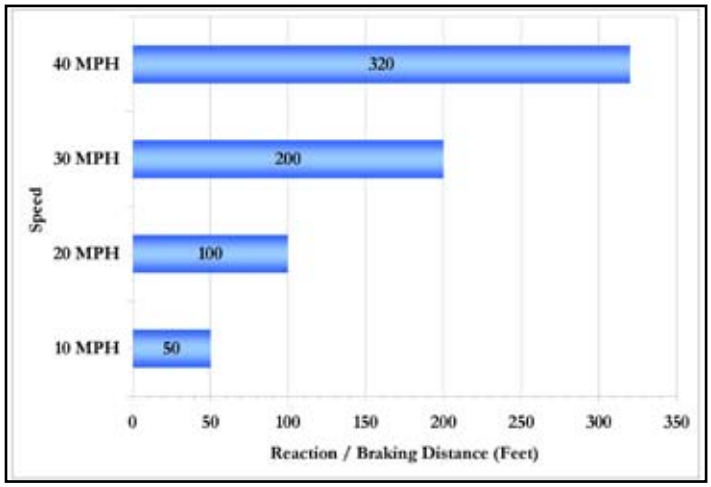
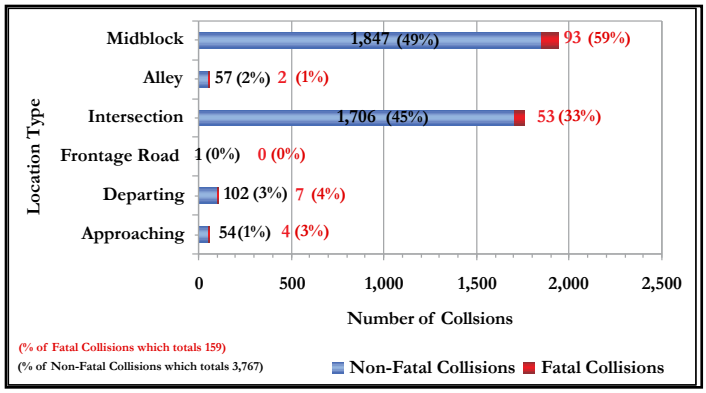


Table 12: Comparison of Collisions on Locations
Source: SWITRS



Driver Speed

Driver speed is one of the most critical factors influencing whether a pedestrian will be injured and die from a collision or whether they will escape injury-free. Studies show that pedestrians hit by a vehicle traveling 40 mph have only a 15 percent chance of survival (see Table 10). At 30 mph, their odds increase to 55 percent. In stark contrast, a pedestrian has a 95 percent chance of survival if hit by a vehicle moving at 20 mph (UK Department of Transportation: "Killing Speed and Saving Lives").

Drivers underestimate the distance it takes to react and come to a stop to avoid hitting a pedestrian. At 20 mph, drivers require 40 feet to stop. At 30 mph, the distance required to stop jumps to 75 feet. At 40 mph, drivers need at least 120 feet to come to a complete stop (see Table 11).

Location of Pedestrian Collisions

Figure 5 shows the general location of all pedestrian related vehicular collisions in the City of San Diego. According to the SWITRS data, Pedestrian collisions occur mid-block about as often as they do in intersections, but most fatal collisions take place mid-block. In San Diego, almost half (1,847) of all pedestrian collisions occurred mid-block and slightly less (1,706) occurred in intersections. In comparison, nearly 60 percent of all fatal collisions occurred mid-block and 33 percent took place in intersections (see Table 12). Mid-block collisions are more common and result in more deaths, in part because speeds are usually higher and drivers often do not expect to have to stop. Relative to younger people, seniors are more likely to be hit and killed in an intersection. This is partly because older adults are more likely than younger people to cross at intersections, and in general their slower walking speed and diminished vision, hearing, and reaction time put them at greater risk.

Figure 5: Location of Pedestrian Collisions (1998-2004)

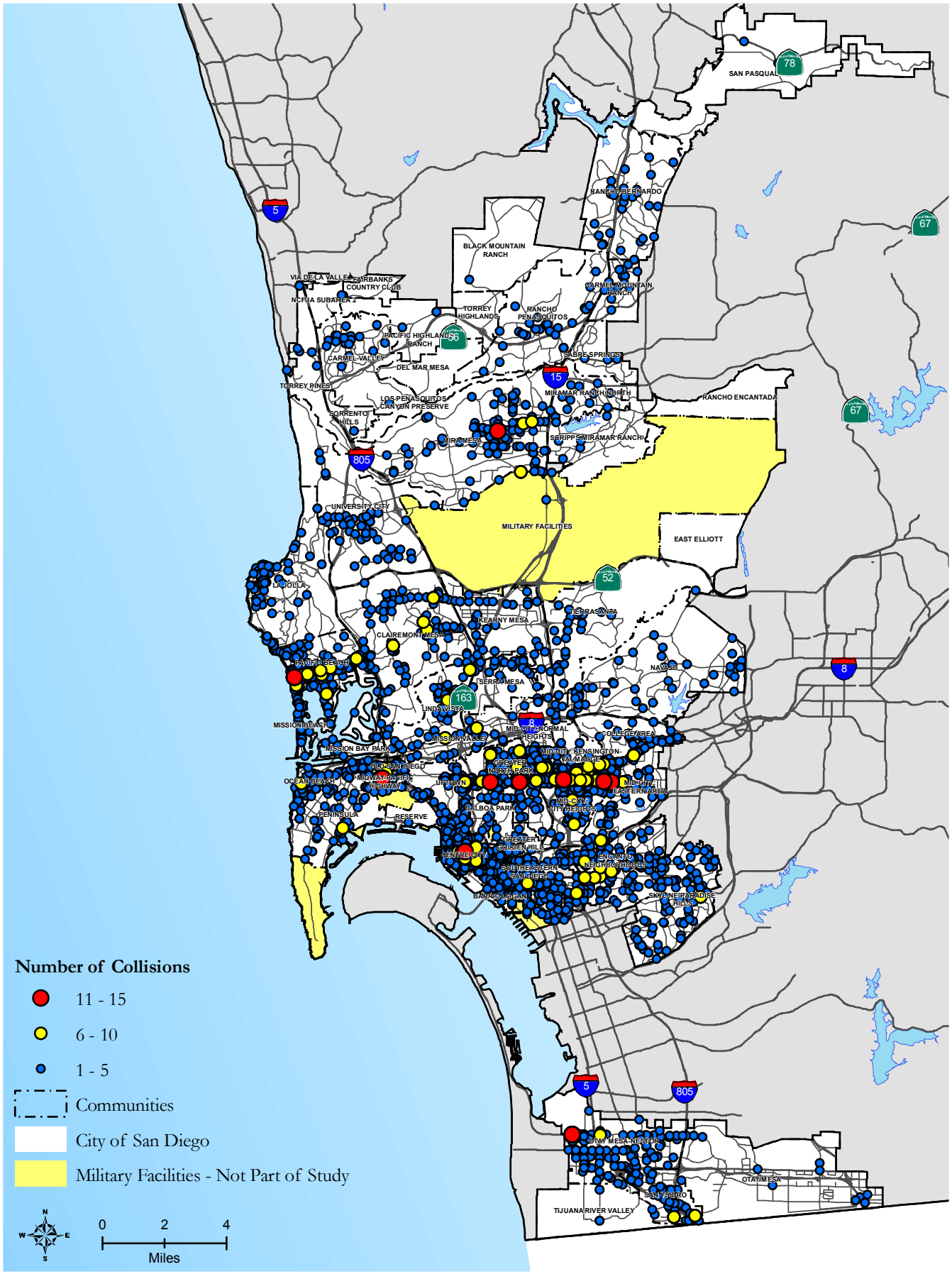


Table 13: Comparison of Collisions Relative to Street Classification
Source: SWITRS

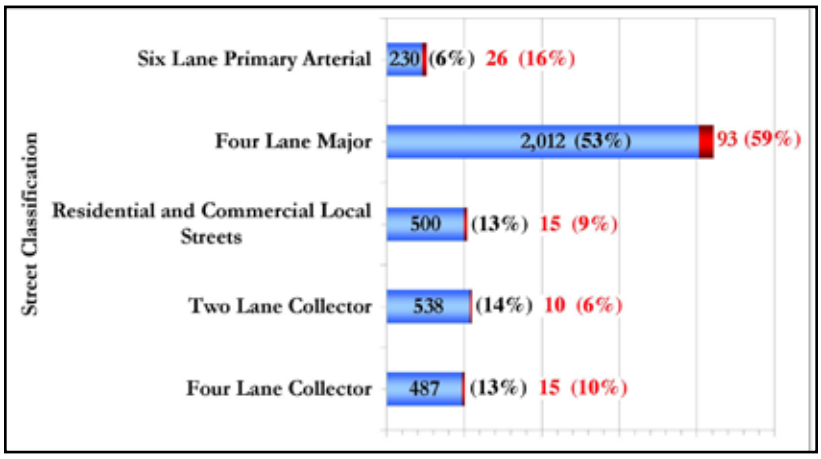


Table 14: Comparison of Collisions Relative to Roadway ADT
Source: SWITRS

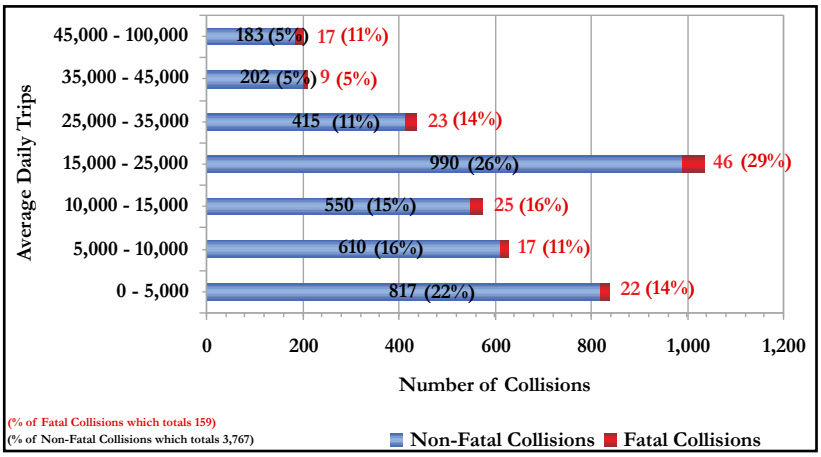
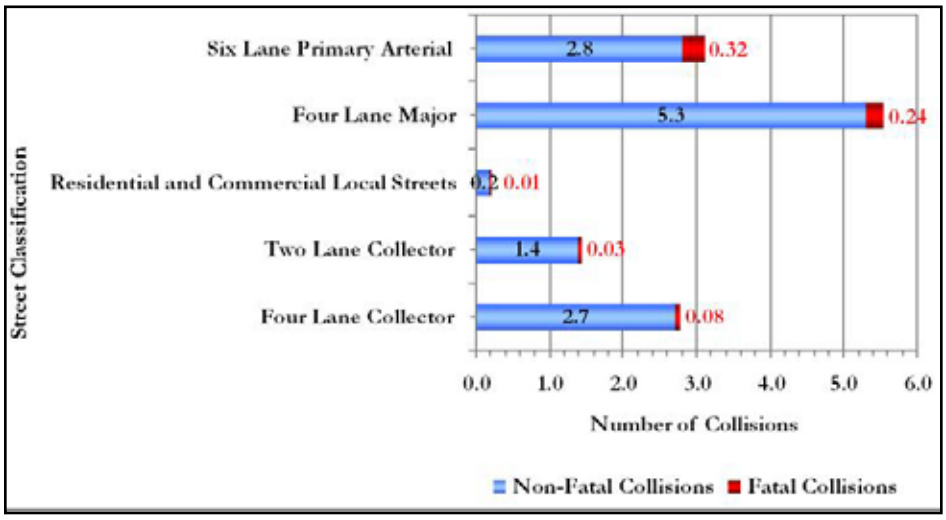


Table 15: Comparison of Collisions Relative to Street Classification, Normalized per Mile - Source: SWITRS



Streets that are fast and busy pose the greatest risk for pedestrians of all ages. The majority of San Diego's pedestrian collisions (52%) and fatal collisions (60%) take place on the Cities' Four Lane Major streets. By comparison, less than 39 percent of collisions and 26 percent of fatal collisions occur on local streets, local collector streets and collector streets (see Table 13). Supporting this pattern, the greatest number of collisions (26%) and fatal collisions (29%) occur on streets with an Average Daily Traffic (ADT) count of 15,000 – 25,000 vehicles, the volume of most major arterials (see Table 14). In many areas of the City, arterials divide communities, meaning residents have to cross them to get to shops, schools and other community locations.

A high portion of pedestrian collisions (22%) and fatalities (14%) occur on roads with the lowest traffic volumes (0-5,000 ADT). Typically, these are residential streets where speeds would be low and pedestrian access high. It is unclear why there are so many collisions and fatalities occurring on such slower lower volume streets. While traffic volumes are low, these streets nevertheless can have the occasional high speed driver, making collisions and fatalities more explainable. These lower volume streets tend to be residential neighborhoods where there are more children playing on or near a street. When looking at the rate of collisions per mile, the numbers tell a more logical story. Local streets become a less likely street for a collision to occur on since the majority of San Diego street miles fall into this category. A pedestrian is more likely to be involved in a collision or even killed on prime or major streets as their rates for fatal incidents are the highest (see Table 15).

The same can be said for streets with high average daily trips. Table 16 shows fatalities to occur more often on streets with over 15,000 ADT's. While major streets (four lane urban and major) have the highest incidence of collisions per mile (total collisions divided by total miles of this type of street in San Diego) of all of the street categories. Children are being hit on residential streets at 24%, on collectors at 21% and on primary arterials at 32% of total collisions. When normalizing the data for collisions per mile, the outcome is clearer. Children are more likely to be injured or killed along a major street or prime arterial (see Table 17). Without further data or analysis, one can only speculate on the reasons for different collision rates on these different categories of roads. However, national data generally points to serious injuries and fatalities are more likely on multi-lane wide streets with higher volumes of traffic and higher speeds. These streets are even more dangerous for school age children with less experience in crossing these busy streets and slower motor and cognitive skills that are needed to make appropriate judgements for crossing.

In recent years, there has been a significant effort at the national, state and local levels to improve children's safety along routes to and from school, particularly elementary schools. This was born out of the coinciding movements to reduce childhood pedestrian injuries and get kids walking to school to increase physical activity and prevent obesity. School age children are most likely to get hit near home or on the school route. In San Diego, 48 percent (1,903) of all pedestrian collisions between 1998 and 2004 occurred within a quarter mile of a school. This suggests our neighborhood schools are not isolated from higher risk streets. Table 18 lists elementary schools with the highest number of collisions between vehicles and children, within a quarter mile of the school. Most of these schools are in older urban neighborhoods with higher walk to school rates.

Table 16: Comparison of Collision Locations Relative to ADTs, Normalized per Mile -Source: SWITRS

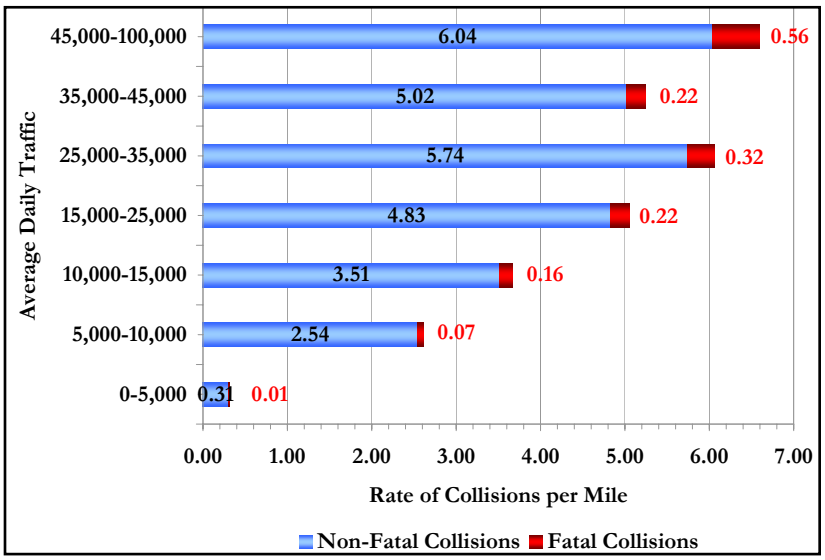


Table 17: Comparison of Collision Locations (for 16 Years and Younger) Relative to Street Classification, Normalized per Mile- Source: SWITRS

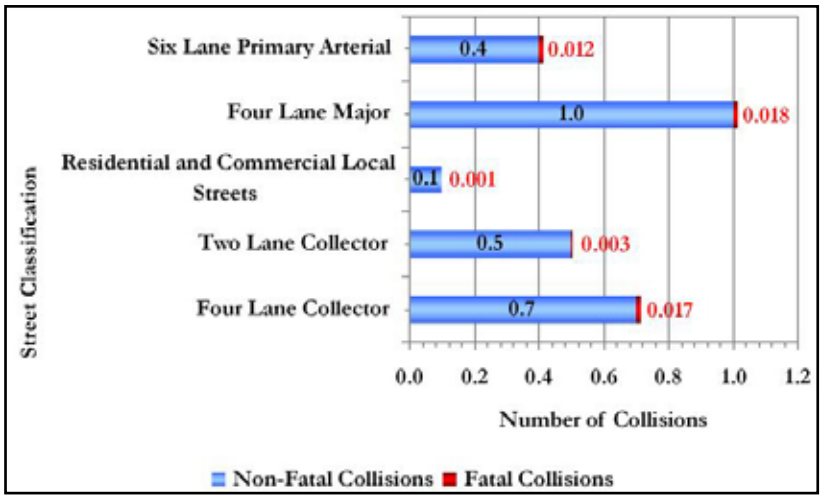


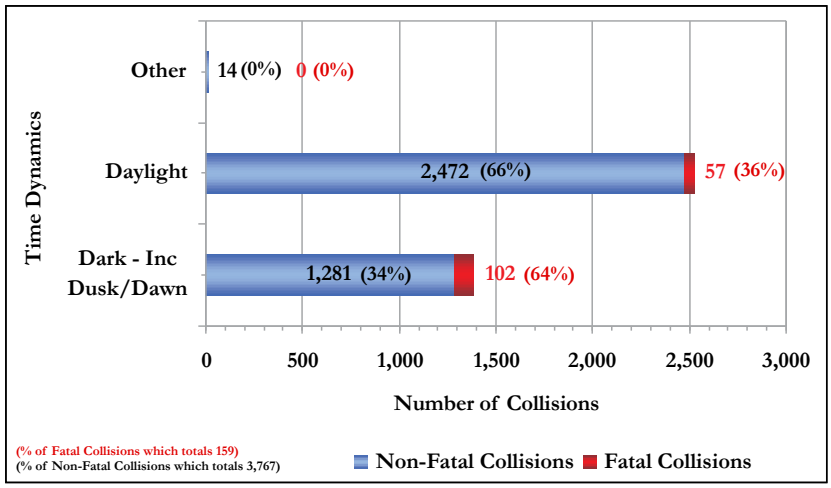
Table 18: Top 5 San Diego Elementary Schools with the Highest Collision Rates for Children- Source: SWITRS

Elementary School	Number of Collisions within a quarter mile for children under 12 years old (1998 - 2004)
Euclid Elementary	30
Our Lady of the Sacred Heart	20
Central Elementary	20
Rosa Parks Elementary	16
Adams Elementary	13

Time Dynamics of Collisions

In San Diego, the majority (62%) of all pedestrian collisions occur during daylight hours but the majority (66%) of all fatal collisions occur during the night, which includes dusk and dawn (see Table 19). At the county level, there are also more fatal pedestrian collisions in the late afternoon and evening hours, with the peak number occurring between 9:00 pm and 10:00 pm (San Diego County Health and Human Services, Trauma System Report: FY 00/01). Night time collisions may be more fatal due to several factors including greater speeds, poor lighting conditions and higher levels of alcohol impaired drivers. The time dynamics for child pedestrian collisions show a different pattern. Statewide, the most common time for child pedestrian injuries to occur is from 3:00 pm to 6:00 pm (on both weekdays and weekends), suggesting children at play. However, 21 percent of school-age children (ages 5-14 years) are injured during the weekday morning commute hours (6:00 to 9:00 am), compared to less than 1 percent at this time on weekends (California Department of Health Services, EPIC Branch. Pedestrian Injuries to Young Children. EPICgram Report No. 5. May 2002).

Table 19: Collisions Based on Time of Day: Source SWITRS



...foot notes...

CVC 21949-21971 (Crosswalk regulations)

21954. (a) Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.

21955. Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

Vehicle Design

Over the past two decades, Americans have increasingly purchased light trucks and Sport Utility Vehicles (SUVs) and this has been strongly linked to an increase in pedestrian injury severity and changes in the types of injuries pedestrians incur. One study involving six cities found that pedestrians struck by light trucks/SUVs were three times more at-risk for severe injury and 3.4 times more at-risk for dying, compared to those hit by passenger vehicles (after controlling for pedestrian age and impact speed). The biomechanics of pedestrian injury in these types of crashes is different. The front-end design and higher bumpers of light trucks/SUVs mean that pedestrians are often hit in the upper extremities, thereby more likely to suffer head, neck and thorax injuries. With passenger vehicles, pedestrians are usually hit in their lower extremities. In addition, the greater mass of these larger vehicles contribute to more severe injuries. Experts point to the need to establish federal safety standards for the front-end design of light trucks/SUVs.

Physical Environment

Street and neighborhood design and the condition of roads are aspects of the physical environment that can cause or create the conditions for a pedestrian crash to occur. Studies show that automobile speeds and street design are the most significant physical environment risk factors for pedestrians. Design practices over the past fifty years have favored arterials that are wide and straight. These types of roads are now understood to contribute to speeding and diminish the safety of pedestrians. To address these risk factors, traffic safety experts recommend traffic calming and changes in road design.

3.1.4 Violence and Personal Safety

Personal safety is an important aspect of the pedestrian environment and greatly affects the level of pedestrian activity. People are less likely to walk – for transportation or recreation - when they fear being a victim of crime. In particular, seniors and low-income residents cite their fear of crime and violence as the most significant factor deterring them from walking. This, despite the fact that economic status and physical impairments make these groups the most dependent on walking and transit for transportation.

Recent data indicate that San Diegans, including pedestrians, may be safer from crime and violence. Between 2000 and 2004, crime rates in the City of San Diego fluctuated, but they showed a general downward trend. In 2004, there were 40.35 crimes per 1,000 residents, down by four percent from 2003, but up 1.1 percent from the 2002 rate of 39.91 per 1,000 residents. Perhaps most relevant to pedestrians, the rate of violent crimes dropped almost 10 percent from 5.78 per 1,000 residents in 2003 to 5.23 per 1,000 residents in 2004. This translated to almost 600 fewer acts of violent crime in the City of San Diego. Hopefully several years of these statistics will verify if this is an improved trend or a one-year anomaly.

Perception is sometimes more powerful than reality and such is the case when it comes to a parent's fears over letting their child walk to school. A generation ago, nearly two-thirds of children walked or rode their bikes to school. Today, less than 15 percent of children do so. Public health experts have warned that the related epidemics of childhood obesity, physical inactivity and Type II diabetes are some of the negative consequences of a society afraid to let children walk and play outside. Along with long distances and traffic concerns, parents cite fear of crime as a major barrier to letting their child walk to school. Parents are particularly afraid of "stranger danger" and child abductions. Yet children are at much greater risk of being killed or injured in a motor vehicle crash than they are of being abducted. In 2002, over 2,000 children were abducted in California, but only 54 of those were by strangers. Family members abducted all others. In that same year, more than 4,000 children were hospitalized due to injuries incurred as a passenger in a motor vehicle crash and 413 died. Parents' perception of risk is a significant barrier to getting more children to walk and play in our neighborhoods.

3.1.5 Pedestrian Trip and Falls

Trip and fall information in the City of San Diego, were collected for the fiscal year 2005 and included data for the entire 2003 and 2004 years. Only January to June was collected for 2005. In 2004, there were 88 incidents of trip and falls reported. For the six months of recorded data in 2005, there were 41 trip and falls. Many reasons for the incidents range from the more common tripping on a pothole or uneven sidewalk surface to bolts protruding from the sidewalk. Injuries described in the database include stubbed toes, twisted ankles, broken feet, injured collarbones and shoulders.

...foot notes...

CVC 21949-21971
(Crosswalk regulations)
21950. (a) The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter. (b) This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close as to constitute an immediate hazard.

3.1.6 Pedestrian Safety Education Awareness

This Plan, along with the City's Traffic Calming Program, describes the engineering improvements and pedestrian facilities needed to create a safe physical environment for pedestrians. However, creating the right environment is not, by itself, sufficient to fully address the problem of pedestrian safety in San Diego. Rather, this requires a comprehensive approach involving the three E's of traffic safety: Education, Engineering, and Enforcement. Education may include programs that target pedestrians and improve their pedestrian skills and knowledge. They may also include programs that target drivers and educate them on safe driving and yielding to pedestrians. Enforcement of laws may include special "sting" operations that increase enforcement and awareness of existing pedestrian safety laws or the adoption of new ordinances that give drivers greater responsibility for pedestrian safety (e.g., increasing fines for speeding or hitting a pedestrian in school zones).

Based on study findings and on what is known about effective practices, potential areas for pedestrian safety education in San Diego include:

- School Age Children and Parents (schools, after school programs, parenting classes)
- Seniors (senior centers)
- Low-income, recently immigrated and communities of color (community centers and religious centers)
- Drivers (DMV publications and testing requirements)

3.1.7 Solutions that Address Safety Issues

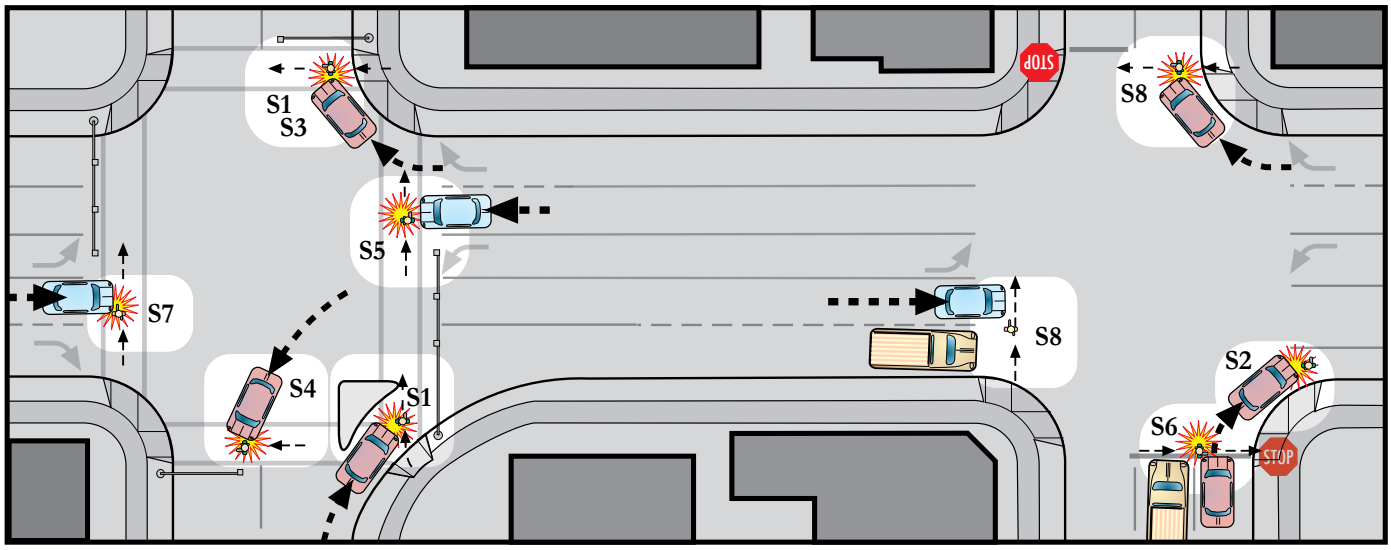
Tables 20 and 21 have been developed to describe the typical safety issues associated with pedestrians crossing at intersections and walking or crossing along roadway segments. These tables also make recommendations for possible solutions that can fully or partially address the safety issues.

...side step

Pedestrian safety can be improved when both drivers and pedestrians understand each other's right of way, when both pay greater attention to their actions and when the most appropriate improvements are matched with the existing setting. The combination of Education, Engineering and Encouragement actions are much more effective when all three are used instead of relying only on one approach.

Table 20: Safety Issues (at Intersections)

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



Issues	Potential Solutions *(See legend*)*
S1 - Right turning collisions. Collisions can occur between right turning vehicles and pedestrians even though both may have a green light or pedestrian walk phase. Dual right turn lanes may obstruct views and wide-radius corners with channeled right turn lanes can make collisions severe.	**2S, 3S, 4S, 7S, 8S, 11S, 17S, 18S, 19S**
S2 – Turns from minor road stop-controlled intersection. Turning vehicles may violate the pedestrian right-of-way.	**2S, 3S, 4S, 7S, 17S, 19S**
S3 – Right turns at red lights. Drivers of right turning vehicles at red lights may violate the pedestrian right-of-way during the pedestrian signal or when the pedestrian illegally walks against the red light because they may be watching for vehicles approaching from the left.	**2S, 3S, 4S, 9S, 17S, 19S**
S4 - Left turning collisions. Left turning vehicles at permissive left turns (green light yield) may violate pedestrian right-of-way, or at protected left turn (green arrow) if pedestrians walk illegally against the light.	**1S, 3S, 4S, 8S, 17S, 19S**
S5 – Wide streets. Age, ability and street crossing distance may make it difficult for some pedestrians to cross wide streets in one cycle. Pedestrian may enter the crossing signal phase illegally without time to cross.	**1S, 2S, 3S, 4S, 8S, 11S, 17S, 18S, 19S**
S6 - Multiple lane crosswalk collisions. Pedestrian collisions with vehicles can occur in crosswalks at stop signs with multiple lanes in each direction. Larger vehicles can shield views of pedestrians and drivers from each other. Drivers may also encroach on the crosswalk in an attempt to see oncoming traffic.	**2S, 3S, 4S, 5S, 17S, 18S, 19S**
S7 - Controlled intersection collisions. Pedestrian collisions with vehicles may occur at intersections with signals or stop signs. Collisions may occur due to high speeds, signal running, or either a driver or pedestrian violating the other's right-of-way.	**1S, 2S, 3S, 4S, 6S, 9S, 17S, 18S, 19S**
S8 - Uncontrolled intersection collisions. Collisions may occur at intersections without traffic controls (no stop signs or traffic signals). Multiple lanes in each direction can dramatically intensify this problem, as well as poor visibility and lack of median refuges. Drivers may not understand that pedestrians have right-of-way at intersections, regardless of crosswalk markings.	**1S, 2S, 3S, 4S, 5S, 7S, 17S, 18S, 19S,** *also see* **5W** *on page 4-23*

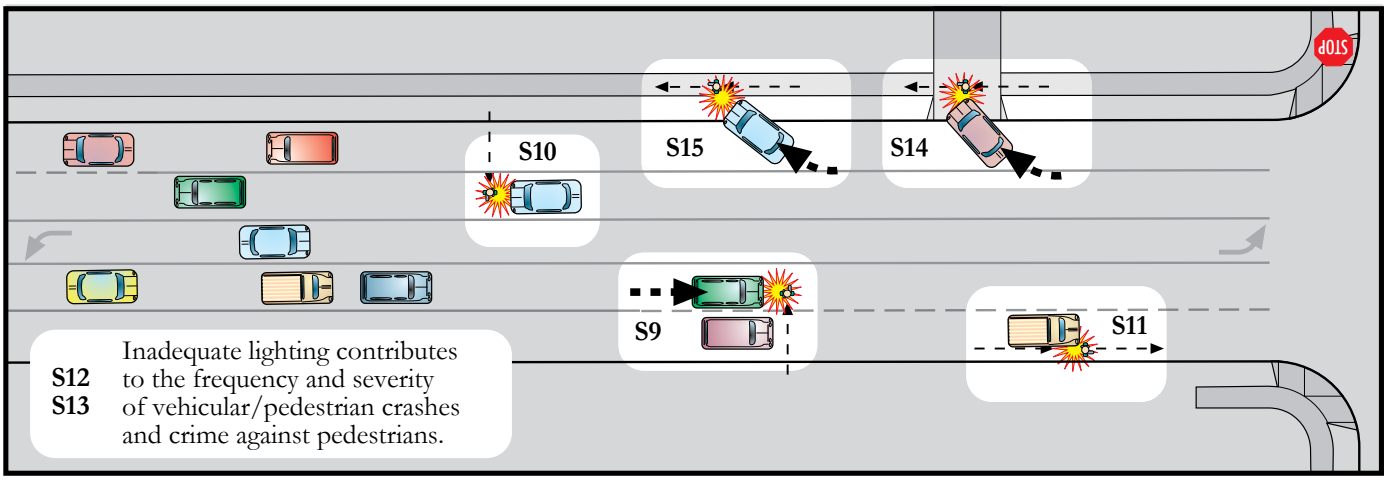
Potential Solutions Legend *(See Table 27 and sample photos in Chapter 4)*

1S) Median refuges (a safe place to stand in the street) *(See page 4-15)*
2S) Pedestrian pop-outs (curb/sidewalk extensions into street) *(See page 4-15)*
3S) High-visibility crosswalk striping *(See page 4-16)*
4S) Elevated and/or specially paved crosswalks *(See page 4-16)*
5S) Advance stop bars 5-10 feet from crosswalks *(See page 4-16)*
6S) Radar speed monitoring and display *(See page 4-16)*
7S) Reduced curb radii *(See page 4-17)*
8S) Early pedestrian start at crossing signal *(See page 4-17)*
9S) No right turn on red at intersection *(See page 4-17)*
10S) Mid-block crosswalks with pedestrian flashers, but no traffic control *(See page 4-17)*
11S) Automatic pedestrian detection and signal control *(See page 4-18)*
12S) Mid-block crosswalks with signs, median or curb extensions and flashing lights in roadway *(See page 4-18)*
13S) Mid-block crosswalks with pedestrian-actuated traffic control devices *(See page 4-19)*
14S) One-lane mid-block crossing with high contrast markings, signs, and center lane marker *(See page 4-19)*
15S) Parkway planting buffer between cars and pedestrians *(See page 4-20)*
16S) On-street parking buffer between cars and pedestrians *(See page 4-20)*
17S) Adequate pedestrian lighting levels *(See page 4-21)*
18S) Traffic calming measures *(See page 4-21)*
19S) Enforcement and education solutions *(See page 4-21)*
20S) Missing sidewalk added or provide adequate walkway width clear of obstructions *(See page 4-21)*

** The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.*

Table 21: Safety Issues (along Streets)

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



Issues	Potential Solutions *(See legend*)*
S9 – Lack of legal or safe crossings. Uncontrolled, restricted or excessively spaced crossings without stop signs or signal control can encourage mid-block crossings (whether legal or illegal).	**1S, 5S, 10S, 11S, 12S, 13S, 14S, 17S, 18S, 19S**
S10 – Mid-block "jay walking." Some adjacent uses and high levels of pedestrian use may encourage illegal crossings, putting the pedestrian at risk, especially if crossing from between parked vehicles.	**1S, 2S, 3S, 4S, 5S, 10S, 11S, 12S, 13S, 14S, 17S, 18S, 19S**
S11 - Street collisions where no sidewalk exists. Where sidewalks are missing or damaged, pedestrians may be required to walk in the street, exposing them to collisions. Walking in the street is especially unsafe if vehicular speeds are above 25 mph, the travel lane is next to the curb or edge of the roadway, and the roadway is relatively narrow.	**19S, 20S**
S12 - Unsafe conditions in the dark. Where lighting and/or building forms do not allow for defensible space, the walker may be subjected to robbery or personal harm.	**17S, 19S**
S13 - Disincentive to walk in the dark. Inadequate light levels can influence a pedestrian's decision to not walk at night and can also result in collisions due to low visibility.	**17S, 19S**
S14 - Turning into or out of driveways and alleys. Vehicles turning into or out of curb-cuts, driveways or alleys can collide with pedestrians on sidewalks. The driver is violating pedestrian right-of-way, but this collision is difficult to control through physical changes.	**15S, 17S, 19S**
S15 - Out-of-control collisions on sidewalks. Pedestrians may be exposed to high speed vehicles where no buffers exist (such as trees, bike lane or parked cars). The problem is worse where there is no buffer between travel lanes and sidewalks.	**6S, 15S, 16S, 18S, 19S**

Potential Solutions Legend *(See Table 27 and sample photos in Chapter 4)*

** The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.*

1S) Median refuges (a safe place to stand in the street) *(See page 4-15)*
2S) Pedestrian pop-outs (curb/sidewalk extensions into street) *(See page 4-15)*
3S) High-visibility crosswalk striping *(See page 4-16)*
4S) Elevated and/or specially paved crosswalks *(See page 4-16)*
5S) Advance stop bars >10 feet from crosswalks *(See page 4-16)*
6S) Radar speed monitoring and display *(See page 4-16)*
7S) Reduced curb radii *(See page 4-16)*
8S) Early pedestrian start at crossing signal *(See page 4-16)*
9S) No right turn on red at intersection *(See page 4-16)*
10S) Mid-block crosswalks with pedestrian flashers, but no traffic control *(See page 4-16)*
11S) Automatic pedestrian detection and signal control *(See page 4-18)*
12S) Mid-block crosswalks with signs, median or curb extensions and flashing lights in roadway *(See page 4-18)*
13S) Mid-block crosswalks with pedestrian-actuated traffic control devices *(See page 4-19)*
14S) One-lane mid-block crossing with high contrast markings, signs, and center lane marker *(See page 4-19)*
15S) Parkway planting buffer between cars and pedestrians *(See page 4-20)*
16S) On-street parking buffer between cars and pedestrians *(See page 4-20)*
17S) Adequate pedestrian lighting levels *(See page 4-21)*
18S) Various traffic calming measures *(See page 4-21)*
19S) Enforcement and education solutions *(See page 4-21)*
20S) Missing sidewalk added or provide adequate walkway width clear of obstructions *(See page 4-21)*

3.2 ACCESSIBILITY RELATED GOALS, ISSUES & SOLUTIONS

Make facilities accessible to pedestrians of all abilities and meet all local, state and federal requirements.

Following the specific requirements of federal and state legislation for accessibility is a focal point of this section. However, all improvements to the walking environment that these regulations require, have many benefits for making the walking environment better for all users, with or without physical challenges for access.

3.2.1 Regulatory Context - Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) of 1990 set standards and a compliance schedule for providing public accommodations for persons with disabilities. Typically, right-of-way accommodations included:

- Continuous, maintained sidewalks with uplifts not exceeding one-half inch
- Slopes not exceeding 1:12 (or 8.33 percent) for pathways with handrails and not exceeding 1:20 (or 5 percent) without handrails
- Curb ramps at street corners
- Accessible signals at signalized intersections
- Tactile strips at hazardous locations along rail line edges such as trolley platforms

3.2.2 State of California Title 24 Summary

In addition to the ADA, California has additional accessibility regulations through California Code of Regulation, Title 24. The federal ADA Accessibility Guidelines and California Title 24 differ in several technical respects, but the most important distinction between the two is that the ADA is civil rights legislation and Title 24 is a building code. Another important difference is that ADA applies to existing facilities, while Title 24 only applies when alterations, additions or new construction takes place. Therefore, if remedial work is performed to eliminate a physical barrier, the more stringent of ADA Accessibility Guidelines or Title 24 applies.

The ADA and Title 24 are also enforced differently. The ADA can be enforced only in a court of law when no other resolution is possible, and Title 24 is enforced by state and local building departments, either when a building permit is obtained or when a citizen complaint is filed in regard to an existing facility. Title 24 is the regulation that most directly affects the built environment in San Diego and provides the state leverage for implementing the federal ADA through the building review, approval and inspection process.

Universal access goals provide a better environment for all users, including those severely disabled to those with only minor physical challenges.

3.2.3 City of San Diego ADA Transition Plan

The City's 1997 ADA Transition Plan supplied a compliance "baseline" for providing navigable walkways and corner curb ramps. The 1997 Plan indicated:

- Since the 1970's, the City has administered an aggressive curb ramp retrofit program.
- A survey from the early 1990's found that approximately 39 percent, or 20,931 corner curb ramps were in place.
- There were 20 public stairways, none of which provided adjacent ramps. The Plan called for providing signs indicating an alternative route via public sidewalks.
- Of the approximately 4,000 transit stops within the City, half were estimated to be accessible.
- Since the adoption of the Transition Plan in 1997, the City has continued to install curb ramps, repair uplifted or broken sidewalks and to make transit stops accessible. Accessible (audible) pedestrian crossing signals have been installed at many intersections throughout the City.

The property owner and the City both have responsibility in making certain that the public right-of-way for pedestrians is fully accessible under the reasoning that accessibility is not limited to the installation of curb ramps. Universal access as well as Title 24 and ADA require accessible paths of travel that are free from obstructions, meet specific slope and cross slope requirements and are maintained to be safe and accessible. This requirement transfers to the street pavement used for crossing streets, whether in a marked or unmarked crosswalk.

3.2.4 Solutions that Address Accessibility Issues

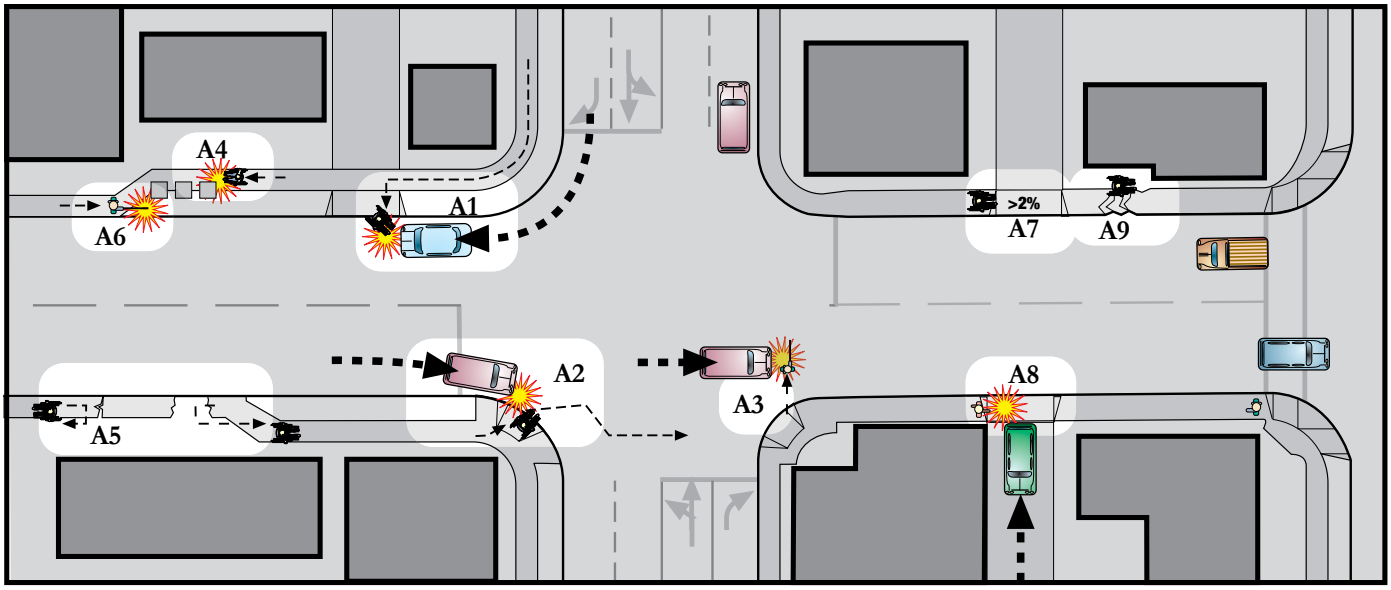
Table 22 has been developed to describe the typical accessibility issues associated with public rights-of-way that require walking or non-vehicular access. Several solutions are suggested, but it remains the responsibility of the property owner or agency to make sure that all reasonable efforts have been made to make as much of the environment universally accessible as possible and that the intent and the letter of ADA and Title 24 regulations have been met.

Findings within this PMP should be considered in future updates of the Transition Plan. The PMP suggests that accessibility is only second to safety in terms of priority for projects and solutions to public issues faced by pedestrians. The Transition Plan helps to set the priorities for improvements of the public right of way, considering limited financial ability to address all shortcomings. The highest priority should be given to improving areas that have accessibility issues as well as safety issues and other connectivity and walkability issues.

If any part of a route is inaccessible, the entire route is inaccessible. Not only is this a difficulty for the physically challenged but all users are forced to walk in the street. Photo Credit: Mike Singleton

Table 22: Accessibility Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



Issues	Potential Solutions *(See legend*)*
A1 – Missing curb ramps. Pedestrians requiring the use of ramps for maneuverability may not be able to cross the street, or may be forced to travel in the street, increasing the risk of vehicular/pedestrian collision.	**1A**
A2 – Curb ramps do not meet standards. Ramps that lack tactile indicators, or ramps that are constructed with steep running slopes, large gutter transitions or excessive cross slopes, decrease accessibility. Some intersections require two ramps per corner for safety and access.	**1A, 3A, 6A**
A3 – Missing pedestrian signals. Missing or non-accessible (height or location) pedestrian signals or signal actuators diminish maneuverability.	**2A**
A4- Sidewalk obstacles. Site furnishings, above-grade utilities, parked vehicles on sidewalks, vehicles overhanging walk, & construction fencing create vertical clearance & protruding barriers.	**4A, 7A,** *also see* **19S** *on page 4-21*
A5 – Sidewalk gaps. Missing sidewalk segments can make an entire route inaccessible for some pedestrians.	**4A,** *also see* **20S** *on page 4-21*
A6 – Inconsistent sidewalk design. Meandering walkways or abrupt changes in the travel path can be difficult for the visually impaired to navigate.	**4A**
A7 – Cross slopes. Excessive cross slopes, often at driveways, can decrease accessibility.	**5A, 6A**
A8 – Blind corners. Visual obstructions (especially at alleys) are made worse when combined with the lower height of wheelchairs or the visually challenged that may not know they are crossing an alley.	**1A, 5A**
A9 – Substandard walking surfaces. Slick or uneven walking surfaces, or trip hazards, can make maneuverability difficult.	**3A, 6A,7A**

Potential Solutions Legend *(See Table 27 and sample photos in Chapter 4)*

1A) Add/upgrade curb ramps equipped with tactile indicators/truncated domes *(See page 4-13)*
2A) Accessible crosswalk signals *(See page 4-13)*
3A) Walkways and ramps free of damage or slip hazards *(See page 4-16)*
4A) Pedestrian paths free of gaps, abrupt directional changes and with obstructions confined to utility/furnishing zone *(See page 4-14)*
5A) Sidewalks with limited driveways and minimal cross-slope *(See page 4-14)*
6A) Re-grade slope of walkway to meet ADA/Title 24 standards *(See page 4-14)*
7A) Repair, slice or patch lifts on walking surfaces and re-set utilities boxes to flush to eliminate trip hazards *(See page 4-14)*

** The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.*

3.3 CONNECTIVITY GOALS, ISSUES AND SOLUTIONS

Develop a complete pedestrian network that provides direct and convenient connections for neighborhoods, employment centers, transit stations, public places and community destinations.

Connectivity refers to the existence of a defined direct pedestrian path (generally along streets) between where a walker starts and where she or he wants to go. Community connectiveness is the basis for a pedestrian-friendly environment. The human scale of walking is typically not much more than 1/4 mile distance which is equivalent to a five- to ten-minute walk at an easy pace. Within this ten-minute radius, residents should be able to walk to the center from anywhere in a neighborhood to take care of daily needs or to use public transit. The pedestrian system is an integral component of the overall transit system and serves as a connector between where we live and where we work and how we connect to the city.

3.3.1 Typical Connectivity Issues

In San Diego, sidewalk obstacles that make walking difficult include gaps in the sidewalks, multi-block areas without pedestrian facilities, steep slope/canyon barriers, "difficult to cross" road barriers and land use barriers that prevent the easy pedestrian flows through a site.

Sidewalk Gaps

Throughout the City, there are gaps where sidewalks have not been completed because of development phasing. A typical situation occurs where development takes place on a parcel that is only a portion of an undeveloped block and the sidewalk is constructed to serve only the developed parcel. Until the remainder of the block is developed, there is no connection to other sidewalks in the area. Lack of sidewalk facilities exist at the local site level as well. Often movement around a development, community or commercial center is difficult because there is no separation between the vehicular driving and parking environment and the pedestrian.

Roadway edges that were thought would never be used by pedestrians, are often used even without proper walkway facilities.

Multi-block Areas without Pedestrian Facilities

During the 1960's and 1970's, some large development projects in some areas of the City were constructed without sidewalks and pedestrian facilities in the belief that all areas would be served almost exclusively by private automobile. However, this has not always been the case and pedestrians have had a difficult time in such neighborhoods, such as in parts of La Jolla (Birdrock and Soledad neighborhoods) and in parts of Linda Vista and Clairemont Mesa.

Steep Slope/Canyon Barriers

San Diego's canyons and hillsides are its defining natural features, but these landforms can make pedestrian movement difficult. In some of the City's older neighborhoods, these gaps were addressed by pedestrian bridges (such as Vermont and Upas Street bridges in Uptown) and stairways along hillsides (Uptown, La Jolla, Mission Valley).

Road Barriers

Designing for the movement of vehicles has often relegated the pedestrian to a secondary status. This includes practices of wide curb radii that allowed cars to make turns without significantly reducing speed, and freeway-like ramping, turn lanes and merge lanes that required a pedestrian to cross high speed traffic. Also, high speed, high volume and wide streets represent barriers because of the length of time needed to wait between cycles to cross, the overall crossing distance and the fear of safety issues. These roadway related barriers do affect connectivity.

Because of the volume of traffic and the lack of regularly spaced crossings, some of our urban roads become barriers for pedestrians.

Sidewalk Capacity & Obstruction Barriers

The location and size of sidewalks can also be a connectivity problem if the route is avoided because of other walkability issues. A sidewalk, even one that meets the City's minimum required width, can be a deterrent to pedestrian travel. Though against City Policy, poles for streetlights, traffic signal poles, utility boxes, newspaper racks, backflow preventors, vending machines, etc., are often located in the path of travel making it difficult to maneuver even if there is only a small number of pedestrians using the walk.

Street Patterns that Limit or Extend Pedestrian Connections

The typical suburban street layout, with its hierarchal designation of streets, long blocks without cross-streets and streets ending in cul-de-sacs, makes it difficult for pedestrians to walk from home to school, to shopping, or to recreation, because the street pattern does not allow easy access to destinations, even if they are relatively close by. In turn, this forces potential walkers to rely on the automobile. In some of the region's newer developments, a "connected" street system has been put in place. While not as formalized and geometrically arranged as the street systems in older communities, these systems do allow many options for people to walk to their destinations and they allow people to walk around the block. In neighborhoods where the street connectivity is not possible due to topography or traffic, pedestrian-only walkways have been put in place and some cul-de-sacs have pedestrian connections to adjacent areas.

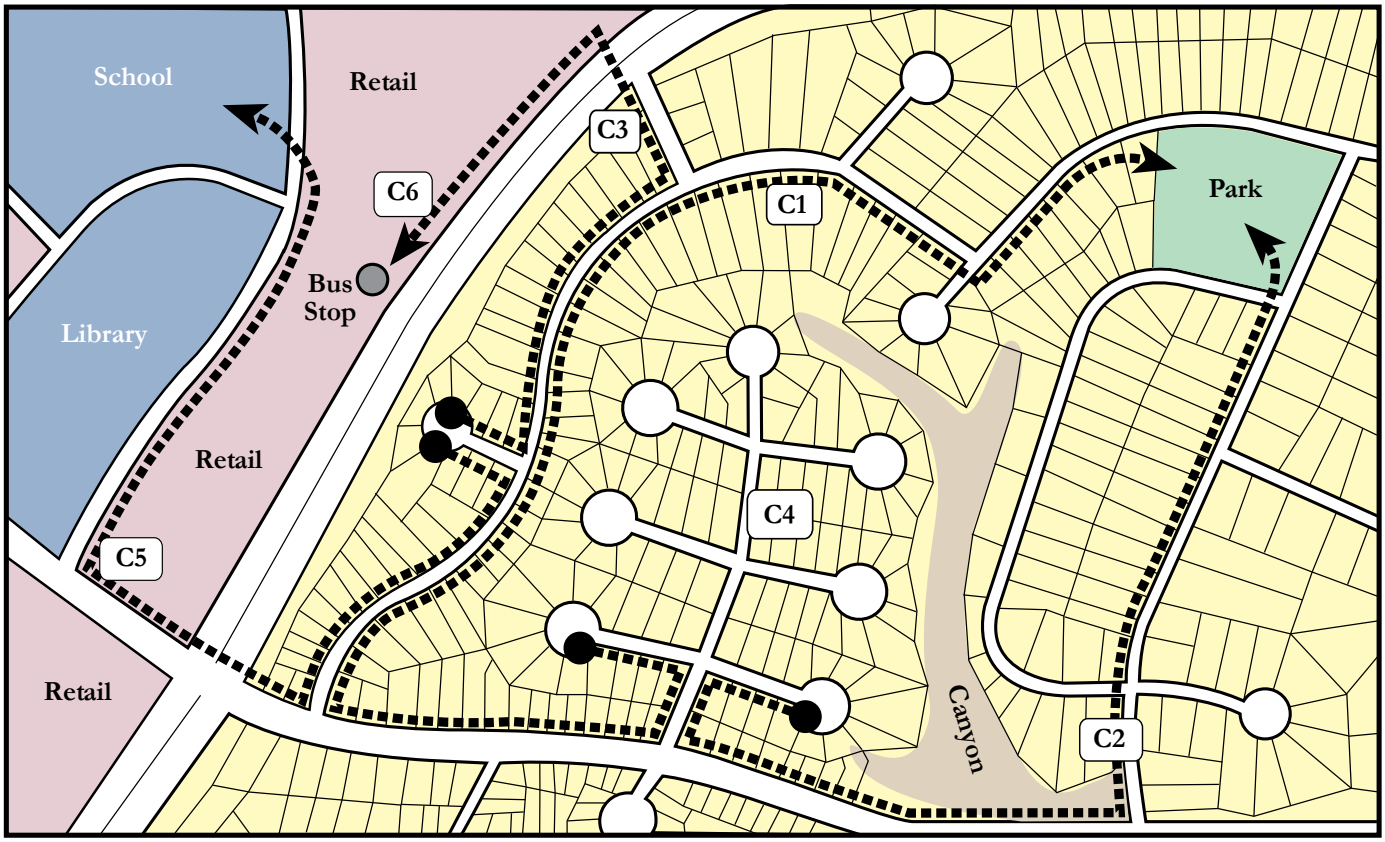
Poorly placed utility boxes can counter the efforts that provide wide and obstruction free sidewalks.

3.3.2 Solutions that Address Connectivity Issues

Table 23 has been developed to describe the typical connectivity issues associated with public rights-of-way and development patterns. Many of these solutions need to be brought up at the site planning and project approval stage. When a project is being portrayed as supporting smart growth strategies, it is incumbent upon the developer or property owner to prove that the new project will be connected with local land uses through direct walking facilities. This often requires connections that lead beyond the immediate limits of the project parcel. If the new or retrofitted environment is not fully connected at a pedestrian scale, then it will not support the objectives of smart growth.

Table 23: Connectivity Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



Issues	Potential Solutions *(See legend*)*
C1 - Street patterns are not connected. Pedestrians are required to take a long route to reach neighborhood attractors, schools and transit. Curvilinear and dead-end streets (cul-de-sacs) tend to discourage walking.	**1C, 2C, 3C, 5C, 8C**
C2 - Walking barriers. Natural barriers (canyons or slopes) or man-made barriers (freeways or rail lines) tend to discourage walking.	**6C**
C3 - High speed roadway barriers. High volume, multi-lane and high speed roads create a perceptual and/or safety barrier that discourages crossing and may require pedestrians to walk blocks out of direction to safely cross.	**4C, 5C, 6C, 7C,** *also see* **1S, 2S, 3S, 4S, 10S, 12S, 13S** *on page 4-19*
C4 - Complete lack of walkways. Entire neighborhoods may lack pedestrian facilities. Except in some rural locations or other special circumstances, all streets should have sidewalks.	**2C**
C5 - Isolated land uses. If the distance between where people live and where they work, shop, learn or play is more than a mile, most people will never walk. Curvilinear streets and non-connected street patterns contribute to this effect.	**3C, 5C, 8C**
C6 - Isolated transit facilities. Transit systems are often not close enough to origins (generators) or destinations (attractors) to make walking between them feasible. Transit systems generate pedestrian activity, which, in turn, supports transit if the stops are within a reasonable walking distance.	**1C, 2C, 3C, 4C, 5C, 6C, 7C, 8C**

Potential Solutions Legend *(See Table 27 and sample photos in Chapter 4)*

1C) Missing sidewalk segments added in areas where sidewalks mostly exist (See page 4-24)
2C) Missing sidewalks added in areas where no sidewalks exist at all (See page 4-24)
3C) Connecting pathways added between streets (See page 4-24)
4C) Street widths reduced or features added to narrow crossing distance (See page 4-25)
5C) Destinations added or made more connected within walking distance of origins (See page 4-25)
6C) Pedestrian bridges that avoid excessively long approach ramps (See page 4-26)
7C) Pedestrian crossing opportunities added for all sides (legs) of intersections (See page 4-26)
8C) When reviewing projects, verification that pedestrian routes and distances between land uses are reasonable and direct (See page 4-26)

** The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.*

3.4 WALKABILITY GOALS, ISSUES AND SOLUTIONS

Create pedestrian facilities that offer amenities to encourage usage and to enhance the pedestrian experience.

Walkability is defined as a mixture of physical and perceptual elements that make up the built environment that are conducive to walking. They general fall within one of four zones (road edge zone, furnishing zone, throughway and the building frontage zone). The physical elements include the walkway itself (throughway zone), amenities along the walkway (usually in the furnishing zone), items that provide protection from harsh environmental conditions of sun, wind or rain provided adjacent to or above the walkway (also in the furnishing zone) and the uses along the walkway edge (usually the vehicular edge on one side and some form of building frontage zone on the other side). The perceptual elements are factors that contribute to the feeling of safety, protection from collisions, avoidance of crime, buffering from activity and noise and the comfort and interest that the visual environment provides. The ultimate measure of walkability is whether pedestrians seek out the walking environment, ignore the environment as they pass through it, or actually avoid it completely because of it being perceived as not being walkable.

3.4.1 Basic Requirements for Walkability

In addition to providing a safe, accessible and connected pedestrian environment, a walkable environment includes some additional elements and requirements including:

- The introduction of elements such as shade trees, pedestrian-level lighting, street furniture and appealing plazas not only enhance the pedestrian walking experience, but create streetscapes of superior design that improve the City's image and make the driving experience more pleasant.
- Protection from the elements. This is mostly handled through the use of street trees that add shade and reduce ground reflection of heat and light during warm weather. They provide protection from wind and rain during cold weather. They add visual interest to the streetscape. Trees also serve an important role in increasing safety from passing traffic and the improved perception of safety by buffering adjacent busy uses.
- The arrangement of physical elements must be handled in a way that promotes defensible space.
- Visual access into adjacent land uses such as windows of stores or residences, or an unfenced yard, park, or garden add interest and provide a sense that other people are providing "eyes on the street."
- Public art, water fountains, benches, trash receptacles, drinking fountains and quality lighting communicate welcome and invite lingering. These amenities can improve the success of business establishments.

3.4.2 Solutions that Address Walkability Issues

Table 24 has been developed to describe the typical environmental elements that prevent an area from being considered as walkable and proposes changes to this environment that will make it more walkable. In order for a facility to be truly walkable, however, it must also be mostly void of the issues shown on the Safety, Accessibility and Connectivity matrices.

...foot notes...

"The principal ornament to any city lies in the siting, layout, composition, and arrangement of its roads, squares, and individual works. Each must be properly planned and distributed according to use, importance, and convenience. For without order, there can be nothing commodious, graceful or noble."

Leon Battista Alberti, de Refedifica Foria.

3.5 NEIGHBORHOOD QUALITY GOALS

When walkable communities are provided, they enhance neighborhood quality by providing opportunities for social interaction, enhanced economic development and healthy lifestyles.

Though not a primary issue and solution topic, neighborhood quality is often the result of a variety of environmental and social elements that have been brought together to create a quality living and working environment. If a pedestrian and public environment has been provided that is safe, accessible, connected and walkable, a quality neighborhood is almost assured. When these four goals have been met, they produce positive side affects, such as neighborhood quality. There is a link between the physical environment and the degree of social interaction in a community. Streets and neighborhoods that promote pedestrian activity provide opportunities for the development of social networks. The physical environment of neighborhoods is also known to correlate with the incidence and fear of crime and violence. Certain building designs, the presence of trees and green space, good street lighting and community gathering places are all commonly known to provide residents with a greater sense of security and to serve as an actual deterrent to crime and violence. People like places that are more than just walkable, they like places where they can interact with others in their community.

3.5.1 Required Elements to Assure Neighborhood Quality

The most memorable public places in our cities and towns have generally been those places where people congregate on foot; the streets, parks and squares. These have been democratic places that make our towns and cities livable and vital. Community structure is the basis for a pedestrian-friendly environment. An inviting pedestrian environment helps create a sense of place within a neighborhood and not only makes the streets more walkable, they actually encourage walking, which is the overall goal of this plan.

Places that feel inviting to pedestrians usually share some common characteristics or amenities:

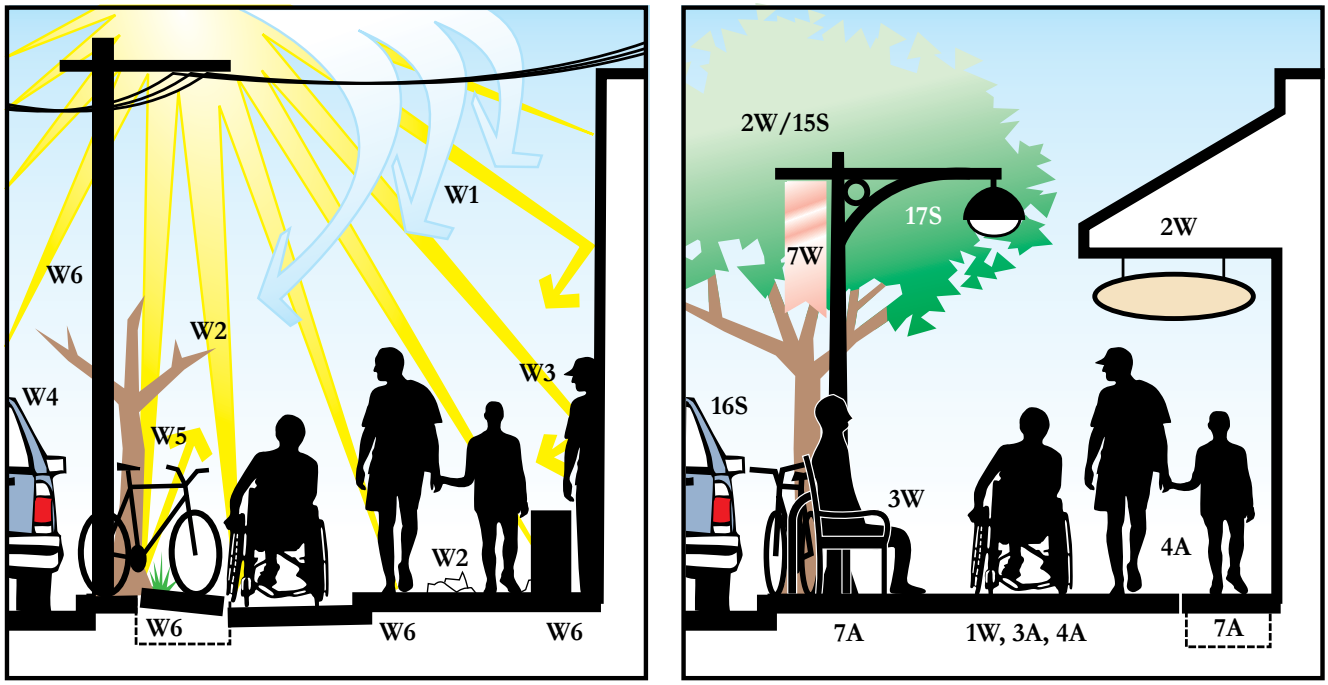
- A sense of enclosure, provided by buildings or other structures, awnings, or trees close to the walkway. Particularly in suburban areas, the proliferation of low-density neighborhoods with wide streets has not allowed a sense of enclosure to develop. There are notable exceptions in denser areas and traditional main streets such as La Jolla, Newport Avenue in Ocean Beach and Adams Avenue in Normal Heights.
- In traditional neighborhoods, buildings were not set back from the street and "window shopping" drew pedestrians along the street. In suburban areas, buildings were set far back from the street, separated from the sidewalk by parking lots, or feature blank walls rather than windows. In some cases, this suburban building form has also been allowed in traditional neighborhoods and in Downtown San Diego, disrupting the pedestrian environment.
- Clearly defined spaces are provided by the City via controls on the intrusion of private commercial uses in the pedestrian way such as zoning ordinances and code compliance. However, in neighborhoods lacking a planting buffer or a defined place for fixtures, the pedestrian path was frequently interrupted by a proliferation of utility poles, newspaper racks, mailboxes and other obstacles.

...side step

When all of the elements of safety, accessibility, connectivity and walkability come together, a quality neighborhood or community will be created.

Table 24: Walkability Issues

These tables and graphics are for illustrative purposes only and are not to be used for engineering analysis or design.



An unwalkable environment...made walkable

Issues	Potential Solutions *(See legend*)*
W1 - Harsh environmental conditions. Direct sun, noise, vehicle fumes and wind can all contribute to an unpleasant walking environment.	**1W, 2W,** *also see* **15S, 16S** *on page 4-20*
W2 - Poor maintenance. Trash, weeds, derelict structures and graffiti can discourage people from walking.	**1W,** *also see* **19S** *on page 4-21*
W3 - Perceived unsafe walkways due to fear of crime. The actual or perceived threat of theft, assault or panhandling can discourage walking.	**1W, 7W,** *also see* **17S** *on page 4-21*
W4 - Lack of buffer from high speed or high volume traffic. Proximity to high speed, high volume traffic creates an unpleasant walking environment.	**1W, 2W, 3W,** *also see* **2S, 15S, 16S, 18S** *on page 4-21*
W5 - Absence of site amenities. Streets lack amenities such as places to sit, shade, drinking fountains, trash receptacles, bicycle racks and pedestrian signage.	**3W, 7W,** *also see* **15S** *on page 4-20*
W6 - Walkway obstructions. This issue goes beyond minimum ADA standards and includes obstructions that force a sidewalk user to go around an obstruction, crowded sidewalks, or the presence of multiple surfaces, slopes and trip hazards.	**1W,** *also see* **3A, 4A, 7A** *on page 4-14*
W7- Limited or difficult street crossisngs. This issue relates to accessibility, safety, connectivity as well as walkability. It is included here to emphasis the need for visual clues and physical design features needed to create visible signs of a safe pedestrian crossing in a vehicle dominanted area.	**4W, 5W, 6W** *also see* **2S, 3S, 4S,** *on page 4-15 and 4-16*

Potential Solutions Legend *(See Table 27 and sample photos in Chapter 4)*

1W) Provide greater than minimum walkway widths and maintain minimum level of repair and maintenance (see page 4-22)
2W) Provide trees, awnings or building overhangs to shade walkways (see page 4-22)
3W) Provide street furnishings for comfort and enjoyment and place amenities (along with utilities) in the right location (see page 4-22)
4W) Provide countdown display crosswalk signals (see page 4-23)
5W) Provide traffic control for crossings such as traffic signals or "all way stops" (see page 4-23)
6W) Provide "pedestrian scrambles" simultaneous crossing allowed in any direction, including diagonally (see page 4-23)
7W) Provide public art such as decorative paving, tree grates, banners, art pieces, signage, etc. (see page 4-23)

** The potential solutions are a possible list of methods to address the problem. Implemented solutions will be determined by actual site conditions, interpretation of policies and engineering evaluation.*

3.6 ALTERNATIVE TRANSPORTATION GOAL

When walkable communities are provided, they support walking as a primary means of transportation, support other transit and bike transportation options and can also improve the beginning and end of vehicular trips when the driver becomes a pedestrian.

Another desired outcome of this PMP is to encourage the use of alternative means of transportation through facilitating pedestrian activity. If the four primary goals of this plan are met, then the chance of having walking as a primary transportation choice (or the use of transit in conjunction with walking as the transportation choice) is greatly increased.

Transit success is reliant upon a walkable and pedestrian friendly environment. Walking to work (or to shop or school) as a primary transportation mode, rivals the mode split of public transportation systems with a fraction of the cost of investment. Walking can also support or extend the travel distance of bicycling and even vehicular transportation since all vehicular trips start and end with a pedestrian mode.

It is beyond this plan to describe alternative transportation issues and solutions, except in recognizing the important role that walking plays in many alternative transportation strategies. To support these strategies, a pedestrian-friendly environment is needed that is safe, accessible, connected and walkable. When neighborhood quality goals are achieved as well, the environment will tend to support walking as a viable and preferred choice.

3.7 COST EFFECTIVENESS GOAL

When funded equitably and appropriately, pedestrian improvements can combine public and private investments for the good of the public and can lower expenses related to vehicular and transit investments.

The final desired outcome of this PMP is to assure cost-effective investment of private and public money for infrastructure needed to support a walkable community. Since funding for pedestrian facilities is limited and often competes with many other community funding priorities, it is highly critical that these funds be used as effectively as possible. Successful examples of improved pedestrian facilities that increase safety, access, connectivity and walkability are needed to assure the continued availability of funding for this alternative transportation mode. Funds spent that do not result in increased walking or that do not address the deficiencies in the pedestrian environment, can often be used as examples as to why funding should be limited for this transportation choice. Other sections of the plan (Chapter 5, 6, 7 and 8) describe the goals of cost-effective investments and prioritization processes for funding.

3.8 RELATIONSHIP OF GOALS & EXISTING POLICIES

Table 25 summarizes existing policies that have been adopted or are in the process of being adopted that affect the pedestrian environment. This plan does not directly create new policies, though it provides guidelines for how to implement policies. In most cases, the existing policies cover all of the topic areas necessary to encourage the inclusion of a walkable environment. Policies that were determined to need further review and refinement are:

- **Policies controlling pedestrian crosswalk striping** (Council Policy 200-07)

  Are the current policies and practices regarding the use of stop bars with double line standard crosswalk markings, the most appropriate for pedestrian safety, or should crosswalk markings with higher visibility to the driver be used (such as continental, zebra or ladder styles)? Should the city consider the use of these different marking styles under certain circumstances and not others? A hierarchy of pedestrian crosswalks is advisable to help indicate to the driver areas of higher pedestrian activity or special conditions such as nearby schools. Using the pedestrian route types in this plan as a basis, policies for crosswalk markings should be made specific to these different route types and treatment areas. Concern over stripng application and maintenance costs should be reviewed as well. The use of staggered continental style markings are used by many municipalities since they are highly visible and do not have the wear and maintenance restriping problems of other crosswalk markings.

- **Policies allowing the use of mid-block crosswalks (with flashing lights) across multiple traffic lanes without active traffic controls** (Council Policy 200-07)

  Should the city use mid-block crossings without active controlled signals? If so, in what situations are these crossings considered safe (such as one-lane each direction with a median refuge) and under what circumstances are other treatments that utilize traffic control warranted? (such as high pedestrian areas with multi-lane multi- threat situations resulting from the shadow affect of one vehicle blocking visibility for other vehicles).

- **Policies that allow for the use of third and fourth leg pedestrian restrictions in situations where left turn conflicts are minimal**

  Should the city refine policies that allow the elimination of pedestrian crossings? Clearly, certain situations such as dual left turns, make pedestrian crossings unsafe. However, in some situations, increased throughput of vehicular turning motions may come at the expense of pedestrian safety, connectivity, accessibility and walkability.

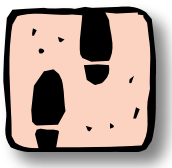
- **Current warrants for stop signs and traffic signals** (Council Policy 200-06, 07 & 08)

  Many times, the most effective method for increasing walkability, connectivity, accessibility and safety is to install a positive traffic control device such as stop signs or traffic signals. Should the city refine its policies on relying on collision and use warrants to justify these treatments or should a more proactive method of improving walkability and safety be integrated with the warrant process?

- **Increased lighting levels along pedestrian routes** (Council Policy 200-18)

  Are there locations with higher pedestrian use that warrant increased lighting levels? Lighting plays a factor in pedestrian safety through avoidance of collisions and crime, which indirectly affect walkability.

Steps that can be taken ...



• The policies listed on this page should be reviewed for adjustments and potential policy amendments or additions.

• Safety and collision data should be reviewed in greater detail to help discover repeating patterns, trends or geographic areas that may warrant appropriate countermeasures.

Table 25: Existing or Draft Proposed City of San Diego Policies Relevant to Pedestrian Issues and Goals

Policy #	Description	Safety	Accessibility	Connectivity	Walkability
DRAFT GP (OCTOBER 2006)-URBAN DESIGN ELEMENT					
GP-UD-A.2	Open space linkages			X	
GP-UD-A.3	Development adjacent to natural features			X	
GP-UD-A.5	Architecture				X
GP-UD-A.8	Landscape				X
GP-UD-A.9	Transit integration	X	X	X	X
GP-UD-A.10	Streets			X	X
GP-UD-A.12	Surface parking			X	
GP-UD-A.13	Lighting	X			
GP-UD-A.14	Signs				X
GP-UD-B.1	Residential design				X
GP-UD-B.4	Residential street frontages		X		X
GP-UD-B.5	Neighborhood streets			X	X
GP-UD-B.6	Alleys			X	
GP-UD-C.1	Mixed-use villages			X	X
GP-UD-C.2	Mixed-use villages			X	X
GP-UD-C.4	Pedestrian-oriented design				X
GP-UD-C.5	Village center public space				X
GP-UD-C.6	Village street layout and design	X	X	X	X
GP-UD-C.7	Streetscape	X	X	X	X
GP-UD-C.8	Superblocks			X	X
GP-UD-D.1	Pedestrian-oriented design	X	X	X	X
GP-UD-F.3	Public spaces				X
GP-UD-F.5	Village center public space				X
DRAFT GP (OCTOBER 2006) - ECONOMIC PROSPERITY ELEMENT					
GP-EP-A.21	Pedestrian design elements on industrial land			X	X
GP-EP-B.9	Retain commercial within walking distance of residential		X		
GP-EP-B.14	Redesignation of commercial land			X	X
DRAFT GP (OCTOBER 2006) - RECREATION ELEMENT					
GP-RE-C.1	Barrier free recreation facilities		X		
GP-RE-C.2	Barrier free outdoor experiences		X		
GP-RE-C.6	Linkages between recreation facilities			X	
GP-RE-C.7	Public access to open spaces and recreation facilities		X		
DRAFT GP (OCTOBER 2006) - CONSERVATION ELEMENT					
GP-CE-C.9	Access to Shoreline			X	
GP-CE-C.12	Beach and Shoreline Accessibility		X		
DRAFT GP (OCTOBER 2006) - MOBILITY ELEMENT					
GP-ME-A.1	Pedestrian safety and comfort	X	X		
GP-ME-A.2	Safe pedestrian routes	X	X		
GP-ME-A.3	Public education campaign	X	X		
GP-ME-A.4	Pedestrian accessibility	X	X		
GP-ME-A.5	Sidewalk design	X	X		
GP-ME-A.6	Interconnected pedestrian network	X	X	X	X
GP-ME-A.7	Pedestrian-oriented design	X	X	X	X
GP-ME-A.8	Mixed uses			X	X
GP-ME-A.9	Mobility, environmental, social and health benefits		X		X
GP-ME-B.3	Walking environment for transit users			X	X
GP-ME-B.9	Transit-supportive city land use planning			X	
GP-ME-C.3	Street layout and pedestrian connections			X	X
GP-ME-C.4	Improve operations and maintenance on city streets	X			
GP-ME-C.6	Minimize pedestrian conflicts at driveway curb cuts	X	X		
GP-ME-C.9	Multi-modal level of service			X	
DRAFT GP (OCTOBER 2006) -LAND USE AND COMMUNITY PLANNING ELEMENT					
GP-LU-H.5	Accessible social services		X		
GP-LU-H.6	Pedestrian linkages			X	
CITY COUNCIL POLICIES					
CP-200-06	Criteria for installation of traffic signals	X			
CP-200-07	Comprehensive pedestrian crossing policy	X		X	
CP-200-08	Criteria for installation of stop signs	X			
CP-200-12	Sidewalk maintenance	X	X		
CP-200-16	Accessible (audible) pedestrian traffic signals	X	X		
CP-200-18	Mid-block street light policy for developed areas	X	X		
CP-600-32	Centre City Streets Standards, Ped. Orientation & Access				X
CP-800-01	Installation of pedestrian separation structures	X	X		

Chapter

4

Route Types & Treatments

Chapter 4

Route Types & Treatments

All walkway facilities in San Diego can be classified into one of seven types.

A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

4.1 OVERVIEW

Roadways are typically grouped by functional type and capacity. This chapter defines the different types of pedestrian facilities that exist in the City of San Diego based on similar functions, adjacent uses and characteristics of the walking environment. Different route types require different treatments in order to best support the walking environment of a particular area. Not all walking facilities need the same level of treatment. This chapter helps to establish a common definition of walking facilities and recommends treatments that may be applied to match the facility with the circumstance.

4.2 TYPES DEFINED

All walking facilities found within the City of San Diego fit into one of the following categories of walking facilities. Table 26 describes each route type. See Figures 6a-g for route types and examples.

4.2.1 District Sidewalks

District Sidewalks, labeled as Route Type 1, are sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas. Usually, the district is an urbanized area with special functions, such as theater districts, office parks, shopping centers, or college campuses. The location of the district may be adjacent to neighborhoods, but these routes can be distinguished easily by adjacent uses, densities and urban form. It has an identifiable focus that provides orientation and character, and reinforces a sense of community among users by encouraging walking.

Table 26: Route Types

ROUTE TYPE:	1. District Sidewalks	2. Corridor Sidewalks	3. Connector Sidewalks	4. Neighborhood Sidewalks	5. Ancillary Pedestrian Facilities	6. Path	7. Trail (Included for Reference Only, not a Focus of this Plan)
Purpose	Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas	Sidewalks Along Roads that Support Moderate Density Business & Shopping Districts with Moderate Pedestrian Levels	Sidewalks Along Roads that Support Institutional, Industrial or Business Complexes with Limited Lateral Access & Low Pedestrian Levels	Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels	Facilities Away or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges & Stairways	Walkways and Paved Paths that are not Adjacent to Roads that Support Recreational and Transportation Purposes	Unpaved Walk Not Adjacent to Roads Used for Recreational Purposes
Typical Adjacent "Street Design Manual" Classifications	All types of adjacent streets are possible	Commercial, Urban Collector, Urban Major & Arterial	Commercial, Industrial, Urban Major, Rural Collector & Arterial	Rural, Low Volume Residential, Residential Local & Sub-collector	Not associated with a street	Not associated with a street	Not associated with a street
Cross Reference to Related "Strategic Framework Plan" Definitions	Existing: Regional Centers, Urban Villages & Neighborhood Villages	Existing: Sub-regional Districts and Transit Corridors	Existing: Sub-regional Districts, Transit Corridors, & Suburban Residential along Major Arterials	All other Residential Areas not Classified under the Strategic Framework Plan	Most common in Regional Centers, Urban or Neighborhood Villages but can be in any area	Can occur in any area, but most often found in Recreation, Tourist or Open Space Areas	Can occur in any area, but most often found in Recreation or Open Space Areas
Typical Adjacent Land Uses	Mixed-use Housing, Commercial, Office & Entertainment with Urban Densities	Multiple Land Uses but may be Separated. Often Strip Commercial or Office Complex.	Open Space, Industrial Uses, Institutional Uses or other Pedestrian Restricted Uses	Single-family and Moderate Density Multi-Family with Limited Supporting Neighborhood Commercial	Adjacent Land Uses Vary	Adjacent Uses Vary, Often Recreational or Open Space or Housing	Open Space, Parks and Natural Areas

4.2.2 Corridor Sidewalks

A corridor sidewalk is associated with major arterials and linear corridors that provide for mixed uses with at least a moderate level of density.

Corridor sidewalks are labeled as Route Type 2 and defined as sidewalks along roads that support moderate density business and shopping districts with moderate pedestrian levels. They can range from wide walks along boulevards to small sidewalks along a heavily auto oriented roadway. They may connect moderate to high density residential areas, but only if they are located along major arterials.

4.2.3 Connector Sidewalks

A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Connector sidewalks, labeled as Route Type 3, tend to have low pedestrian levels and are along roads with moderate to high average vehicular traffic. Connector sidewalks tend to be long and, in some cases, do not have accessible land uses directly adjacent to the sidewalk. This can include sidewalks along major arterials that run parallel to open space and canyon lands. Often, they are along land uses that require buffering from the street noise, resulting in noise walls that further isolate the pedestrian from the adjacent land uses.

These sidewalks have limited pedestrian use levels typically because of their remoteness and lack of nearby destinations. Often they can lead to nowhere, with the sidewalk stopping a distance away from other uses, typically where topography restricts the width of the road or where a development ends its improvements. Even though they have limited use, they are often along high speed streets. Without the existence of these walkways, the pedestrian may be forced to walk in a high speed and high volume street.

4.2.4 Neighborhood Sidewalks

A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Neighborhood sidewalks, labeled as Route Type 4, are sidewalks along roads that support low to moderate density housing with low to moderate pedestrian levels. Neighborhood streets and their associated walkways are generally lower volume streets, with low to moderate widths, single lanes in each direction and posted (prima facia) speed limits of 25 miles per hour. They are not as difficult to cross as a pedestrian and pedestrian collisions occur less frequently because the driver has ample time to see, react and brake. Speeding on these streets does occur and can result in pedestrian collisions. However, most physical design changes are not as likely to reduce these pedestrian collisions since they result from careless behavior.

4.2.5 Ancillary Pedestrian Facilities

A variety of special use facilities that do not fit the above definitions can be classified as ancillary. These are often away from street edges.

Route Type 5, Ancillary Pedestrian Facilities, are facilities away from or crossing over streets such as plazas, paseos, promenades, courtyards or pedestrian bridges and stairways. Many of these ancillary facilities attract local residents and workers and therefore generate moderate to high pedestrian use.

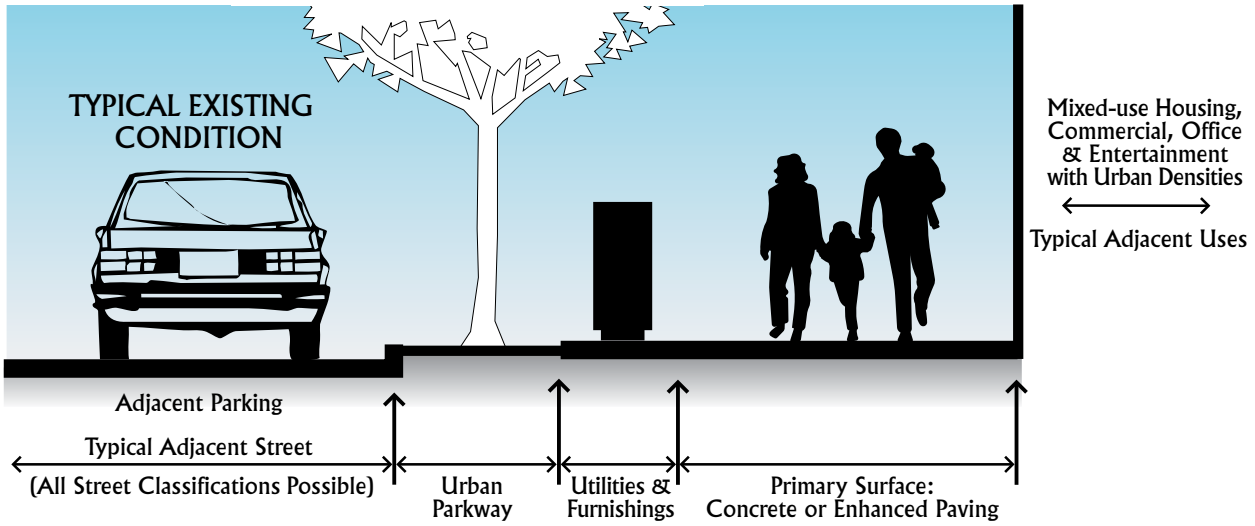
4.2.6 Paths

A path is a linear hard surface that is not connected to the edge of a street.

Route Type 6, Paths, are paved facilities with exclusive right-of-ways that act as corridors and have little or no vehicular cross flows. Many of these paths are exclusive to pedestrians and bicycles and are not associated with streets. Paths defined by the Pedestrian Master Plan are often associated with recreational uses. Many of these paths can be found in parks, near open space preserves and away from streets in residential areas. They are defined in this plan as being paved, away from a street edge and not shared with vehicles (except for emergency or maintenance vehicles). They are often shared with runners, skaters, cyclists and other recreational users.

Figure 6a: Route Type 1: District Sidewalks

Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas



Sidewalk with enhanced paving and outdoor cafes
(University Avenue near 30th Street)

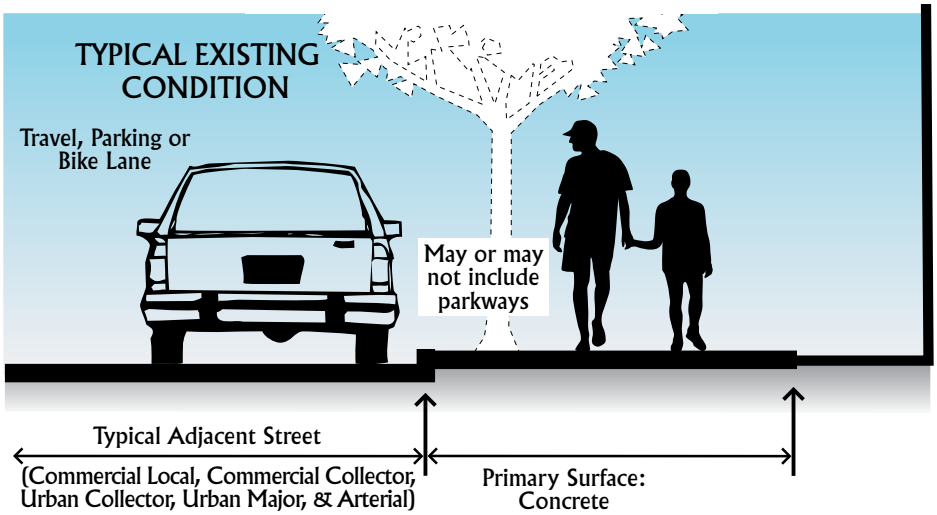
Sidewalk with wide clear paths and enhanced paving
(Fifth Avenue at Washington Street)

Sidewalk with furnishing and frontage zones
(Broadway at Columbia Street)

Sidewalk with street trees
(Goldfinch Street north of Washington Street)

Figure 6b: Route Type 2: Corridor Sidewalks

Sidewalks Along Roads that Support Moderate Density Business and Shopping Districts with Moderate Pedestrian Levels



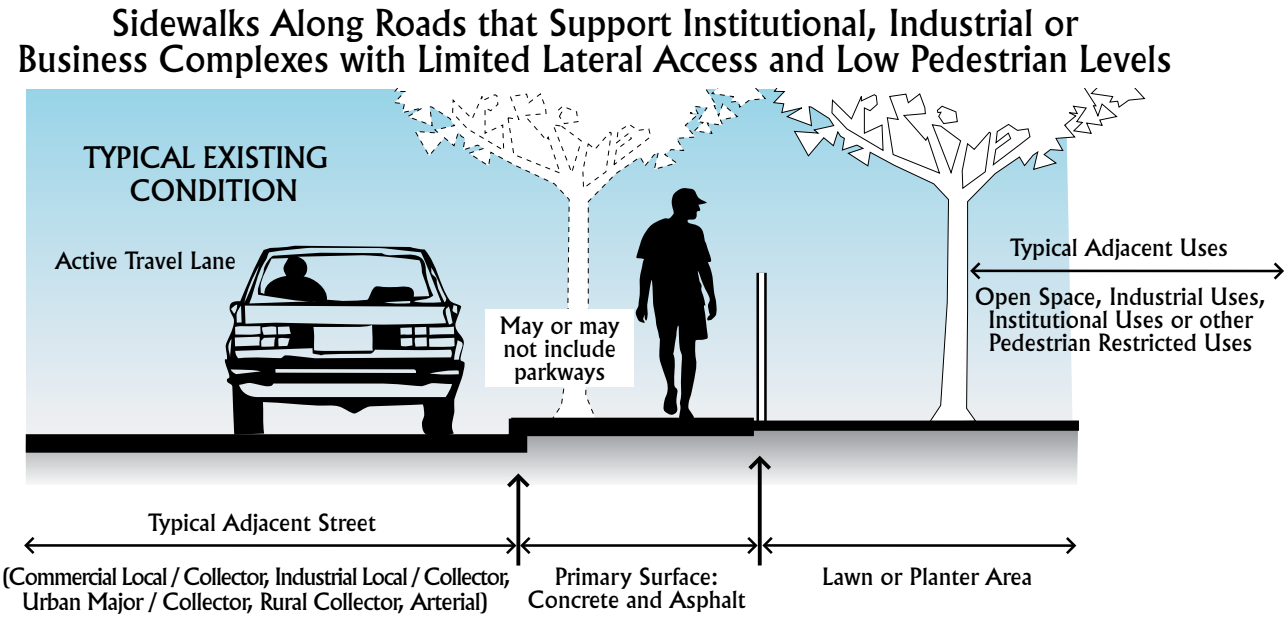
Sidewalk at curb
(Convoy Street at Engineer Road)

Wide sidewalk and angled parking
(Park Boulevard north of Polk Avenue)

Smaller scale sidewalk with street trees
(El Cajon Boulevard near Interstate 15)

Typical commercial district with supporting sidewalks
(San Ysidro)

Figure 6c: Route Type 3: Connector Sidewalks



Asphalt sidewalk along curb
(Genesee Avenue north of Regents Road)

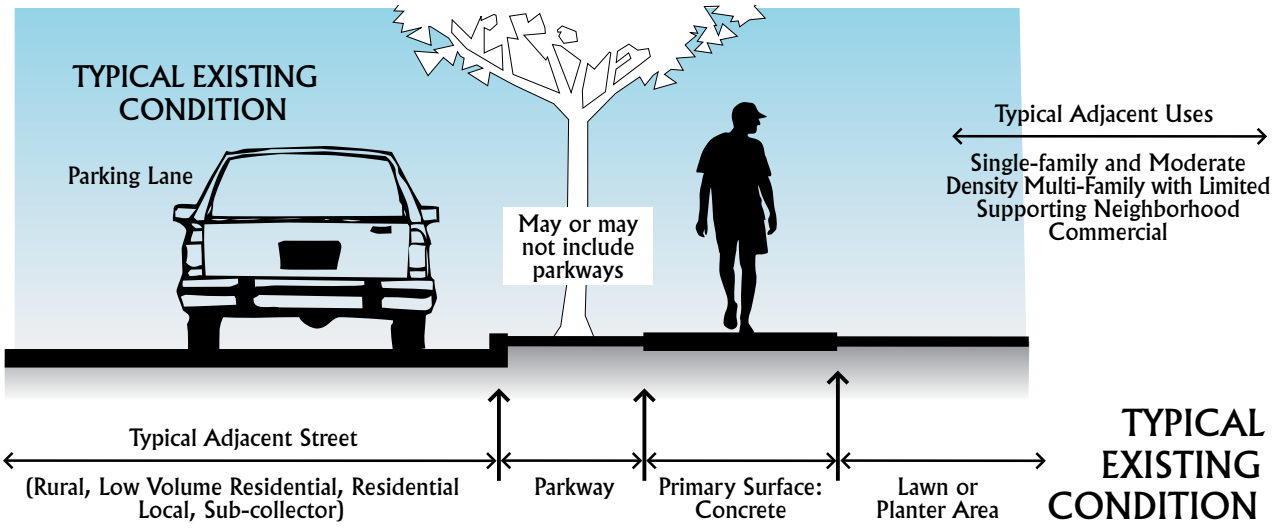
Though in a residential area, there are no connections to adjacent land uses (Camino de la Plaza in San Ysidro)

Buffered sidewalk
(Scripps Poway Parkway near Spring Canyon Road)

Wide but unbuffered sidewalk
(Mira Mesa Boulevard near Parkdale Avenue)

Figure 6d: Route Type 4: Neighborhood Sidewalk

Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels



Sidewalk and parkway
(Myrtle Street west of Richmond Avenue)

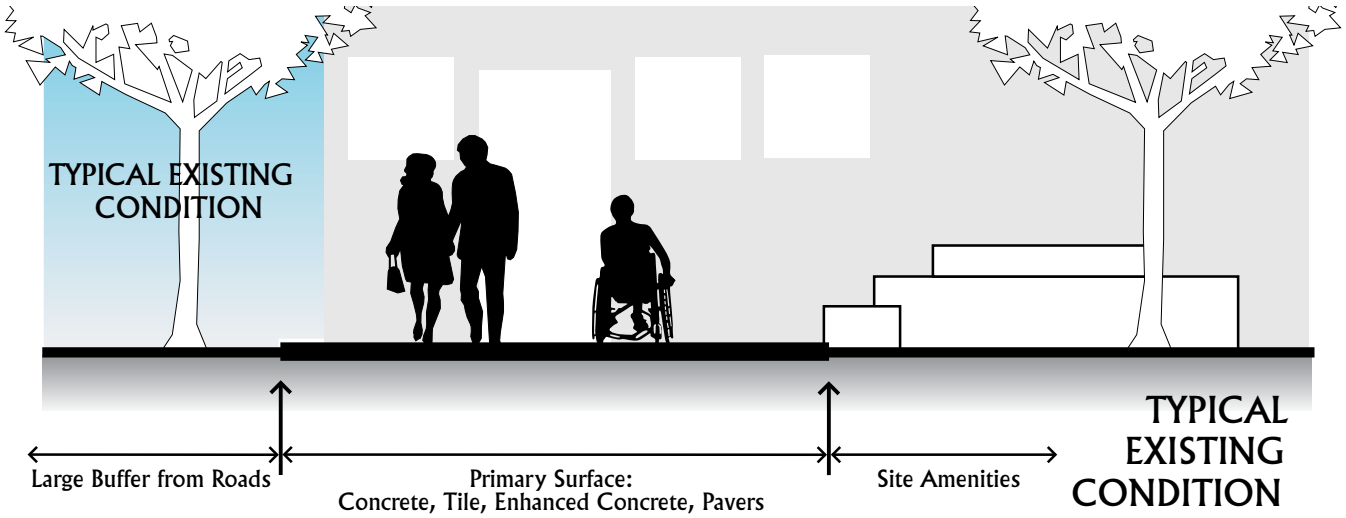
Typical sidewalk in newer residential area with three car garage driveways (Seadrift & Sea Reef Way, Otay Mesa)

Sidewalk with wide driveways
(41st Street south of University Avenue)

Sidewalk with numerous driveways
(Russet Leaf Lane and Street)

Figure 6e: Route Type 5: Ancillary Pedestrian Facilities

Facilities Away From or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges and Stairways



Vermont Street bridge (over Washington Street)

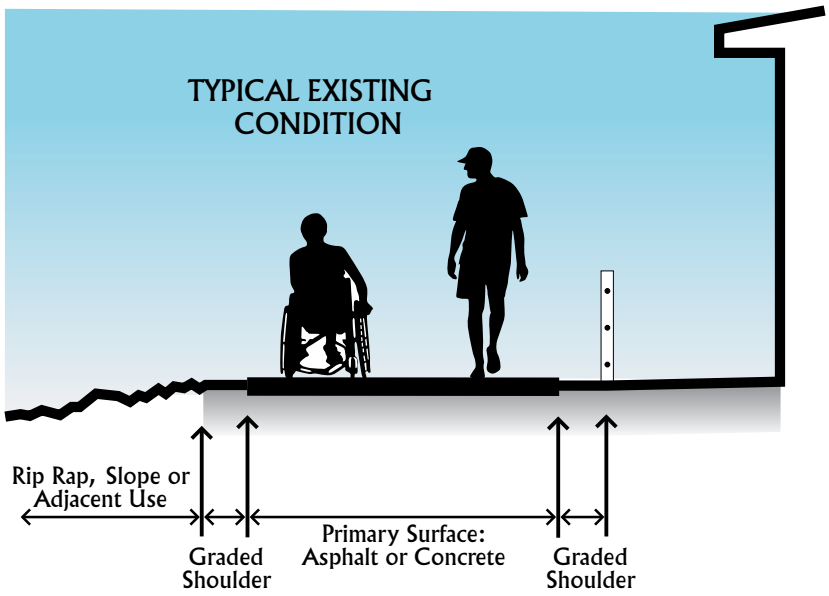
Martin Luther King Plaza and Promenade

Civic Center Plaza

Small Transit / Public Plaza in San Ysidro

Figure 6f: Route Type 6: Multi-use Pathways

Walkways and Paved Paths not Adjacent to Roads that Support Recreational and Transportation Uses

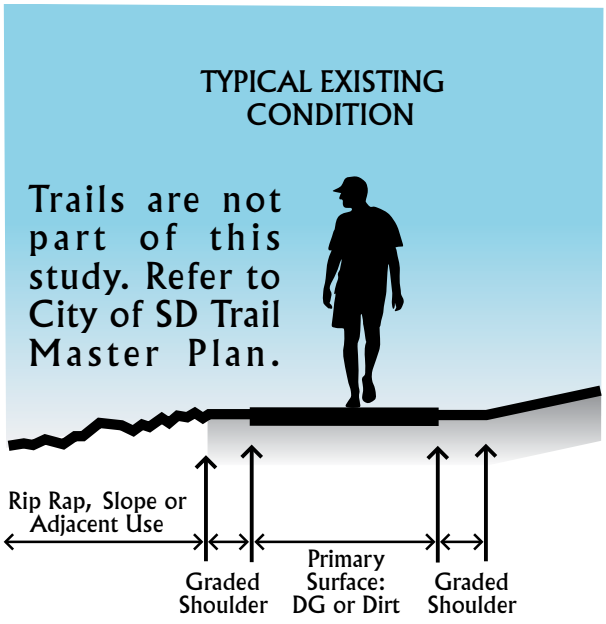


Multi-use path
(Mission Beach Boardwalk)

Walkway and bike path
(Embarcadero at G Street)

Figure 6g: Route Type 7: Walking or Hiking Trail

Unpaved Walk Not Adjacent to Roads, Used for Recreational Purposes



Dirt road/trail
(Balboa Park west of SR163)

Narrow trail
(Biltmore Trail in San Clemente Canyon)

4.2.7 Trails

A trail is unpaved and is not a focus of this plan.

Unpaved walkways or roads used for recreational use or open space maintenance are classified as Trails, Route Type 7. Trails are separated from roads and support activities such as hiking, biking and walking primarily through parks and open space. They differ from paths in that they are not paved with concrete or asphalt. Only authorized vehicles are permitted to access these trails, which in many cases are not ADA-compliant. Trails are not included in this study, but are defined to present all levels of pedestrian walkways. The San Diego Trails Master Plan and other Park Master Plans should be consulted for guidance on unpaved trails.

4.3 TREATMENT LEVELS

Though there should be flexibility in the specific conditions of any pedestrian facility, in general, different route types deserve different treatments.

This plan proposes four levels of pedestrian facilities, depending on the route type and special conditions found along a walkway.

Table 27 describes four treatment levels ranging from extensive treatments (Premium), to standard (Basic) and less expensive treatments for pedestrian facilities. Each of the treatment levels indicates the types of special circumstances that, if present, may warrant increasing the treatment up to the next level.

Table 27 also summarizes pedestrian facilities, techniques and enhancements that could be used in a particular area. This table (and the described treatment levels) have been created to help guide the appropriate use of treatments and to stretch limited public funding for pedestrian improvements.

A major premise of the "Basic Level" is that it is the minimum level that should be provided in all circumstances. In the case of certain neighborhoods and along certain connector streets, this "Basic Level" is adequate to provide the minimum level of safety, connectivity, access, and walkability.

In other areas, however, the "Basic Level" may not be enough to assure safety, connectivity, accessibility and walkability. In specific areas, the presence of major roadways and other detractors from pedestrian activity suggests a much higher level and expense associated with pedestrian treatments. In these situations, an "Enhanced Level" is recommended.

In yet other areas, the urban densities and design requirements and the presence of certain safety issues require a "Premium Level" to meet safety, connectivity, accessibility, and walkability goals.

4.4 TREATMENT LEVELS AND DEVELOPMENT PROJECTS

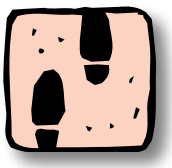
A developer is often required to construct and dedicate streets in newly developed areas or to pay into an assessment district or fund for the development's fair share of vehicular and pedestrian circulation requirements. The standards required for dedicating public streets by these new development projects are clearly defined in various ordinances and codes. Though the Street Design Manual has better defined standards for new development, often the full range of pedestrian facilities are not included in infill developments. Some developments apply for traffic reduction credits and off-street parking reductions based on efforts towards creating a better pedestrian environment or to obtain parking requirement reductions based on the existence of transit within the area of the development, whether a walkable connection exists or not.

...foot notes...

"Pay attention to the sidewalks--the most important part of the public realm."

Elizabeth Dunlop

Steps that can be taken ...



• The matrix (Table 27) and the discussion of potential solutions in this chapter, should be reviewed by various Departments of the City of San Diego and, if acceptable, be integrated into a variety of policies and departmental operating procedures and directives.

• Current city policies regarding requirements for pedestrian facilities, should be adjusted to use the route types described in this document. The route types each have different minimum width requirements and street crossing requirements as well as walkability amenities.

• An operating guide and brochure should be produced that can be distributed to the general public and to both developers and design / engineering professionals that describe the types of routes, typical issues and treatments that can be applied to those situations. The brochure should emphasize that final decisions on these treatments will require departmental review and approval.

• Project development policies should be reviewed to assure that projects in high pedestrian use areas where credit for smart growth or transit overlay zone parking reductions are taken, are providing off-site improvements if pedestrian connectivity or accessibility is not adequate in the immediate area.

• Policies should be developed that either require or encourage the right level of pedestrian improvements with the existing or potential level of pedestrian activity. The route types and associated treatments should be compared to the pedestrian priority areas discussed and mapped in the following chapter. Each infill, new development or redevelopment effort should be required to review pedestrian priorities, classification of existing route types in the area and recommended improvements for both on-site or off-site requirements.

In the developed areas of the city, new development or infill development are generally not required to bring streets up to the latest adopted standard. This is especially true for ministerial projects or smaller projects where finding a nexus between the project and the impacts on the community are difficult to define. A nexus is defined as a relationship between the project with a shortfall of infrastructure where the project would be expected to pay for its fair share of the shortfall. Developer impact fees can be collected for pedestrian improvements that might help bring an area into alignment with the latest adopted standards as long as a nexus can be found. In these cases, the development would pay for a fair share of costs for a particular public improvement. However, many community plans or public facility plans do not include recommendations on needed pedestrian improvements. Without the existence of adopted standards and plans, it is difficult to require projects to pay directly or indirectly for their fair share of these needed improvements.

This section of the plan suggests a strategy for helping to fund pedestrian improvements. Though a broad variety of funding sources may be applicable to pedestrian facilities, developer financed funding could be used more extensively. By providing a better defined level of treatment for areas, consistent requirements can be assigned to new or infill development. This is especially important for those types of developments that claim they are encouraging smart growth, mixed land uses, transit supportive land uses and pedestrian friendly facilities. If the development is requesting some variance, bonus, deviation or amendment from current plans or standards that affect the public realm, then it is reasonable to expect that a higher level of pedestrian facilities can be provided in order to justify these variances and to make findings of public benefit. An agreement between the developer and the community may exceed the project's normal fair share if the developer volunteers to provide more than the minimum in order to get an advisory approval by the local community planning group by showing additional public benefit.

In the case of infill development, it is much more difficult to have the development pay for and dedicate these improved facilities. Direct adjacent on-site improvements are commonly required, but generally do not extend beyond the parcel edge. If a PMP can be developed and adopted for a particular community, then new or infill development can be required to pay for their fair share of these improvements. The community planning discretionary process allows for a developer or applicant to voluntarily agree to certain conditions in order to obtain an advisory approval by the local community group. Please refer to Table 28 for how the various treatment levels can be applied to different development types.

4.5 SAMPLE PEDESTRIAN IMPROVEMENTS & TREATMENTS

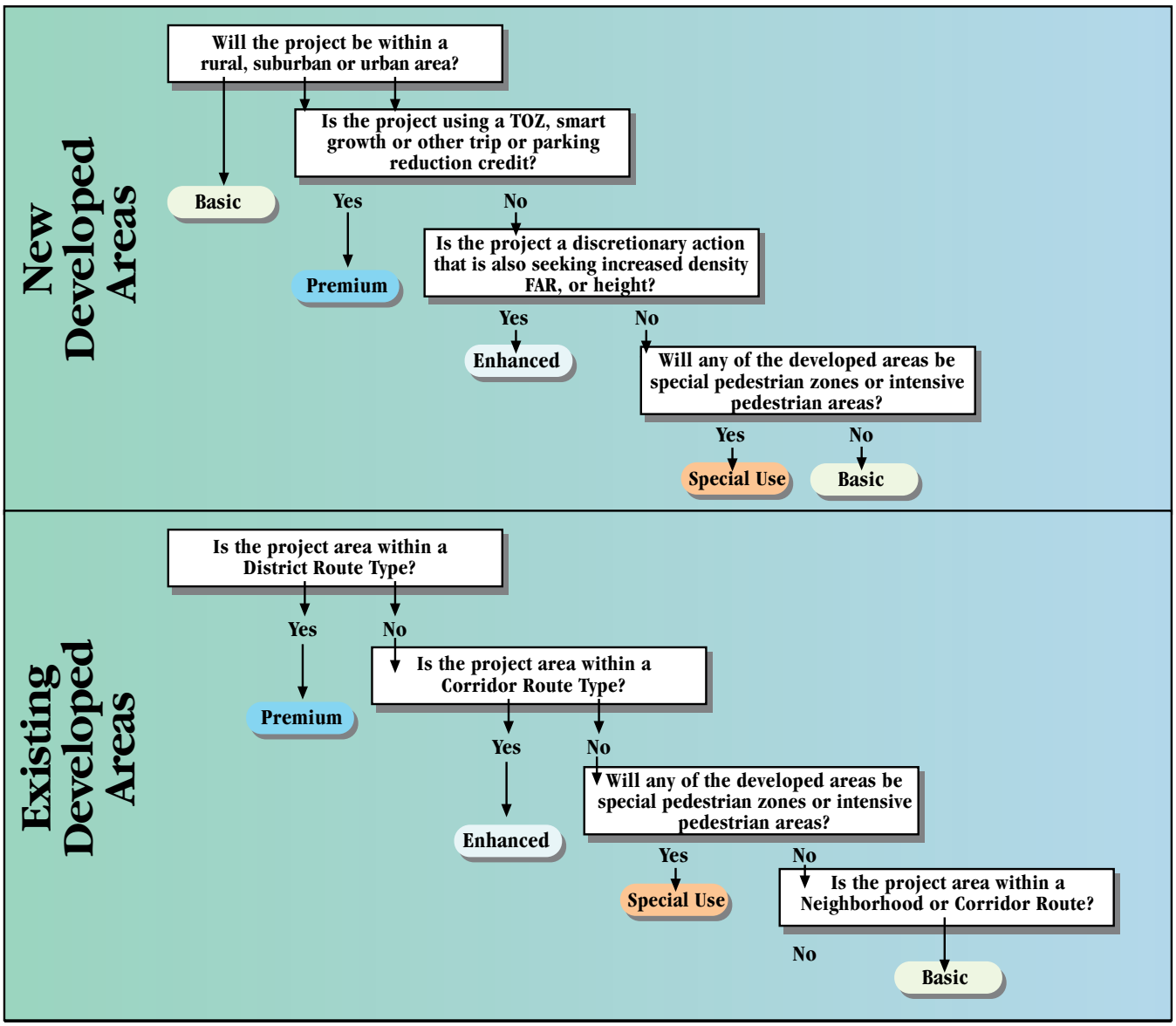
The following pages provide examples of the improvements indicated in Table 27 (refer to the numbering on this table). It will remain the responsibility of the planning, engineering and development services departments to determine which of these treatments are appropriate for specific areas or issues. They are included here so that a common language can be used and a comprehensive list of common tools can be identified that may help in a certain situation. This process can be used as the start of a dialog for needed solutions and treatments for specific situations. This dialog would normally be followed by review and recommendations from experts in the fields of traffic engineering, transportation planning, urban design, architecture or landscape architecture.

Table 27: Treatment Levels and Potential Improvements

TREATMENT LEVEL:	Treatment Level 1 "Premium" Walkway Improvements	Treatment Level 2 "Enhanced" Walkway Improvements	Treatment Level 3 "Basic" Walkway Improvements	Treatment Level 4 "Special Use" Walkway Improvements
Route Types Receiving These Treatment Levels (Unless Special Circumstances Exist*)	District Route Type / Special Pedestrian Zone	Corridor Route Type	Connector and Neighborhood Route Type	Path & Ancillary Route Types
*Special Circumstances that Warrant a Higher Treatment Level than Normal. Requirements in Each Column would Increase to the Column on its Left	Already Uses Highest Treatment Level	If within 1/4 mile of Transit/ School/ Ped. High Use/ Major Arterial	If within 1/4 mile of Transit/ School/ Maj. Commercial Facilities/ Maj. Arterials	Case-by-Case Basis
Provide Accessible Facilities Such As:				
1A) Curb ramps	!	!	!	?
2A) Audible/visual crosswalk signals	!	!	?	?
3A) Walkways & ramps free of damage or trip hazards	!	!	!	✔
4A) Pedestrian paths free of obstructions and barriers	!	!	!	✔
5A) Sidewalks with limited driveways and minimal cross-slope	!	✔	✔	✔
6A) Re-grade slope of walkway to meet ADA / Title 24 standards	?	?	?	?
7A) Repair, slice or patch lifts on walk surfaces or reset utility boxes to be flush	?	?	?	?
Provide Safety Features Such As:				
1S) Median refuges (a safe place to stand in the street)	!	✔	-	-
2S) Pedestrian popouts (curb / sidewalk extensions into street)	✔	✔	-	-
3S) High visibility crosswalk striping	!	✔	-	?
4S) Raised crosswalks or special paving materials to denote crosswalks	✔	✔	-	?
5S) Advance stop bars >10 feet from crosswalk	✔	✔	!	?
6S) Radar Speed Monitor & Display	?	?	?	?
7S) Reduced curb radii	✔	✔	✔	-
8S) Early pedestrian start at crossing signal (Lead Pedestrian Interval)	✔	?	-	?
9S) No Turn on Red at Intersection	?	?	?	?
10S) Mid-block crosswalks with ped. flashers but no traffic control	-	-	✔	-
11S) Automatic pedestrian detection & signal control	✔	-	-	?
12S) Mid-block crossing with signs, median or curb ext. & flashing lights in road	?	?	-	?
13S) Mid-block crosswalks with ped. actuated traffic control device	✔	?	-	-
14S) 1-Lane Mid-block with high contrast crossings, signs & center lane marker	?	?	✔	?
15S) Parkway planting for buffer between sidewalk and cars	!	!	!	?
16S) On-street parking for buffer between sidewalk and cars	!	✔	✔	-
17S) Adequate levels of pedestrian lighting	!	!	✔	✔
18S) Various traffic calming measures	✔	✔	✔	-
19S) Enforcement, education or encouragement solutions	?	?	?	?
20S) Missing sidewalks added or provide adeq. walk width clear of obstructions	?	?	?	?
Improve Walkability by Providing:				
1W) Above minimum walkway widths (> 5')	!	✔	?	?
2W) Trees that provide shade on walkways	!	!	✔	✔
3W) Street furnishings for comfort and enjoyment	!	✔	?	✔
4W) Countdown display crosswalk signals	✔	?	?	-
5W) Traffic control for crossings such as traffic signals or "All way stops"	!	✔	✔	✔
6W) Pedestrian scrambles (cross all directions of street)	?	-	-	?
Ensure Connectivity by Adding:				
1C) Missing sidewalk segments in areas where sidewalks mostly exist	!	!	✔	✔
2c) Missing sidewalks in areas where no sidewalks exist at all	!	✔	?	✔
3C) Connection pathways between streets	!	✔	✔	✔
4C) Narrow street widths or adding features to narrow for pedestrians	!	✔	✔	✔
5C) Destinations within walking distance of origins	!	✔	✔	✔
6C) Pedestrian bridges that avoid excessive ramp lengths	?	-	-	?
7C) Pedestrian crossing opportunities for all sides (legs) of an intersection	!	✔	✔	-
8C) Verify that pedestrian distances between land uses are reasonable & direct	?	?	?	?

LEGEND ("!"= required, "4" = suggested, "?"= suggested if conditions or standards met & "-" = not applicable)

Table 28: Development Type and Application of Route Treatment Levels

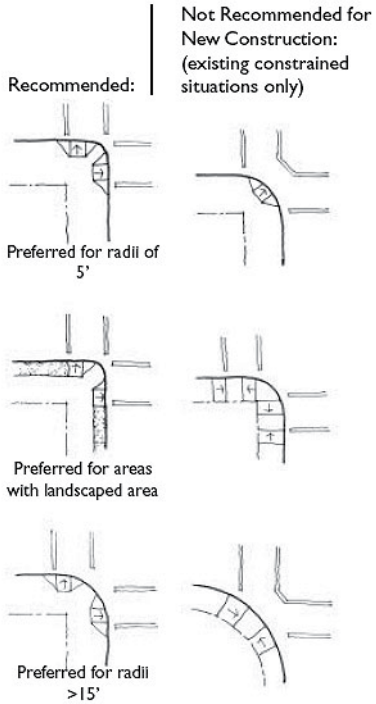


To determine the applicability of treatment levels to a particular area or project, first determine if it is within an existing developed community or a new community. Second, determine which route types are in the immediate area. Then, depending on the route type, determine the appropriate treatment level that would apply to the project or area.

1A) Typical Two Directional Curb Ramp (note: tactile strips and truncated domes needed but not shown) Photo credit: ITE Pedestrian Bike Council

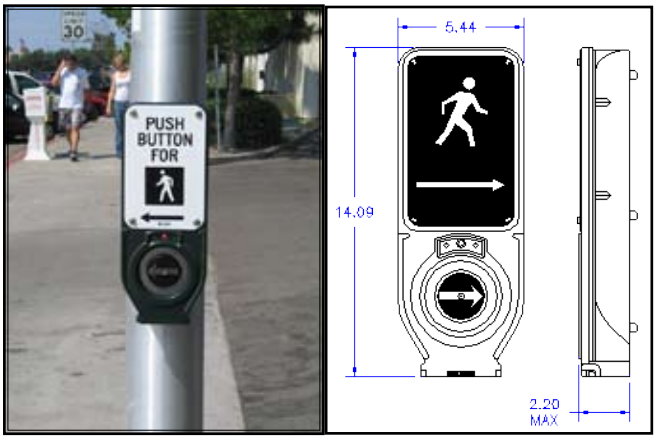
1A) Curb ramp meeting latest tactile strip and truncated dome requirements. Photo credit: Mike Singleton

1A) Apex ramps (single ramp on corner), should be avoided on high volume streets with travel lanes at the curb. Photo credit: Dan Burden



1A) Match the right ramp to the right circumstance. Source: Planning & Designing for Pedestrians, SANDAG, June 2002

2A) Pole mounted ped. signal actuator placed in accessible area next to the curb ramp. Photo credit: Michael Ronkin



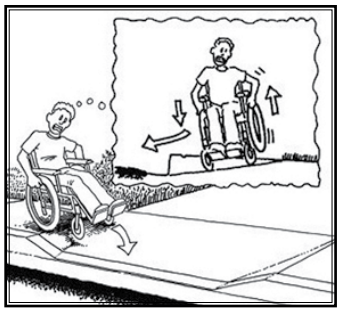
2A) Pedestrian actuator (Polara). Photo credit: ITE Pedestrian Bike Council

2A) Accessible and audible crossing pedestrian heads are required on most major intersections in San Diego. Audible signals do need to meet warrants. Photo credit: Dan Burden

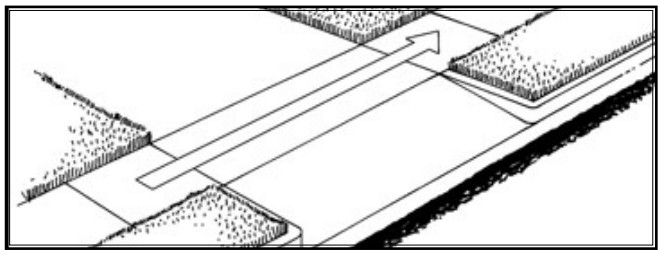
ACCESSIBILITY TREATMENTS

3A) Some of San Diego's sidewalks are in disrepair and represent both trip hazards as well as accessibility issues. Normally, property owners are responsible for repairs and replacement. Some shared cost programs do exist, however. Photo credit: Mike Singleton

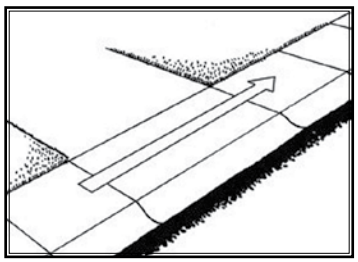
4A) Even though this project provided a wide walkway to start with, some equipment has been placed outside of the furnishings zone and in the throughway zone. Photo credit: Andy Hamilton



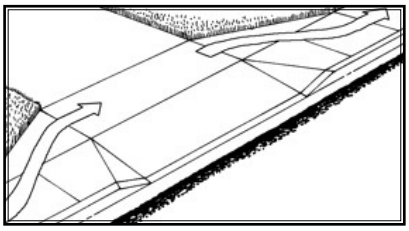
5A) The cross slope and transition area for many driveways are excessive for those in wheel chairs or those with other walking disabilities. Illustration credit: Gail Payne



5A) A walkway separated from the curb with a parkway strip is the preferred solution. Illustration credit: Gail Payne



5A) A mountable curb can resolve existing situations. Illustration credit: Gail Payne



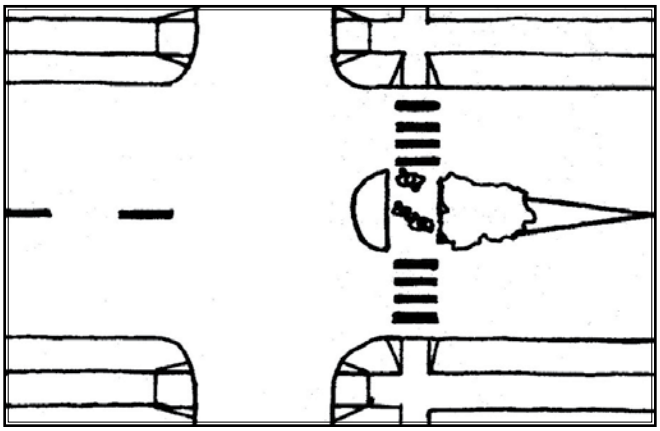
5A) A modified right of way can also solve the issue. Illustration credit: Gail Payne

6A) Re-grade slope of walkway to meet ADA / Title 24 standards where technically possible. Some exceptions exist such as when conformance would damage the natural or cultural environment.

7A) Repair, slice or patch lifts on walk surfaces and/or reset ground level utility boxes to be flush. Photo credit: Mike Singleton

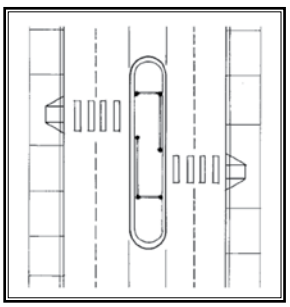
ACCESSIBILITY TREATMENTS

1S) A good example of a median refuge that provides access without ramps and protects a walker unable to make it across. Photo credit: Andy Hamilton

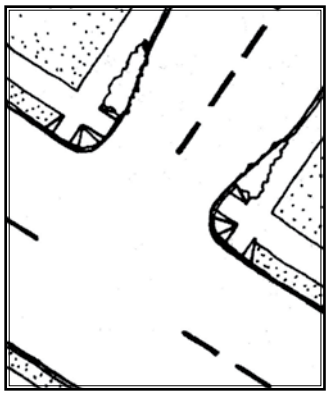


1S) Median refuges should be considered at intersections with or without traffic control. Multi-lane roadways should utilize solutions that include traffic control. Illustration credit: Planning & Designing for Pedestrians, SANDAG, June 2002

1S) Median refuges are essential where mid-block crossings are contemplated. They can include a straight cut-through or a staggered or coral style crossing. Photo credit: Dan Burden

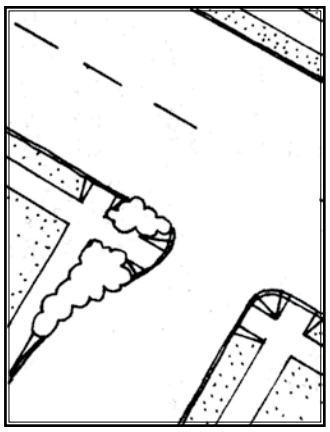


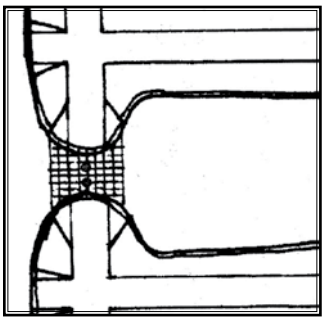
2S) Pedestrian pop-outs (curb extensions) can provide increased safety, improved visibility of pedestrians, protection for parked cars, and a shorter crossing distance for the pedestrian. They also provide for street furnishings, landscaping and social areas. Photo credit: Dan Burden



2S) Pedestrian pop-outs (sometimes referred to as curb extensions when not on all edges) decrease crossing distance and can help slow down traffic. Illustration credit: Dan Burden

2S) Pedestrian pop-outs can also serve to narrow a two lane one-way street into one lane or restrict entrance onto a two-way or one-way street. Illustration credit: Dan Burden





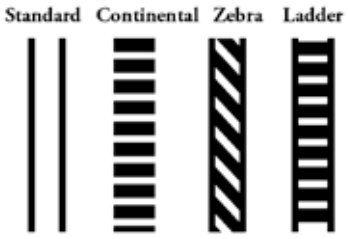
2S) Pedestrian pop-outs in conjunction with bollards can serve to block a street from vehicular traffic. Illustration credit: Dan Burden

SAFETY TREATMENTS

3S) Ladder style markings can be modified and spaced to lower the wear from vehicle tires. Photo credit: Dan Burden

3S) Increased visibility can be obtained through a change of paving materials and striping. Photo credit: Michael Ronkin

3S) Certain urban areas (that are pedestrian dominant) should utilize high visibility markings in the entire intersection. Photo credit: Michael Singleton



3S) A variety of crosswalk stripings are used in the United States. All are typically used in California except for the solid and the dashed. The standard would suffice for many intersections. Intersections with higher levels of pedestrian use, should utilize a spacing modified continental style (see 3S at the top of the page). Illustration credit: Dan Burden

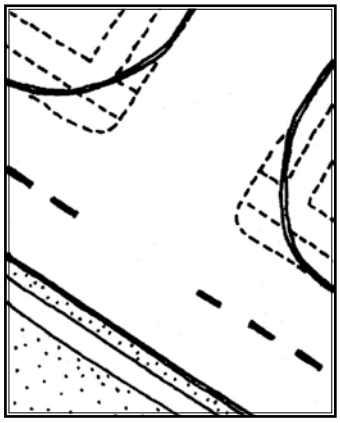
4S) Raised crosswalks (speed tables) provide clear signs of a pedestrian crossing but need to be limited to lower speed, lower volume streets. Photo credit: Andy Hamilton

5S) Adequate lighting, pop-outs, the latest MUTCD approved signs and high visibility markings are essential for non-controlled multi-lane mid-block crossings. Note the stop bar should be located at least 30 feet from the actual crosswalk (see image on right). Photo credit: Michael Ronkin

6S) Many cite increased regulation and enforcement as the solution to controlling speeding and reckless driving. Physical improvements provide a long term solution. However, some devices such as radar speed display systems, can help to educate the public and will slow the driver down while in use. Photo credit: Dan Burden

SAFETY TREATMENTS

7S) Wide radius corners can promote high speed turning movements that can conflict with pedestrians. A high speed right turn can also take the driver's focus away from the crossing and its users and place the focus only on vehicles approaching from the left instead of pedestrians in the crosswalk. Photo credit: Michael Ronkin



7S) Reducing the radius of corners also serves to decrease the crossing distance for a pedestrian and places them in a higher visibility zone. Illustration credit: Dan Burden

8S) Right turn on red restrictions with an advance lead for the pedestrian crossing phase can reduce right hand turning conflicts. Photo credit: Michael Ronkin

9S) Right turn on red restrictions can lessen the conflicts between users and, if signs are properly handled, can increase awareness of these types of pedestrian / vehicle conflicts. Photo credit: Michael Ronkin

10S) A number of flashing pedestrian crossing warning signs are used in San Diego. Other solutions may be more appropriate where multi-lanes of travel on high volume streets exist. This crossing has visible signage and crosswalks along with a median refuge. Improved street lighting and advance stop bars could increase safety, but a pedestrian actuated traffic signal would provide for the safest condition. Photo credit: Mike Singleton

SAFETY TREATMENTS

11S) A traffic signal or special pedestrian crossing can be controlled by sensors that note when a pedestrian approaches and / or leaves an intersection or a mid-block area. Photo credit: Michael Ronkin

11S) This signal uses both a pedestrian crossing symbol as well as a red light when actuated. Photo credit: Michael Ronkin

12S) This crossing utilizes lighting in the pavement and in the signs to indicate a pedestrian is in the walkway. Sensors pick up when a pedestrian approaches and if the crosswalk is clear of pedestrians. Photo credit: Mike Singleton

13S) This mid-block crossing utilizes standard traffic signals, a stop bar, ladder style crosswalks, median refuge and a pedestrian controlled actuator. Photo credit: Mike Singleton

13S) The response time for stopping traffic for this mid-block crossing was quick, assuring that pedestrians will tend to wait for the lights. The design of the adjacent walkways concentrated pedestrians into this walkway crossing. Photo credit: Mike Singleton

13S) This mid-block pedestrian activated crosswalk in Linda Vista includes standard traffic signals, ladder style markings, signage and a median refuge. Photo credit: Mike Singleton

14S) If traffic control is not provided at an intersection, signage and stripping along with a center pedestrian zone marker may help to make these crossings as safe as possible. This type of sign may require changes to existing San Diego policies, though it is allowed under MUTCD. Photo credit: ITE Pedestrian and Bicycle Council

14S) This type of crossing should only be used on streets with one lane each direction or two one way lanes. The center marker is collapsible. It works to slow traffic and concentrate attention on the crosswalk. Photo credit: ITE Pedestrian and Bike Council

14S) This crossing is on a one lane in each direction street with curb extensions, striping, signage and trees that all help to slow a driver down. There is no multi-lane, multi-direction threat to this use of an uncontrolled mid-block crossing. Photo credit: Portland Office of Transportation

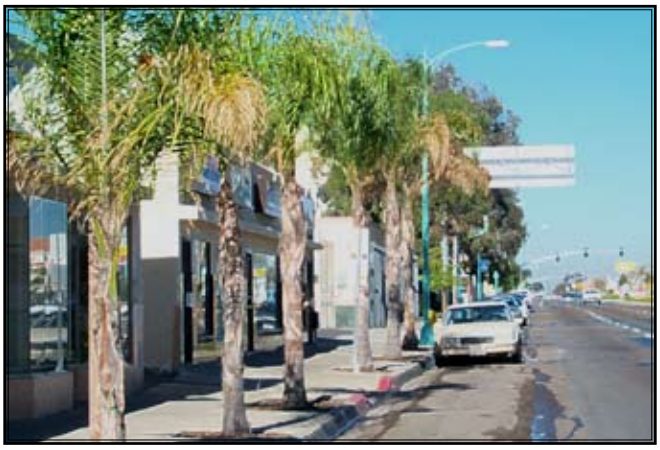
SAFETY TREATMENTS

15S) Sidewalks placed against the curb, against a high speed and high volume street are not comfortable to walk on because of a fear (perceived or real) of being hit by a passing vehicle. Photo credit: Michael Ronkin

15S) Having an outside striped shoulder or bike lane along with a parkway strip and street trees can dramatically reduce collision potential and increase comfort levels for pedestrians. Photo credit: Michael Ronkin

15S) Trees placed in a parkway strip with the sidewalk away from the edge of the curb are much safer for pedestrians since the trees provide a level of collision protection and the distance increases the ability to get out of the way. Tree lined streets also tend to slow speeds slightly. Photo credit: Mike Singleton

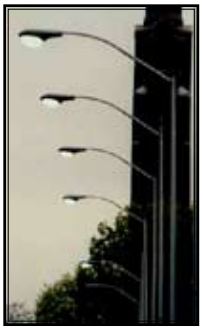
16S) Adjacent parallel or angled parking provides an increased level of protection and comfort along major streets. Photo credit: Mike Singleton



15S) Even if a parkway strip does not exist, such as in this urban area, trees planted within close proximity of each other afford some level of comfort and protection for the pedestrian. Photo credit: Mike Singleton

16S) As a last resort, barriers may be required to protect pedestrians along high speed streets, especially on high speed horizontal curves. Photo credit: Mike Singleton

17S) Adequate levels of pedestrian lighting are critical for public safety related to vehicular collisions or for the avoidance of crime related incidents. Photo credit: Mike Singleton

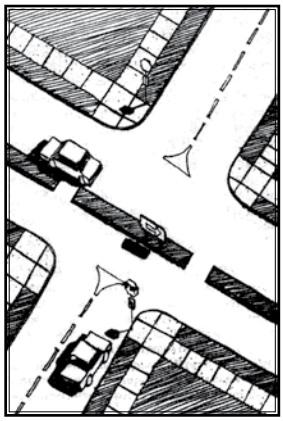


17S) Lighting levels are determined by spacing, height, lumens of the light fixture and orientation. Lighting should be concentrated in areas with collision potential. However, a minimal amount of lighting is needed along the entire walkway in order to make the general public feel safe when walking at night. Photo credit: Mike Singleton

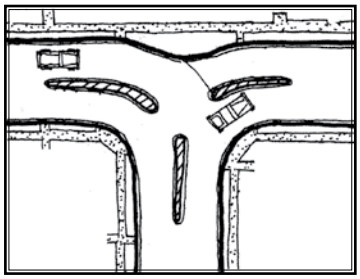
18S) Roundabout. Photo credit: Michael Ronkin

18S) Mini-traffic circle. Photo credit: Michael Ronkin

18S) Modern roundabout with properly planned pedestrian crossings, markings, signage and lighting Photo credit: Dan Burden



18S) Traffic divertors and median control points. Illustration credit: Dan Burden



18S) Speed tables (raised intersection). Illustration credit: Dan Burden

18S) Raised crosswalks. Illustration credit: Dan Burden

19S) Engineering, education or enforcement solutions can include, engineered physical solutions, increased regulatory enforcement through citations and warnings and the development of a public campaign to improve pedestrian and driver actions and awareness or other programs that encourage proper driving and awareness of pedestrian and cycling

20S) Fill in missing sidewalks or provide adequate walk width clear of obstructions

SAFETY TREATMENTS

1W) Match the sidewalk width to the intended use. Only suburban residential areas should be allowed at or below a 5' width. Photo credit: Dan Burden

2W) Trees provide filtered shade as well as protection from adjacent cars. Other site amenities compel people to stop for a while. Photo credit: Dan Burden

1W) Commercial area widths should approach at least 10' in width since they must accommodate a variety of uses, street furniture and utilities. Photo credit: Andy Hamilton

3W) If an active street is desired, then accommodations for street furnishings and street uses must be made. Photo credit: Mike Singleton

1W) Residential area widths should be at least 5' in width but no more than 10'. A walkway can feel smaller or larger depending on adjacent walls or fences and the presence of a landscape buffer. Photo credit: Andy Hamilton

3W) Public art or public amenities with varied and interesting materials can be used for their aesthetic value, as well as for their functional value. Photo credit: Mike Singleton

WALKABILITY IMPROVEMENTS

4W) Countdown pedestrian heads / timers can provide information to the pedestrian about when they should enter the crossing and how much time they have to exit the crosswalk. This treatment can be effectively used with a two-phase capable median refuge for those who do not make it across in one cycle. This treatment is effective in curtailing the number of pedestrians that enter the intersection after the light has changed to a flashing hand. A pedestrian viewing the opposing side countdown is also given information on when the other leg of the intersection will be green, thereby reducing the number of pedestrians walking against the light. Photo credit: Michael Ronkin

5W) Traffic signal controlled intersections are still one of the best methods for providing a safe crossing and should be considered at intersections with frequent pedestrian crossings. Photo credit: Mike Singleton

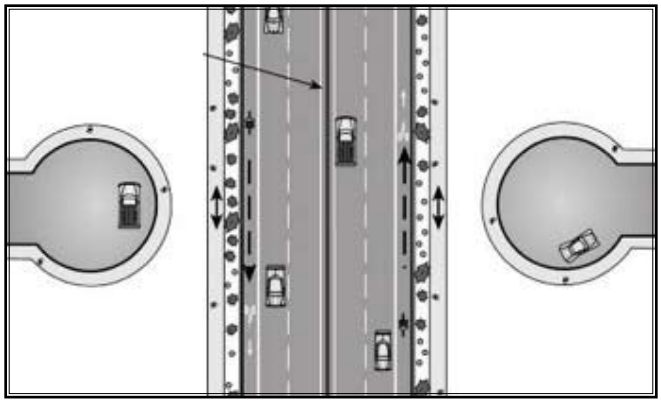
5W) Stop signs (2 or 4 way) can help in safe pedestrian crossings but are not essential on low volume, low speed residential neighborhood streets. Photo credit: Mike Singleton

6W) Pedestrian scrambles allow for pedestrian crossings across all portions of the segment and they tend to lower conflicts between pedestrians and vehciles at the beginning of the signal cycle.

7W) High quality design in conjunction with the integration of public art and other physical elements, combine to create a walkable environment. Greater diversity in the visual environment will result in increased pedestrian use as well as longer social engagements along the walkway and increased window shopping that will economically help viable shopping districts.

WALKABILITY IMPROVEMENTS

1C) Sidewalk gaps affect the ability to connect areas by walking. They are especially unfair to those with physical challenges. All urban areas need to have sidewalks. Photo credit: Michael Ronkin



3C) Missing connections for pedestrians between streets designed not to allow through vehicular traffic are unfriendly to walkers but sometimes can be retrofitted or at least avoided with new development. Illustration credit: Michael Ronkin

2C) Where signs of continual pedestrian use are present along higher volume and higher speed streets, the addition of sidewalks should be a top priority. Photo credit: Michael Ronkin

3C) A variety of barriers exist in the curvilinear and hierarchical street patterns of many suburbs. These should be avoided since fixing them later is very difficult. Photo credit: Michael Ronkin

2C) In areas currently without sidewalks, where the street volume and speed is very low and the character is rural, sidewalks may not be needed. Photo credit: Michael Ronkin

3C) Even heavily traveled urban streets can act as barriers to pedestrians if appropriate crossings have not been provided. Photo credit: Mike Singleton

CONNECTIVITY IMPROVEMENTS

4C) Wide intersections are more difficult for pedestrians to feel comfortable crossing because of the distance to travel and wait time between crossings. Those that enter the crossing after the pedestrian light begins flashing can find themselves caught in traffic. Photo credit: Mike Singleton

4C) Wide streets negatively affect walkability and pedestrian safety. Narrow streets on the other hand, calm traffic and are more conducive for walking along and crossing.
Photo credit: Mike Singleton

4C) Retrofitting wide streets and intersections to improve walkability, can be very expensive. It is generally far less expensive to build these streets with pedestrians and cyclists in mind than to retrofit later. Photo credit: Dan Burden

5C) Mixed use compact development supports both transit and walking by providing destinations within short distances of trip origins. Photo credit: Dan Burden

5C) The proper pedestrian environment can support a variety of retail businesses and mixed land uses while offering a pleasant urban design. Photo credit: Dan Burden

5C) Streets should be designed for more than driving vehicles on. When all elements come together, a socially interactive environment will evolve. Photo credit: Dan Burden

CONNECTIVITY IMPROVEMENTS

6C) Grade separated pedestrian crossings should generally be avoided because of the expense and low level of use. Some circumstances warrant their use such as over freeways, railroads and other intensive surface uses where at-grade crossing may not be safe. Bridges that limit the amount of vertical climbing or do not go dramatically out of direction, will be used. Photo credit: Dan Burden

6C) To meet accessibility requirements, long ramps are required to climb over a roadway. These are often not used by pedestrians, creating a potentially greater risk of collision at street level. Photo credit: Michael Ronkin

7C) Some circumstances, such as dual left turn lanes, may require pedestrian restrictions on crossing in order to avoid safety issues. In other locations, the restrictions may have been primarily used to increase turning movements through the intersection. A case-by-case analysis is required to determine the right balance. Photo credit: Mike Singleton

7C) There are valid reasons for closing one or more segments of an intersection including intersection geometry, such as shown above. Photo credit: Mike Singleton

8C) Verify that pedestrian distances between land uses are reasonable and direct. Projects claiming reduced parking requirements and density bonuses for supporting smart growth, transit oriented development or mixed use projects, should provide for access and walkability in and around their sites. The applicant should submit plans showing actual distances along walking routes to transit, neighborhood services, parks, schools and other destinations found within the normal 1/4 mile walking distance radius.

CONNECTIVITY IMPROVEMENTS

Chapter

5

Pedestrian Priority Model (PPM)

Chapter 5

Pedestrian Priority Model (PPM)

The model has three basic components, which include:

- *Pedestrian Attractors*
- *Pedestrian Generators*
- *Pedestrian Detractors*

5.1 MODEL OVERVIEW

The Pedestrian Priority Model (PPM) was developed to determine the most likely areas within the City of San Diego where pedestrians are likely to be (either currently or if missing walkway improvements were added). The model was created to prioritize communities for the preparation of individual sections of the PMP and to help prioritize projects so as to affect the largest number of pedestrians possible. The PPM identifies existing and potential pedestrian activity areas citywide. The model utilizes existing data available city-wide as part of an extensive GIS database.

5.2 COMPUTER MODEL DESCRIPTION

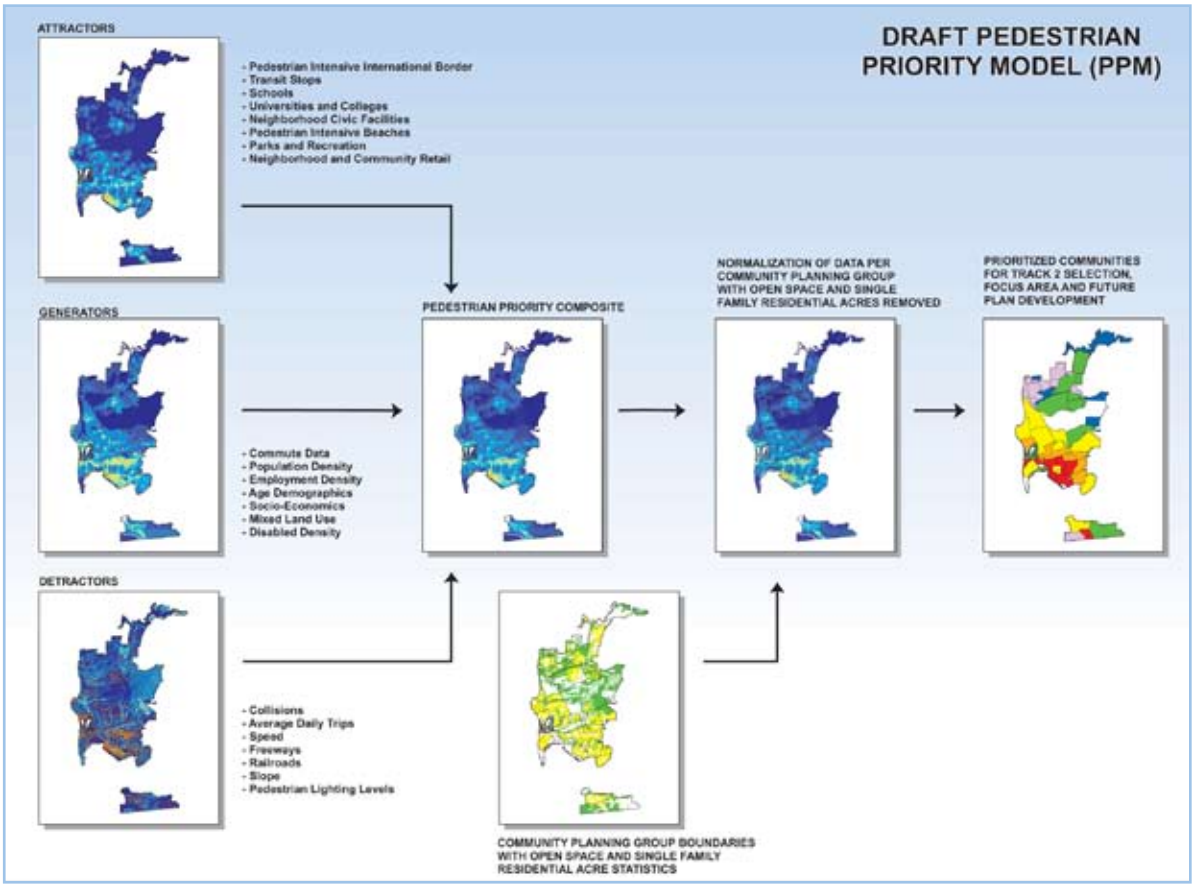
The model has three basic components, which include:

- Pedestrian Attractors
- Pedestrian Generators
- Pedestrian Detractors

When these three interim models are combined, they create a Pedestrian Priority Model. See Figure 7, GIS Process Chart. The city is divided up into a grid of cells. Each grid represents an area on the ground that is 5,625 square feet (75 x 75 feet cell size). This cell size was chosen to capture the best detail possible in relation to the overall scale of the datasets and the geographic size of the City of San Diego.

The model identifies the characteristics of each particular area in geographic space and assigns a numeric value for each of these characteristics. The score per area is then added to create a ranking for that particular area in geographic space.

Figure 7: Pedestrian Priority Model (PPM) Process Chart



Five types of attractors are:

- *Schools,*
- *Transit stations,*
- *Parks facilities*
- *Neighborhood retail*
- *Community serving destinations (post offices and libraries)*

5.2.1 Pedestrian Attractors

The Pedestrian Priority Model identifies pedestrian activity areas by utilizing pedestrian-related geographic features that are likely to attract pedestrians. Refer to Table 29 for the specific features used in this portion of the model.

a. Five types of features have been used:

- Schools,
- Transit stations,
- Parks and recreation facilities including beaches,
- Neighborhood and community retail, and
- Neighborhood and community serving destinations (post offices and libraries)

Table 29: Pedestrian Attractor Factors and Scoring

Pedestrian Attractors	Points	Weighted Multiplier	Final Score
Pedestrian Intensive International Border	6	1	6
Major Multi-Modal Transit Center (> 10,000 boardings and alightings per day)	5		5
Major Transit Stops (1,000-10,000 boardings and alightings per day)	4		4
Transit Stops (100-1,000 boardings and alightings per day)	3		3
Elementary Schools (Including Private)	3		3
Middle Schools	2		2
Universities and Colleges	2		2
Neighborhood Civic Facilities (Libraries, Post Office & Religious Facilities)	2		2
Neighborhood and Community Retail	2		2
Pedestrian Intensive Beaches	2		2
Parks & Recreation (excludes non-useable open space)	1		1
High Schools	1		1

Weighting Values Based on Distance to Attractor			
1/8 Mile	1.5	1	1.5
1/4 Mile	1		1
1/3 Mile	0.75		0.75
1/2 Mile	0.5		0.5

b. Points were assigned to several categories in each feature type, recognizing certain features were more likely to attract pedestrians than other features.

c. Once identified, concentric circles (referred to as buffers) were drawn around each feature type at increasing distances from the feature's center point.

d. Weighted distance values were assigned to each buffer. For example, a 1/8-mile radius buffer is assigned a higher value than 1/2-mile radius buffer, since more people were likely to walk 1/8 of a mile than 1/2 of a mile.

e. The values assigned to each feature type were multiplied by the weighted distance values for each distance buffer. For example, (as shown on Table 30) if schools were given a value of five, transit stops a value of four, 1/8 of a mile a distance value of five, and 1/2 a mile a distance value of four, then a school with a 1/2 mile radius buffer would have the same multiple weighted value (20) as a transit stop with a 1/8 mile radius buffer.

Table 30: Point Comparisons

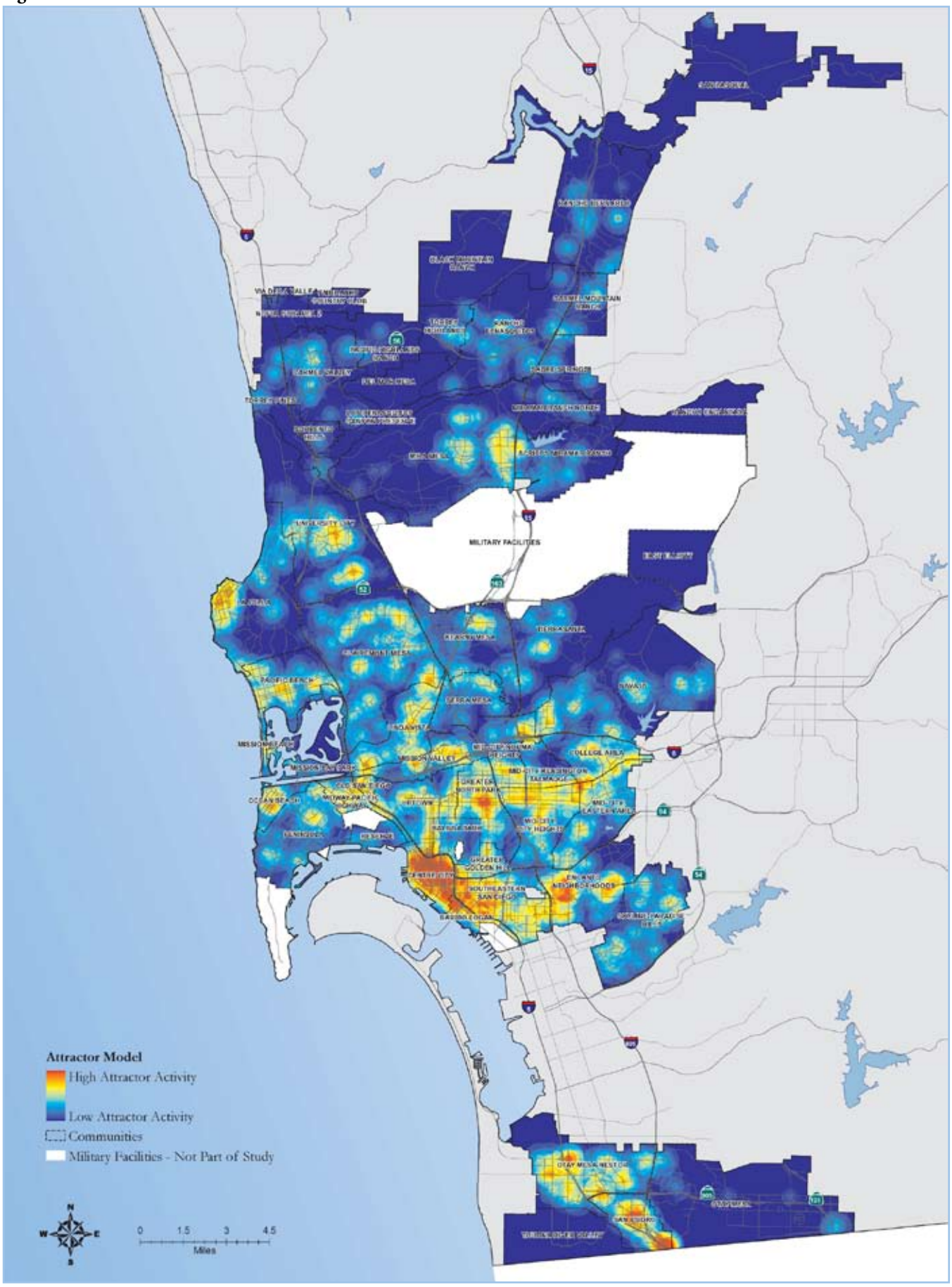
	Buffer Radius (weighted value)	
Features (points assigned)	1/8 mile (5 value)	1/2 mile (4 value)
Schools (5 points)	25	20
Transit (4 points)	20	16

f. Each of the individual buffered feature types with their multiplied weighted values were overlaid on the citywide cell grid.

g. Within each cell, the feature points were multiplied by the weighted values and then added to other feature point scores with a resulting total attractor value assigned to the cell.

h. The areas that have high concentrations of cells with high values were identified. These high concentration areas identify existing and potential high pedestrian activity areas with known barriers in each community planning area throughout the City. The results of the attractor model are shown on Figure 8.

Figure 8: Attractor Model Results



Nine types of generators are:

- *Walk to work (census)*
- *Population density*
- *Employment density*
- *Senior age density*
- *Household income*
- *Youth age density*
- *Disability density*
- *Existing mixed use areas*
- *Programmed mixed use areas*

5.2.2 Pedestrian Generators

The Pedestrian Priority Model also utilizes demographic data as indicators of the potential volume of pedestrians based on how many people live or work within the pedestrian activity areas identified in the first step of the model. Total population and employment were used as well as other demographic data, such as age and income data. Pedestrian activity areas that contain a greater number of people living or working within them were more likely to have more people walking. The model uses the SANDAG defined pseudo Census blocks known as Master Geographic Reference Areas (MGRAs) citywide and U.S. Census Bureau Census Block Groups. Land use adjacency was also used to determine areas of high pedestrian activity using the SANDAG Existing Land Use database. This land use adjacency helped to determine both the existing and proposed mixed land use factors.

Table 31: Pedestrian Generator Factors and Scoring

Pedestrian Generators	Points	Weighted Multiplier	Final Score
Census Mobility: People who walk to work			
> 2	3	2	6
1 - 2	2		4
.25 - 1	1		2
< .25	0		0
Population Density (People per acre)			
> 25	3	2	6
5 - 25	2		4
1 - 5	1		2
Employment Density (Employees per acre)			
> 15	3	2	6
5 - 15	2		4
1 - 5	1		2
Age Density: Senior Citizens per acre (65			
> 10	3	2	6
5 - 10	2		4
1-5	1		2
< 1	0		0
Household Income (Affects Transportation			
< $34,500	3	1	3
$34,500 - $63,400	2		2
> $63,400	1		1
Age Density: Children per acre (under 16			
> 10	3	1	3
5 - 10	2		2
1-5	1		1
< 1	0		0
Disability Density: People with disabilities			
> 5	3	1	3
2 - 5	2		2
1-2	1		1
<1	0		0
Existing Mixed Land Use Adjacencies			
Housing near employment & commercial	3	1	3
Housing near commercial	2		2
Housing near employment	1		1
Proposed Mixed Use			
As shown in adopted Community Plan	2	1	2

a. The MGRA total population is divided by the MGRA area to determine the population density.

b. The MGRA total employment is divided by the MGRA area to determine the employment density.

c. The total population less than 16 years old and 65 years old and over is divided by the Census Block Group area to determine the density of these two age classes.

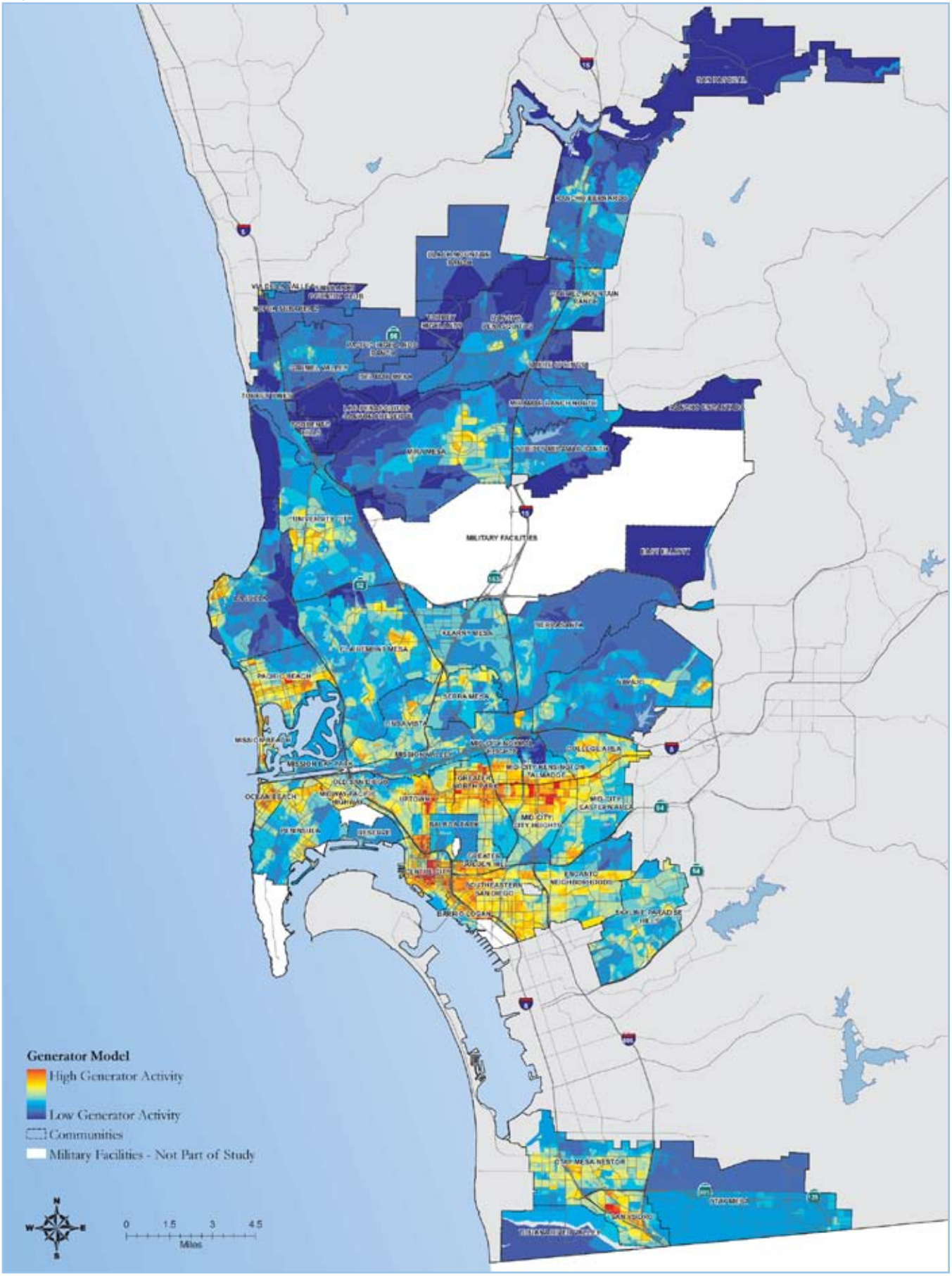
d. The employment and population MGRA densities as well as the age densities were categorized into density ranges and assigned points, so that MGRAs with higher density ranges receive higher initial points.

e. Median Household Income, Census Mobility, Age Densities and Disability Density were based on the Census Block Group and data was received from the Long Form taken in the year 2000.

f. The points from the age densities, income and disabled density were overlaid to make a citywide cell grid.

See Table 31 - Generators Point System for the specifics within the Generator portion of the model. Also, refer to Figure 9 Generator Map, for the results of the mapping exercise.

Figure 9: Generator Model Results



Six types of Detractors include:

- *Collisions*
- *Average Daily Trips*
- *Street Lighting*
- *Speed Limits*
- *Slope*
- *Railroads and Freeways*

5.2.3 Pedestrian Detractors

Detractors are features that are likely to discourage or detract people from walking. Examples of detractors include:

- Pedestrian / Vehicular Collisions
- ADT (Average Daily Trips)
- Street Lighting
- Speed Limits
- Slope
- Railroads and Freeways

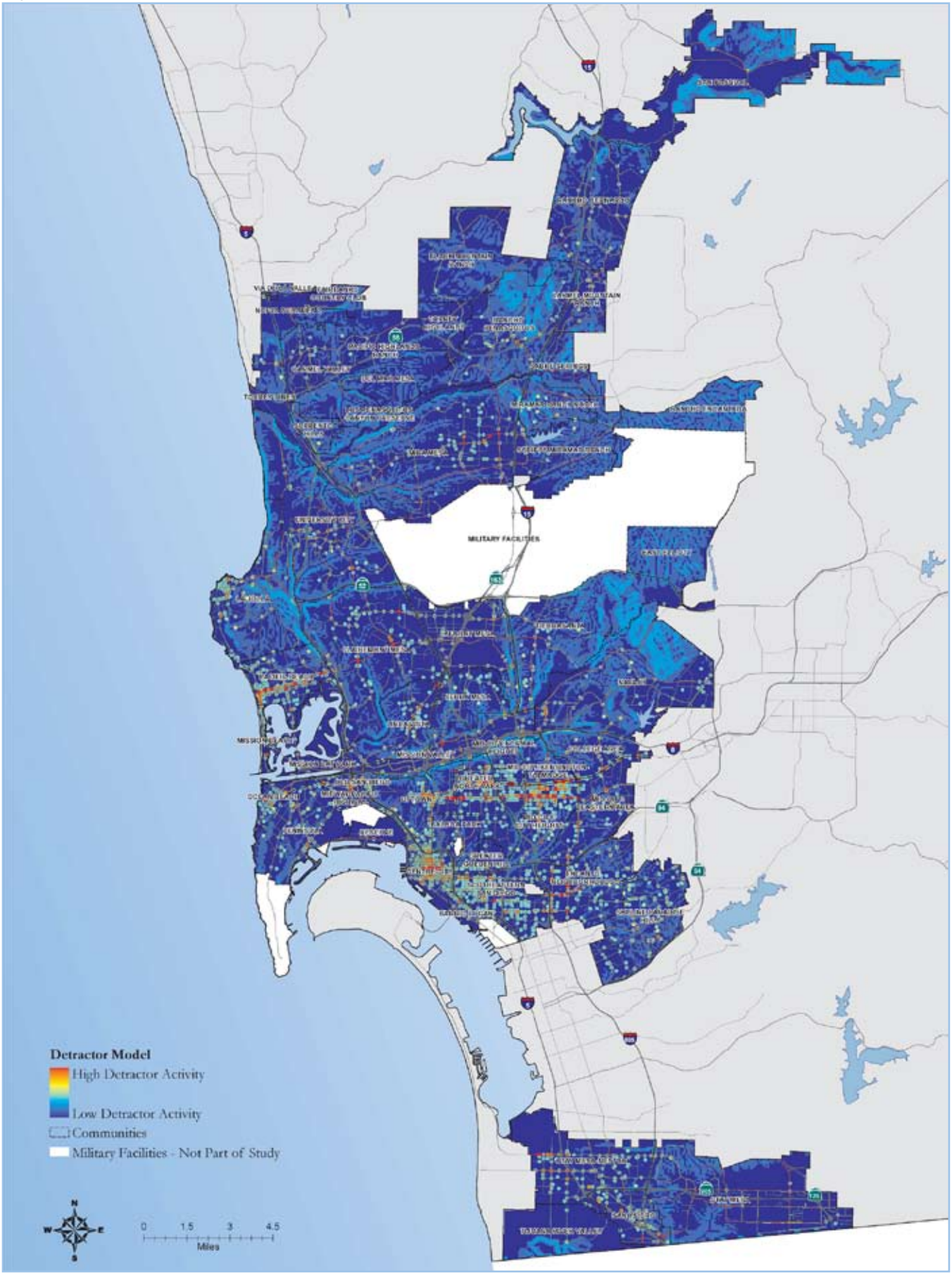
Detractors are also physical limitations of topography or street patterns and intensity of vehicular use that prevent pedestrians from getting around from their origin to their intended destination. The presence of a detractor, although a negative for walkability, increases the ranking of an area for priority pedestrian treatments. If an area has the potential for higher levels of walking based on generators and attractors, but missing pedestrian elements or barriers are in the way of making the area more used by pedestrians, then it should receive a high priority for funding and treatments.

Table 32: Pedestrian Barrier Factors and Scoring

Pedestrian Detractors	Points	Weighted Multiplier	Final Score
Collisions Per Year (1/16 mile buffer applied to each collision)			
1 +	3	3	9
.5 - .9	2		6
0 - .5	1		3
0	0		0
Average Daily Trips as it Affects Crossing Wait Time, Safety & Visibility			
> 45,000	3	2	6
35,000 - 45 ,000	2.5		5
25,000 - 35,000	2		4
15,000 - 25,000	1.5		3
10,000 - 15,000	1		2
5,000 - 10,000	0.5		1
< 5,000	0		0
Speed as it Affects the Ability to Cross Safely			
> 45	3	1	3
35 - 45 mph	2		2
25 - 35 mph	1		1
< 25 mph	0		0
Lack of Street Lighting			
strian walking more than 300 ft from street lights	3	1	3
150-300 ft	2		2
75 - 150 ft	1		1
0 - 75 ft	0		0
Railroads & Light Rail as Barriers to Pedestrian Travel			
	1	1	1
Freeways as Barriers to Pedestrian Travel			
	1	1	1
Slope & Canyons as Barriers to Pedestrian Travel			
Landform Feature with Slope > 25%	2	1	2
Landform, Walkway or Street Slope 10-25%	1		1
Walkway Slopes < 10%	0		0

Refer to Table 32 - Detractor Point System, to see the specific factors and weighting for detractors. Figure 10 should be referenced to see the results of the Detractor Analysis.

Figure 10: Detractor Model Results



5.3 COMPOSITE MODEL

The Pedestrian Priority Model combines the Generators, Attractors and Detractors to identify areas that have high generators, attractors and barrier points.

The Pedestrian Priority Model combines the Generators, Attractors and Detractors to identify areas that have high generators, attractors and barrier points.

a. The Attractor, Generator and Detractor grid cell points were overlaid on top of each other to produce the Pedestrian Priority Composite Model.

b. The combined grid cells that contain generators, attractors and detractors were added to provide a total composite value for each combined cell.

c. The composite value identifies the areas that have a higher pedestrian activity point total.

d. The ranking of each community is then normalized by dividing the total pedestrian score by the community's acres. This allows the comparison of communities based on a common denominator and identifies the communities with high densities of pedestrian activity.

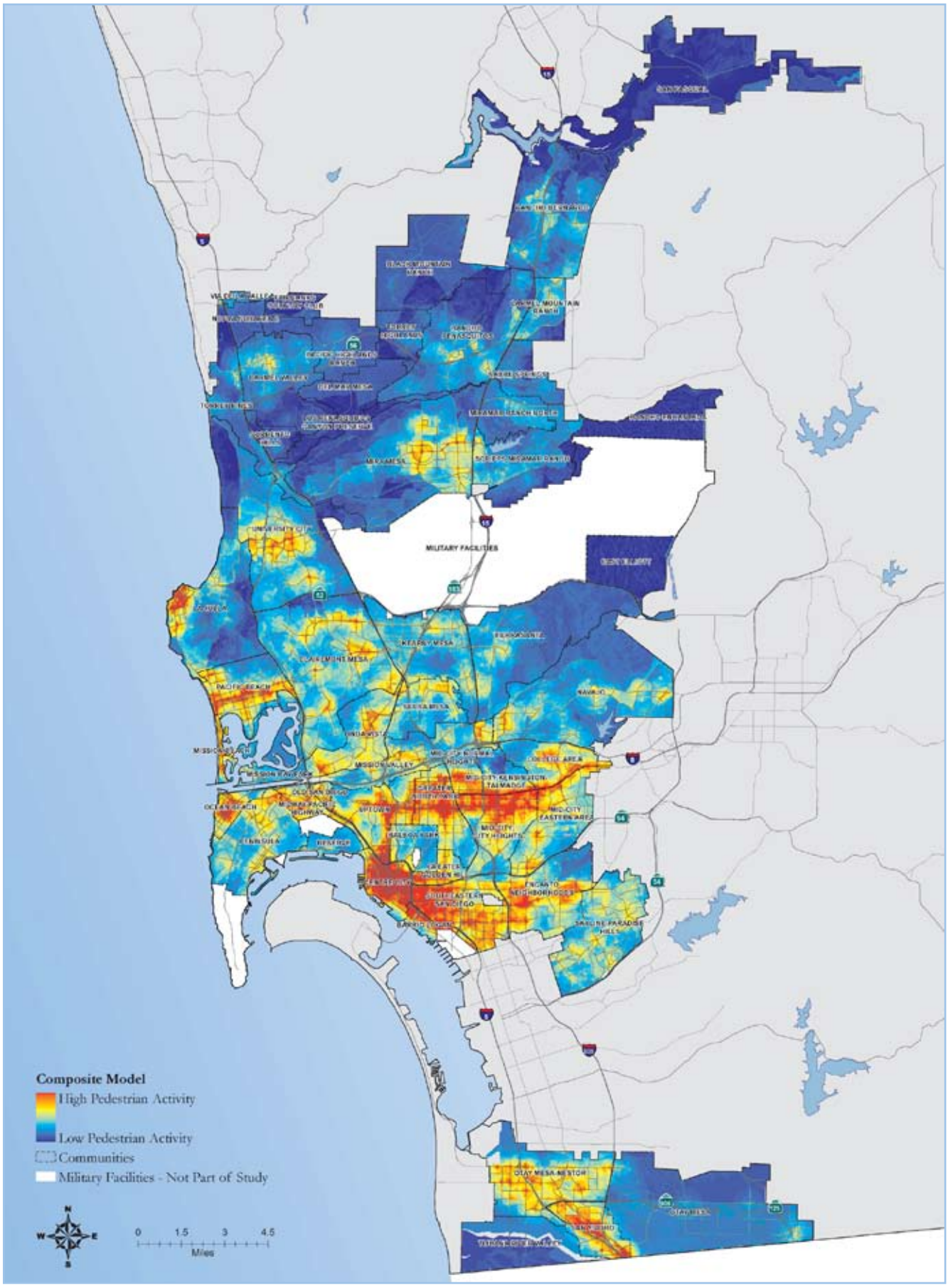
Refer to Figure 11, Composite Map, to see the results of the compositing of the three previous mapping efforts.

5.4 MODEL RESULTS CITYWIDE

The Pedestrian Priority Model combines the Generators, Attractors and Detractors to identify areas that have high generators, attractors and barrier points.

The intent of the PMP model is to identify the areas with the highest concentration of factors that help to predict walkable or potentially walkable conditions, not a total score for a community. Refer to Figure 11, Composite Map, to see the results citywide.

Figure 11: Composite Model Results



5.5 MODEL RESULTS BY COMMUNITY PLANNING AREA

The model results were adjusted so to as not give an advantage to any community based solely on size and it was adjusted to not unfairly affect communities that were mostly made up of single family residences and open space.

In order to normalize and rank the results of the model by community, the raw score was divided by the total number of acres found within the community. The resultant average score per acre is shown on Table 33.

In addition to normalizing the results by acre, it was determined by the PWG that communities that consisted of a large amount of low density housing and open space, were not being reflected fairly in the overall rankings. The intent of the model was to identify concentration of conditions that either do or would support high levels of pedestrian activity or that possessed barriers and issues that were preventing this level of activity.

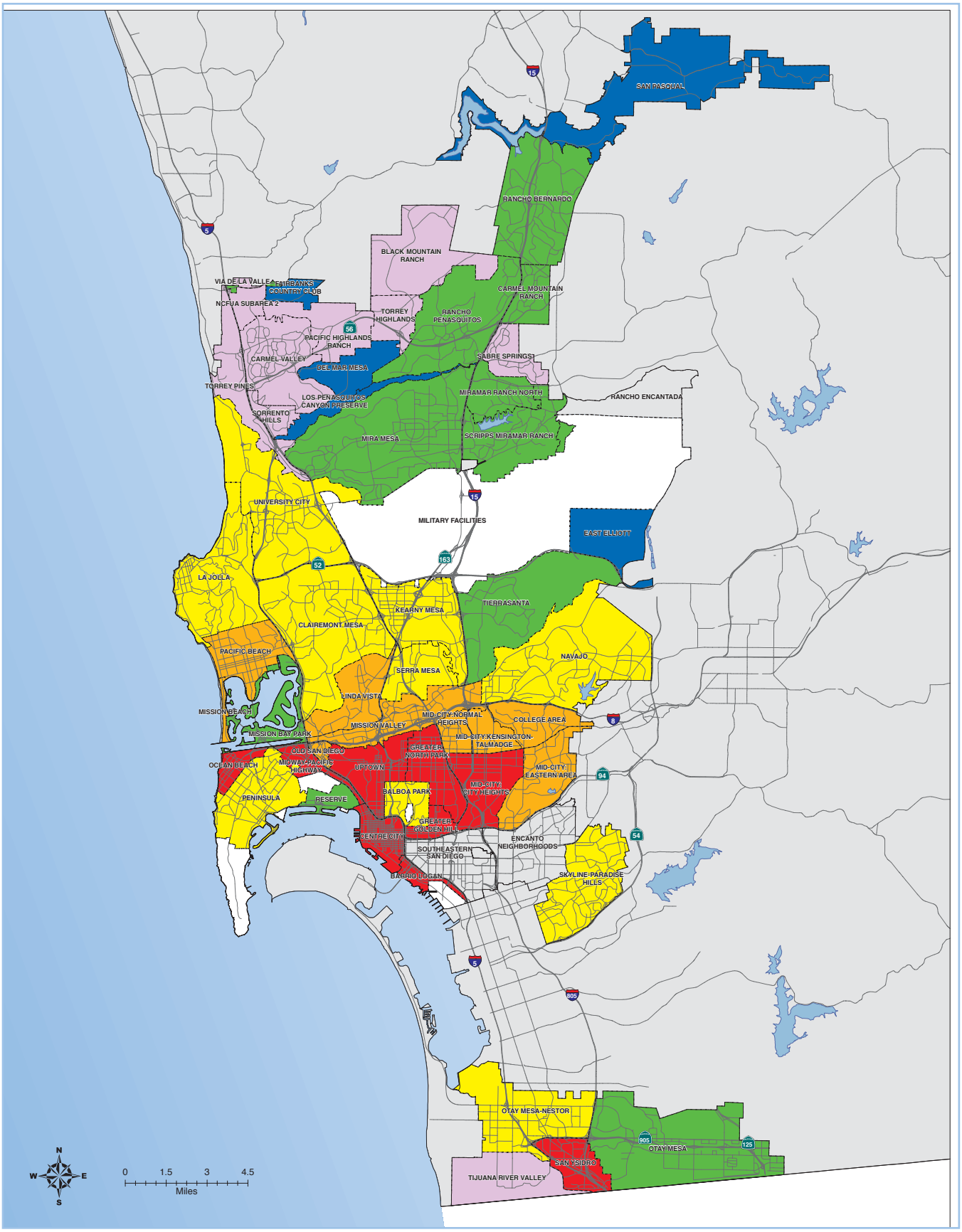
To avoid penalizing those communities with large land areas of open space and single family residential uses, the model results were adjusted by the removal of all acreage that was classified as low to moderate density single family housing and the removal of all passive open space areas. Both the cells scores and the acres were removed from the model calculations. The primary intent of the model is to identify the highest existing or potential concentrations of pedestrian activity and based on the rankings used in this model, single family residential neighborhoods and undeveloped open space will never be concentrated areas of pedestrian activity. With this adjustment, the rankings of each community are more reflective of the goals sought by this model.

5.6 PRIORITY FOR PLAN DEVELOPMENT BY COMMUNITY PLANNING GROUP AREA

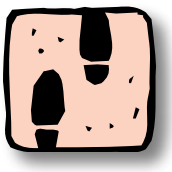
The model results follow known understandings that the highest potential for pedestrian use tends to be in our older neighborhoods that were provided with a good interconnected street system, have higher densities and mixtures of land use and transit access that all support more walking.

The overall rankings described in Table 36 are displayed on Figure 12. The ranked communities have been grouped by sets of 10. This ranking will be used as a guide to determine the order of plan development. The results of this map coincide with the higher pedestrian activity levels found in the traditional grid layout of the older communities, and with those communities having higher concentrations and mixtures of land use. The model also ranks communities high when they show a pattern of areas that have a predominance of district and corridor route types as well as areas with higher levels of pedestrian related crashes.

Figure 12: Community Ranking (see legend and results on Table 33)



Steps that can be taken ...



• The results of the Pedestrian Priority Model and the ranking of communities (Table 33) should be used to help set priorities for follow-on pedestrian master plans and potential funding of community wide or district wide pedestrian improvement projects.

• The appropriate City of San Diego Departments should continue to add to and adjust the model given changing conditions and validation of elements within the model that may or may not have been as accurate as desired.

• The results of the model should be made available to all community groups, planning interests, developers, project applicants, and planning / design / engineering professionals to assist in their efforts at improving pedestrian safety, accessibility, connectivity, and walkability.

• The results of the PMP must be provided and updated as part of any follow on community specific pedestrian master plan.

Table 33: Community Ranking Normalized by Size
(adjusted for open space and low density residential)

	Community	Avg Score per Acre (Total Scores / Acres - Open Space & Low Density Residential)
1	CENTRE CITY	268.8
2	GREATER NORTH PARK	223.0
3	SOUTHEASTERN SAN DIEGO	219.9
4	GREATER GOLDEN HILL	219.4
5	UPTOWN	219.2
6	MID-CITY:NORMAL HEIGHTS	212.8
7	BARRIO LOGAN	210.6
8	MID-CITY:CITY HEIGHTS	207.7
9	SAN YSIDRO	205.6
10	MIDWAY-PACIFIC HIGHWAY	200.7
11	OLD SAN DIEGO	197.6
12	OCEAN BEACH	195.8
13	COLLEGE AREA	195.4
14	PACIFIC BEACH	188.4
15	MID-CITY:KENSINGTON-TALMADGE	183.8
16	ENCANTO NEIGHBORHOODS	183.0
17	MISSION BEACH	180.5
18	MID-CITY:EASTERN AREA	176.5
19	LINDA VISTA	173.2
20	SERRA MESA	149.4
21	CLAIREMONT MESA	147.9
22	MISSION VALLEY	147.2
23	PENINSULA	146.7
24	SKYLINE-PARADISE HILLS	140.9
25	OTAY MESA-NESTOR	137.6
26	BALBOA PARK	134.1
27	LA JOLLA	129.0
28	UNIVERSITY	125.5
29	KEARNY MESA	125.2
30	NAVAJO	123.5
31	CARMEL MOUNTAIN RANCH	114.1
32	MIRA MESA	106.1
33	SCRIPPS MIRAMAR RANCH	105.5
34	RANCHO PENASQUITOS	104.9
35	TIERRASANTA	102.0
36	RESERVE	101.1
37	MIRAMAR RANCH NORTH	99.4
38	MISSION BAY PARK	99.1
39	TORREY PINES	93.9
40	VIA DE LA VALLE	92.8
41	RANCHO BERNARDO	92.8
42	LOS PENASQUITOS CANYON PRESERVE	92.0
43	CARMEL VALLEY	91.6
44	SABRE SPRINGS	86.3
45	OTAY MESA	85.9
46	TIJUANA RIVER VALLEY	82.0
47	PACIFIC HIGHLANDS RANCH	74.1
48	NCFUA SUBAREA 2	70.5
49	TORREY HIGHLANDS	68.1
50	SORRENTO HILLS	65.0
51	BLACK MOUNTAIN RANCH	62.6
52	MILITARY FACILITIES	61.6
53	DEL MAR MESA	56.3
54	EAST ELLIOTT	46.8
55	RANCHO ENCANTADA	46.0
56	FAIRBANKS COUNTRY CLUB	44.7
57	SAN PASQUAL	39.1

Chapter

6

Pedestrian Project Prioritization Process

Chapter 6

Pedestrian Project Prioritization Process

A project as discussed in this chapter, is a grouping of improvements that generally would cost more than $25,000 to implement. Wherever possible, groupings of improvements should be considered in order to obtain magnitude of cost savings.

A project prioritization process is needed to assure cost effective use of limited public and private funding for pedestrian facilities. Safety, followed by accessibility, then connectivity and walkability are the general priorities set forth in this plan. However, the project that addresses the greatest number of the priorities listed above, should be given the top priority.

A substantial amount of funding is needed to bring all of the city's public pedestrian facilities up to a standard that makes them safe, walkable, accessible, connected and assets to our neighborhoods. The amount far exceeds what is likely to be obtained. To be cost effective, a system of ranking and selecting priority projects for funding has been developed.

6.1 PROJECT DEFINITION AND ORIGIN

A repair or an improvement to a pedestrian facility does not necessarily make it a project. A project should be defined as new construction or a major retrofit that is likely to require the development of design and engineering plans and will result in a permit or other ministerial or discretionary review and will likely be built by a contractor or substantial city work forces. A project as discussed in this chapter, is a grouping of improvements that generally would cost more than $25,000 to implement. Wherever possible, groupings of improvements should be considered in order to obtain magnitude of cost savings.

6.2 PRIORITY OBJECTIVES

Multiple Benefit Criteria

1. Projects in areas of high pedestrian use that provide improvements for safety, access, connectivity and walkability issues, that also increase walking as an alternative transportation mode, should receive the highest scoring overall.

Safety Criteria

2. Walkways and crosswalks that are along wide, high speed, high traffic volume streets should take priority over residential and local collector streets with lower speeds and volume. Streets where collision data, speed, street geometry all indicate potential safety concerns, should receive the highest score for safety improvements.

3. Projects that improve safety and connectivity to schools and other public facilities such as community centers, libraries and recreation centers, especially those attracting a high concentration of seniors, should be considered to be the second highest priority for safety improvements.

Accessibility Criteria

4. Projects that modify a completely non-accessible route with fully accessible pedestrian routes in areas identified by this Master Plan as having high pedestrian activity (or by the most recent version of the ADA transition plan) will be given the highest accessible priority.

5. Other pedestrian improvements that enhance accessibility along lower use pedestrian routes that already have some level of access, will be given the next highest level of accessibility priority.

Connectivity Criteria

6. Projects that increase connectivity around "smart growth" mixed use projects that will generate significant levels of pedestrian activity but are in need of off-site connections, should receive the highest connectivity scoring.

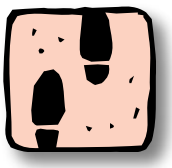
7. Projects that remove barriers, close gaps or increase connectivity with other high pedestrian uses, should receive the second highest connectivity scoring.

Walkability Criteria

8. Projects that improve overall site amenities, protection from adjacent environmental conditions and improve clarity, comfort and interest for walking, should receive the highest scoring for walkability.

9. Projects that support greater interaction amongst the public, should be given the second highest priority for walkability.

Steps that can be taken ...



• A refinement of the checklists and priority forms are needed. Ultimately, the forms should take into account most all of the questions and priorities identified by the various funding sources.

• The City should continue to coordinate with SANDAG staff in regards to the criteria used and the forms supplied for the annual ranking process. Certain modifications would help to integrate the City's efforts with SANDAG's and benefit other municipalities that are competing for these funds as well.

• A formal process for project identification, initial review, application completion, application verification and overall ranking of all pedestrian projects within the City of San Diego is needed. Several optional forms and processes are indicated in this Chapter.

6.3 OPTIONAL PRIORITY CHECKLISTS

Tables 34 - 36 have been included to show different methods of prioritizing pedestrian projects. Table 34 is one methodology that puts an emphasis on the PPM GIS maps that indicate areas of high or potentially high pedestrian use. A project that has multiple characteristics of improvements across the safety, accessibility, connectivity and walkability categories, and is also in a high use zone, will rise to the surface of this ranking system. This system will require some ongoing effort by planning staff to review the project location and have the GIS system pinpoint the project extent, buffer the extent by 1/4 mile, summarize the raw score of all pixels in the buffer, then divide by the total number of pixels in the total area to arrive at an average score per pixel.

Table 35 represents the current FY 2007 selection criteria from SANDAG, with this PMP's suggested revisions shown in red. If the reasons for these revisions are logical and compelling, the hope is that the City of San Diego can provide input on future versions of the SANDAG ranking form. Even without these changes to the SANDAG form, the system can be used to identify specific important items to the City, while still keeping as paramount, the ranking criteria that SANDAG is likely to use in selecting the projects. Ultimately, since many of the funding sources are managed by SANDAG and the Bike and Pedestrian Working Group under the administration of SANDAG rank all San Diego County bike and pedestrian projects, some consistency with the SANDAG prioritization model is needed.Table 36 is the latest version of the selection and priority criteria developed by the City of San Diego. It includes some criteria that neither Table 34 or Table 35 have included.

6.4 PROJECT IDENTIFICATION

Long range planners, transportation planners, facility financing planners and community planners in the City Planning and Community Investment Department as well as others in Development Services and engineers in the Engineering and Capital Projects Department as well as in Streets Division, will serve as the front line for project initiation. Requests for these projects may come from the Mayor's office, Council Offices, from the Community Planning Group or at staff level. Projects may be identified under future community plan updates, redevelopment projects or during the review of major development projects that will not be able to fully implement the area's pedestrian requirements. The institution of a regular inventory process is needed between Streets Division and Disability Services. This will help to identify needs above and beyond the CPMP or other community wide planning efforts. This process will also help to determine major maintenance issues and accessibility shortfalls.

6.5 PRIORITY SELECTION PROCESS

An initial review of the project is necessary to make sure that too much effort is not taken on a project that might only result in a low priority. Transportation planning staff will take the lead on determining the proper funding source and category that the project would best fit within. Initial review would verify if the project is included in an existing CPMP, adopted Community Plan or Facility Financing Plan. If the project did not originate with the Council Office or Community Group, a review of support by these groups is also advisable. Finally, a quick review of the PPM GIS maps is warranted to verify that it is within a high or moderate priority area. The initial likelihood of priority should be communicated to the project proponent and a copy of the adopted forms sent to them for their completion of the checklist and the development of backup materials. Once reviewed and verified by transportation planning staff, the project should be ranked with other pedestrian projects on at least a quarterly basis. This will assure that the most important projects with the greatest chance of approval for funding, will be put forward.

Table 34: Draft PMP Checklist

Pedestrian Project Prioritization Process Checklist	Project Scoring*
The project proponent will complete sections 2-5 below. GIS staff will provide the rankings for Item#1.	
1. Pedestrian Use Levels (existing or potential)	
According to the Pedestrian Priority Model, the area has the following rating for pedestrian activity**:	(Circle One Only)
Very High (50-75 Points using the Average GIS Mapping Score within 1/4 mile)	3
High (25-49 Points using the Average GIS Mapping Score within 1/4 mile)	2
Moderate (10-24 Points using the Average GIS Mapping Score within 1/4 mile)	1.5
Very High (1-9 Points using the Average GIS Mapping Score within 1/4 mile)	1
2. Safety	
What are the current pedestrian safety issues that this project will address?	(Circle One Only)
High pedestrian collision rates at intersections	10
High pedestrian collision rates along roadway segments	8
Low to Moderate pedestrian collision rates at intersections or roadway segments	5
No collisions can be verified but close calls exist & comfort levels would be improved resulting in increased use	2
3. Accessibility	
What issues of accessibility will benefit from this project?	(Circle One Only)
Adds missing segments of walkways will be added that will make a route fully accessible	8
Adds missing curb ramps and/or accessible pedestrian signals will be added	5
Removes obstacles from the throughway on walkways to create a wider path of travel that is obstruction free	3
Brings existing facilities that were once considered accessible, up to new standards	2
Adds or improves overall lighting levels of the pedestrian route	1
4. Connectivity	
How will this project improve connectivity and what will it help connect to?	(Circle One Only)
Adds missing pedestrian facilities or connections that will support mixed-use smart growth	5
Provides shorter, improved, safe & walkable routes to transit	4
Provides shorter, improved, safe & walkable connections to schools or public facilities	3
Provides safe, walkable & accessible connections between businesses & public facilities	2
Provides safe, walkable & accessible connections between residential areas & other uses	1
5. Walkability	
How will this project improve walkability?	(Circle One Only)
Reduces harsh environmental conditions through the addition of amenities that also support traffic calming & safety	3
Assists in reducing crime with improved street lighting, more defensible space & more eyes on the street	2
Creates more plazas, promenades & / or open space that will allow the gatherings for social interaction	1
Improves comfort & convenience for pedestrians by adding places to sit, trash receptacles & drinking fountains	1
Improves the overall streetscape design to be more inviting for people to walk, look, engage with others & shop	1
Total Score (add items # 2-5)	
Enter Weighting Score (Item #1)	
Total Weighted Score	

* suggested rating score from the consultant team that will be adjusted by staff and the PWG

** ratings are determined by using a clipping of a 1/4 mile radius centered on the middle of the improvements, then taking the total points found in this radius divided by the total number of cells to obtain an average GIS Mapping Score.

Table 35: SANDAG Pedestrian Project Selection Matrix (adaptations shown in red)

Category	Criteria	Points	Score
PROJECT STATUS FACTORS			
1. Community Support: Consistency with Community Plan	Must have at least 1 of the following to qualify. Please attach supporting documentation. 1. Resolution or minutes from City Council, planning group, or Planning Commission. Or 2. Project is part of a Non-Motorized Plan that has been approved within the last 5 years.	Pass/Fail	
2. Minimum Design Standards	Must meet the minimum geometric standards set forth in the SANDAG Planning and Designing for Pedestrians manual, the City of San Diego Pedestrian Master Plan and the Americans with Disabilities Act.*	Pass/Fail	
3. Project Readiness ** 20 Points Maximum	Projects are eligible for points following completion of each phase.		
	Feasibility Study / Community Master Plan	4	
	Preliminary Design ***	4	
	Environmental Clearance	4	
	Right-of-way Acquisition	4	
	Final Engineering / Design Construction Documents***	4	
PROXIMITY AND CONNECTIVITY FACTORS			
4. GIS Analysis - (done by the City) 20 Points Maximum	Ranked according to the average score of all points in the GIS Pedestrian Priority Model determined by buffering a 1/4 mile radius around the improvement (point or linear feature).****	0 to 20	
5. Trail Connection	Provides missing connections as part of a "Trail or Path Route Types"	1	
6. Neighborhood Connection	Provides missing connections as part of a "Neighborhood or Connector Route Types"	3	
7. Corridor Connection	Provides missing connections as part of a "Corridor Route Type"	7	
8. District or Special Route Connection	Provides missing connections for a "District Route Type", a "Ancillary Route Type" or within or around a smart growth area	10	
9. Connection to Transit	Project provides a direct connection to a local transit stop	14	
	Project provides a direct connection to a regional transit station	20	
SAFETY FACTORS			
10 Safety Improvements 20 Points Maximum	Improves general safety of routes within existing network	4	
	Improves safety of street crossings to major public facilities	8	
	Improves safety of street crossings to schools or transit	12	
	Completes connections and crossings in existing network at locations with documented safety or accident history:		
	A. One to two correctable crashes involving non-motorized users within the last three years.	4	
	B. Three to four correctable crashes involving non-motorized users within the last three years.	6	
	C. Five to six correctable crashes involving non-motorized users within the last three years.	8	

* Design exceptions may be presented for review by the Bicycle-Pedestrian Working Group with the understanding that proposals must include a design that meets min. st

** Previous project milestones must be met before qualifying for subsequent funding.

*** Preliminary Engineering and Final Designs will be subject to design review by SANDAG.

**** This average score will be compared to the median score of the community planning area the project is found within, which will represent 10 on the scale of 20 points. For every 5% above the median, an additional 1 point will be added up to a total of 20 points. For every 5% the project is below the median, 1 point will be taken away.

Table 35 (continued): SANDAG Pedestrian Project Selection Matrix (adaptations shown in red)

Category	Criteria	Points	Score
PROJECT TYPE FACTORS			
11 Innovation & Design - 10 Points Maximum	Pedestrian priority measures such as: A. Animated eye indicators, countdown pedestrian signal, crosswalk signage and flashers, advance stop bars and other walk amenities including lighting, street trees and seating	2	
	B. Early pedestrian release interval, reduced corner radius, 2-phase crossing signals, high visibility crosswalk markings or contrasting materials	4	
	C. Improved access with curb ramps, adjusted driveways, audible & accessible signal actuators, or repaired inaccessible walkways	6	
	D. Raised crosswalk, speed table, raised intersection, median refuge, & cul-de-sac to roadway pedestrian connectors	8	
	E. Pedestrian bulb-out, active pedestrian detection / signal control, mid-block crosswalks with in-pavement flashers	10	
	Subtotal		
FUNDING FACTORS			
12 Matching Funds 25 Points Maximum	Matching funds can be from any of the following sources: 1. Identified & approved capital funding from identified source. Please provide proof in the form of a resolution or letter of approval. 2. Approved match grant. 3. In-kind services. Please provide adequate support documentation.	(Matching Funds x 2) / (Bike Portion of Project Cost) x 26	
13. Cost Benefit 15 Points Maximum	Subtotal Score / Grant Application Amount	0 to 15	
	Total Score		

Table 36: City of San Diego Suggested Prioritization Criteria Point System

Suggested Criteria	Consideration		Points (100 Max)
Health & Safety	*Safety, accessibility, connectivity & walkability*		
	Provides pedestrian safety, universal accessibility, connectivity, and walkability improvements.	High	20
	Provides universal accessibility, connectivity and walkability improvements for pedestrians.	Medium	15
	Provides walkability improvements for pedestrians.	Low	10
Capacity & Service	*Proximity to a pedestrian destination point*		
	Within ¼ mi of school or 1/8 mi of transit stop	High	20
	Within ½ mi of school, ¼ mi of transit stop, ¼ mi of neighborhood or community retail, 1/8 mi of park, 1/8 mi of library, or 1/8 mi of post office	Medium	15
	Farther than ½ mi of school, ¼ mi of transit stop, ¼ mi of neighborhood or community retail, 1/8 mi of park, 1/8 mi of library, or 1/8 mi of post office	Low	10
Maintenance	*Maintenance Assessment District Funded*		
	Has MAD or MAD is not required.	High	5
	Requires existing MAD to be expanded.	Medium	3
	Requires establishment of a new MAD	Low	1
Public Interest & Community	*Supported by Council or CPG*		
	Provides critical link. Included in a community plan or a council approved document.	High	15
	Provides for part of pedestrian circulation needed. Supported by Community Planning Group.	Medium	10
	Alternative facilities exist. Not included in a community plan or a council approved document.	Low	5
Readiness & Deliverability	*Funding for planning, design or implementation*		
	Full funding and R.O.W. available. Final plans ready to start or already completed.	High	10
	Partial funding available. Final plans ready to start or already completed.	Medium	7
	Feasibility study only.	Low	3
Multi-Benefit	*Serves multiple pedestrian destinations*		
	Provides pedestrian facilities that serve three or more destinations including schools, transit stops, parks, neighborhood or community retail, libraries or post office.	High	15
	Provides pedestrian facilities that serve two destinations including schools, transit stops, parks, neighborhood or community retail, libraries or post office.	Medium	10
	Provides pedestrian facilities that serve only one destination including schools, transit stops, parks, neighborhood or community retail, libraries or post office.	Low	5
Misc.	*Smart growth, population & employment density*		
	Within area with population density > 100 people per acre or employment density > 300 employees per acre.	High	15
	Within area with population density between 50 and 100 people per acre or employment density between 100 and 300 employees per acre.	Medium	10
	Within area with population density < 50 people per acre or employment density < 100 employees per acre.	Low	5

Chapter

7

Funding Sources

Chapter 7 Funding Sources

Finding funding sources for pedestrian projects will often require pulling together several sources such as grants, local funding and private investment. This chapter summarizes the applicable funding sources for pedestrian projects.

Projects primarily funded by the general fund or other local sources are often used to match supplemental grants from regional, state or federal sources.

7.1 FUNDING OVERVIEW

This chapter describes various sources of funding available to plan and construct pedestrian facilities, or to provide awareness, encouragement, or education programs. Pedestrian projects and programs are funded through multiple sources, and not all sources apply to all projects. Many sources require a local funding match and most are competitive, based on project merit and adherence to grant criteria.

7.2 HISTORIC FUNDING SOURCES

Historically, pedestrian facilities, including sidewalks, were built by development companies as subdivisions were created. To provide access across San Diego's canyons, streetcar companies in the early 1900s built pedestrian bridges that are still in use or have been rebuilt. In areas where sidewalks were added long after homes were built, individual homeowners were required to reimburse the City as it constructed sidewalks and paved streets. Homeowners have long been required by state law to maintain the sidewalk in front of their property. With the passage of the Americans with Disabilities Act of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), new federal resources for pedestrian and accessibility improvements became available. ISTEA is a funding source for pedestrian facilities that improve accessibility to transit and other transportation modes, whereas ADA is a compilation of technical requirements needed to make public facilities accessible to all, including the physically challenged.

As discussed below, there is a wide range of sources potentially available to improve the pedestrian environment. However, it is necessary to match each project with available sources. City Staff envisions that private funds will account for a relatively small percentage of the funds needed to install identified pedestrian improvements. The bulk of the funds will be from other funding sources.

7.3 LOCAL FUNDING SOURCES (See Table 37)

Business Improvement Districts (BID)
Administrator: **Individual BID's**

A BID is established by a vote of affected businesses, who pay a yearly benefit assessment for use in planning, marketing, and physical improvements. BID funds are often used as a local match for physical streetscape improvement programs, which can include pedestrian facilities. BIDs are not limited to maintenance only. Examples include Ocean Beach, Little Italy, and Adams Avenue.

Capital Improvement Program (CIP)
Administrator: **City of San Diego**

Each year, the City allocates a portion of the general fund budget to transportation capital projects, including pedestrian-related facilities, street lighting, and traffic calming. CIP budget account 52-715.0 has an annual allocation for this purpose. This is typically the largest source of funds for existing communities. While sidewalk repair and replacement is usually the responsibility of the adjacent land owner, the City is responsible for the repair of sidewalk damage caused by City-owned trees, vehicle crashes, water main breaks and natural subsidence. The majority of CIP funds, however are for new installations associated with city streets, buildings and other infrastructure.

50/50 Cost Sharing Program
Administrator: **City of San Diego**

In this program, the City pays for half of the cost of sidewalk replacement. The fee is based on a per square foot cost and is the same for all neighborhoods of the City. To qualify for the 50/50 cost-sharing program, the area to be repaired must be at least 75 square feet of old and deteriorated sidewalk, not including the section of sidewalk directly behind the driveway entrance. In any council district, the program is offered as a 75/25 (City/owner) cost sharing program, with the additional funding coming from the council offices' discretionary CDBG monies. The program is primarily intended for repair of damaged sidewalks in CDBG eligible areas.

Developer – General Requirements
Administrator: **City of San Diego Development Services Department**

City land development standards and building codes require new construction and alterations to include pedestrian facilities, lighting and landscaping. Standards may also require dedication of open space for a trail and trail construction. Off-site pedestrian improvements might also be required if there is a defensible legal nexus between the project and the off-site location, such as crossing improvements near a transit stop.

Developers - Impact Fees
Administrator: **City of San Diego Development Services Department and Planning Department**

For development or redevelopment in certain communities (infill development), Developer Impact Fees are assessed by the City to offset public costs required to provide infrastructure supporting the new development. Pedestrian facilities or traffic calming devices in the adjacent right-of-way may be funded through this mechanism as long as a nexus can be established and the project pays for its fair share only.

Developers – Facility Benefit Assessment Districts
Administrator: **City of San Diego Development Services Department and Planning Department**

For newly developing areas ("greenfield development"), Facility Benefit Assessment Districts (FBA) are funded by developers in agreement with the City, providing infrastructure of various types as community growth thresholds are reached.

Maintenance Assessment District
Administrator: **City of San Diego Park and Recreation Department**

A Maintenance Assessment District (MAD) is a self-imposed assessment on each parcel in a defined area. The MAD is established by a vote of land owners, and requires an initial engineering evaluation to estimate the costs of desired improvements, an appropriate method of taxation (e.g., by linear street frontage or parcel acreage), and the expected revenues following MAD adoption. Typical uses are lighting, landscaping, and maintenance. As of 2006, there are 42 MADs in San Diego. Some physical improvements can be accomplished under a MAD, depending on how the MAD ballot was worded.

Table 37: Possible Funding Sources for Pedestrian Facilities

Source	Administrator	Description	Funding Cycle	Match Required
LOCAL SOURCES				
Business Improvement Districts	City of San Diego Approved Business Improvement Districts	A BID is established by a vote of affected businesses, who pay a yearly assessment for use in planning, marketing & physical improvements. Often used as a local match for streetscape improvement programs, which can include pedestrian facilities.	Annual Budget	N/A
Capital Improvement Program (CIP)	City of San Diego	Not normally a source of funding unless associated with public projects. May include sidewalk replacement, 50/50 Sidewalk Replacement Cost Sharing Program, temporary repairs, lighting, landscaping, and maintenance of all devices and facilities.	Annual Budget	N/A
50/50 Cost Sharing Program	City of San Diego	The City splits the cost of sidewalk replacement with the adjacent homeowner.	Annual Budget	N/A
Developers - General Requirements	City of San Diego Development Services Department & Planning Department	City transportation standards and building codes require new construction and alterations to include pedestrian facilities, lighting and landscaping. Standards may also require dedication of open space for a trail and trail construction.	N/A	N/A
Developers - Impact Fees (Infill Development)	City of San Diego Development Services Department & Facilities Financing of the Planning Department	For development on previously developed parcels (infill development), Developer Impact Fees are assessed by the city to offset public costs required to provide infrastructure supporting the new development.	N/A	N/A
Developers - Facility Benefit Assessment Districts	City of San Diego Development Services Department and Planning Department	For newly developing areas ("greenfield development"), Facility Benefit Assessment Districts (FBA) are funded by developers in agreement with the city, providing infrastructure of various types as community growth thresholds are reached.	N/A	N/A
Maintenance Assessment Districts	City of San Diego managed through Park & Rec. Dept. (some MADs are administered by local groups)	Requires a neighborhood ballot to initiate this tax, which usually is levied for landscaping and lighting.	Annual Budget	N/A
Parking Meter Districts	City of San Diego Community and Economic Development Department	Parking Meter Districts use parking meter revenues for streetscape improvements such as ped. facilities, landscaping & lighting.	Annual Budget	N/A
Redevelopment Tax Increment Financing (TIF)	City of San Diego Redevelopment Agency	TIFs apply to redevelopment areas where bonds are issued based on expected increased tax revenues. Used for improved infrastructure, including pedestrian facilities.	N/A	N/A
Transportation Sales Tax (TRANSNET) Local Share	City of San Diego	In 2004, voters approved Prop. A, a 40-year extension of TransNet. The proposition will generate $14 billion for transportation projects. Several new programs will fund pedestrian facilities, smart growth development & neighborhood traffic safety projects.	Annual or biennial starting in '08	None
Transient Occupancy Tax (TOT)	City Treasurer	Created to cover expenses & improvements related to tourism & to encourage more tourists to visit San Diego. This fund may be appropriate in areas where heavy tourism exists such as along the waterfront, major parks & historic neighborhoods.	Annual Budget	None
REGIONAL SOURCES				
Smart Growth Incentive Program	SANDAG	Regional funds dedicated to smart growth projects, which include pedestrian facilities.	6 year or longer	None
Transportation Development Act (TDA)	SANDAG	TDA funds originate from a statewide sales tax of one quarter cent for transportation projects, which includes two percent for pedestrian and bicycle facilities.	Annual (March)	None
Transportation Sales Tax (TRANSNET) Regional Share	SANDAG	In 2004, voters approved Prop. A, a 40-year extension of TransNet. The proposition will generate $14 billion for transportation projects. Several new programs will fund pedestrian facilities, smart growth development & neighborhood traffic safety projects.	Annual or biennial starting in '08	None

Table 37 Con't: Possible Funding Sources for Pedestrian Facilities

Source	Administrator	Description	Funding Cycle	Match Required
STATE SOURCES				
Bicycle Transportation Account (BTA)	SANDAG	Provides $5 million statewide for bicycle facilities, which includes trails that are used by pedestrians.	Annual (Fall)	None
California Conservation Corps (CCC)	California Conservation Corps	The CCC provides emergency assistance & public service conservation work. In San Diego, the CCC has installed bike lockers for Caltrans.	N/A	N/A
Community-Based Transportation Planning (CBTP) Grants	CALTRANS	CBTP grants fund planning activities for livable community projects such as affordable housing, sustainable developments, land use & transportation integration, transit-oriented developments, jobs/housing balance & expanded transportation choices.	2-3 years	20%
Surface Transportation Improvement Program (STIP)	SANDAG & CALTRANS	The STIP is a multi-year capital improvement program of transportation projects on and off the State of California Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP can incorporate Transportation Enhancement (TE) project	6 year or longer	11.47%
Environmental Justice (EJ) Planning Grants	CALTRANS	EJ planning grants help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur.	Annual (Oct.)	10%
Safe Routes to School (SR2S) Program	Federal Highway Administration via CALTRANS (now Under SAFETEA)	SR2S is administered by Caltrans, and funds engineering and education projects that improve safety to/from schools.	Annual	10%
FEDERAL SOURCES				
Community Development Block Grants (CDBG)	Council Districts	Available for low-income neighborhoods to improve land use and transportation infrastructure. Can be used for accessibility improvements citywide.	Annual Budget	None
Congestion Mitigation and Air Quality (CMAQ)	SANDAG	Federal block grant program for projects in Clean Air Act non-attainment areas that will help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments.	6 year or longer	11.47%
FDA Nutrition Network Mini Grants	San Diego Nutrition Network	From time to time, Nutrition Network offers mini grants focused on neighborhood or street-level walkability assessments.	Varies	None
Land and Water Conservation Fund (LWCF)	California Department of Parks and Recreation	LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas.	Annual (May)	50%
Recreational Trails Program (RTP)	California Department of Parks and Recreation	RTP annually provides monies for recreational trails and trail-related projects.	Annual (Oct.)	20%
Safe Routes to School (SR2S) Program	Federal Highway Administration via CALTRANS	The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools for walking and biking. Requirements differ from the state SR2S program.	TBD	None
Surface Transportation Program (STP)	CALTRANS	Federal block grant program for a variety of transportation projects including pedestrian walkways and preservation of abandoned railway corridors for pedestrian and bicycle trails.	6 year or longer	11.47%
Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)	SANDAG & CALTRANS	SAFETEA-LU funds projects that enhance travel. The Safe Routes to School, Safety Improvements for Pedestrians and Cyclists & Recreational Trails can be funded from this account.	6 year or longer	11.47%
PRIVATE SOURCES				
Health Foundations	Various foundations	Focus on planning for pedestrian improvements as an obesity prevention strategy. Examples include California Wellness Foundation, Kaiser and California Endowment.	N/A	N/A
Rails to Trails Conservancy	Rails to Trails Conservancy	Provides technical assistance for converting abandoned rail corridors to use as multi-use trails.	N/A	N/A
Donations	Depends on nature of project	Corporate or individual donations, sponsorships, merchandising or special events.	N/A	N/A
In-kind Services	Depends on nature of project	Donated labor & materials for facility construction or maintenance such as tree planting programs or trail construction.	N/A	N/A
PROPERTY OWNERS				
Adjacent land owners	City of San Diego Streets Division	Adjacent land owners are responsible for constructing & maintaining walks along the property edge that includes a public right of way.	N/A	N/A
Voluntary Easements	City of San Diego Streets Division	Voluntary easements from adjacent property owners help make new pedestrian facilities affordable for local governments.	N/A	N/A

Parking Meter Districts
Administrator: **Individual Parking Meter Districts**

Parking Meter Districts retain a portion of parking meter revenues for use within a defined area. Possible improvements include streetscape improvements such as pedestrian facilities, landscaping, lighting, and public art. The three existing districts are Downtown, Uptown, and Mid-City.

Tax Increment Financing (Redevelopment)
Administrator: **San Diego Redevelopment Agency & Project Area Committee**

By state law, the City may designate Redevelopment Areas in neighborhoods deemed to meet the statutory definition of "blight." As property tax rates in a redevelopment area increase, the incremental tax receipts may be used to fund pedestrian improvements anywhere in the redevelopment area. Such improvements need not be associated with a development project. To provide more funding up-front, bonds may be sold based on expected incremental tax revenues in future years. An example is the streetscape improvements along University Avenue in North Park, which were funded in part by tax increment bonds.

TransNet Sales Tax Local Share
Administrator: **City of San Diego**

Each city in the region receives a portion of the regional half-cent sales tax program known as TransNet. These funds can be used for any transportation expense, including pedestrian facilities. In 2004, voters approved a 40-year extension of TransNet.

Transient Occupancy Tax Funding
Administrator: **City of San Diego, City Treasurer**

The TOT is a 10.5 percent tax on hotel room occupancy. It was originally generated to cover expenses and improvements related to tourism and to encourage more tourists to visit San Diego. This fund may be appropriate in areas where heavy tourism exists such as along the waterfront, beaches, major parks, and historic neighborhoods.

Various City of San Diego Sources
Administrator: **City of San Diego, City Treasurer**

The general fund is sometimes utilized through capital improvement projects of the city. Some sources of local gas tax distributed money are applied as discretionary and mandatory expenditures for maintenance and safety improvements related to street improvements and maintenance. Some of these sources can be used for special purpose pedestrian facilities. Also, at the discretion of the council offices and the mayor, can be applied to pedestrian improvements, including the 75 / 50 program discussed above. However, these funds are generally limited to CDBG eligible areas, except for curb ramps.

Most of the regional funding sources originate with the state or federal government, with the exception of the locally implemented TransNet Sales Tax.

7.4 REGIONAL FUNDING SOURCES

Smart Growth Incentive Program

Administrator: **San Diego Association of Governments**

This program uses federal TEA funds (see above) provide awards to smart growth projects, which include pedestrian facilities. An initial round of projects was awarded funding on a competitive basis in 2005. The next round of funding is not expected until 2012. Stand-alone pedestrian projects are not expected to be eligible.

Transportation Development Act (TDA)

Administrator: **San Diego Association of Governments**

TDA funds originate from a statewide sales tax of one quarter cent allocated to transportation projects. Two percent of these funds are dedicated to pedestrian and bicycle facilities.

TransNet Sales Tax Regional Shares

Administrator: **San Diego Association of Governments**

In 2004, voters approved Proposition A, the 40-year extension of TransNet half-cent sales tax for transportation projects. Annually, $1 million is earmarked for bicycle paths and multi-use pedestrian facilities. Beginning in 2008, TransNet also provides $4.5 million annually for pedestrian, bicycle, and neighborhood safety projects, including traffic calming.

7.5 STATE FUNDING SOURCES

CALTRANS is responsible for most sources of State pedestrian related grants.

Bicycle Transportation Account (BTA)

Administrator: **Caltrans, San Diego Association of Governments**

The BTA annually provides $5 million statewide for bicycle facilities, which includes trails that are used by pedestrians.

California Conservation Corps (CCC)

Administrator: **California Conservation Corps**

The CCC provides emergency assistance and public service conservation work potentially available to pedestrian-related projects. In San Diego, the CCC has installed bike lockers for Caltrans.

Community-Based Transportation Planning (CBTP) Grants

Administrator: **Caltrans**

CBTP monies are used to fund planning activities for livable community projects such as affordable housing, sustainable developments, land use and transportation integration, transit-oriented developments, jobs/housing balance and expanded transportation choices.

State Transportation Improvement Program (STIP)

Administrator: **Caltrans**

The STIP is a multi-year capital improvement program of transportation projects on and off the State of California Highway System, funded with revenues from the State Highway Account and other funding sources. The STIP can incorporate Transportation Enhancement (TE) projects and targets. Projects may include improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and funds to match federal funds.

Environmental Justice (EJ) Planning Grants
Administrator: **Caltrans**
EJ planning grant monies are used to help engage low-income and minority communities in transportation projects early in the planning process to ensure equity and positive social, economic and environmental impacts occur. Projects are aimed at increasing travel opportunities for low income residents.

Safe Routes to School (SR2S) Program
Administrator: **Caltrans**
The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools.

7.6 FEDERAL FUNDING SOURCES

Community Development Block Grants (CDBG)
Administrator: **City of San Diego Council Districts**
CDBG funding is allocated by congressional districts, and is available to low-income neighborhoods to improve land use and transportation infrastructure.

Congestion Mitigation and Air Quality (CMAQ)
Administrator: **San Diego Association of Governments**
CMAQ funds are available under a federal block grant program for projects in Clean Air Act non-attainment areas. CMAQ projects must be demonstrated to help attain the national ambient air quality standards stated in the 1990 Clean Air Act amendments.

Federal Department of Agriculture Education Grants
Administrator: **San Diego Nutrition Network**
From time to time, the Nutrition Network offers USDA mini-grants or project grants focussed on neighborhood or street-level walkability assessments, with emphasis on community education and involvement.

Land and Water Conservation Fund (LWCF)
Administrator: **California Department of Parks and Recreation**
LWCF grants may be used for statewide outdoor recreational planning and for acquiring and developing recreational parks and facilities, especially in urban areas. An example project using LWCF funding is the $15,000 Florida Canyon Trail Development in Balboa Park.

Recreational Trails Program (RTP)
Administrator: **California Department of Parks and Recreation**
The RTP annually provides monies for recreational trails and trail-related projects, some of which may be connected to urban streets or pedestrian paths.

Safe Routes to School Program
Administrator: **Federal Highway Administration via Caltrans**
The Safe Routes to School Program provides competitive grants to fund engineering and education projects that improve safety to/from schools for walking and biking.

Surface Transportation Program (STP)
Administrator: **San Diego Association of Governments**
STP is a major federal block grant program for a variety of transportation projects, including pedestrian walkways , usually as part of a road construction project.

Federal sources of funding come from many public infrastructure and social programs.

...foot notes

"If we are a nation where all the finest zones are privately owned, then what we own together as citizens is not very much. The greatest cities are those with the most beautiful public places."

Joseph P. Riley, Jr., mayor of Charleston, S.C.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Administrator: **CALTRANs & SANDAG**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in August 2005. With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in the Nation's history. Some of the relevant programs that can be funded under this act includes:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and educational activities for pedestrian and bicyclists
- Safe Routes to School. This program enables and encourages primary and secondary school children to walk and bicycle to school.
-Safety Issues. Other provisions address specific safety issues, including bicycle and pedestrian safety, improved traffic signs and pavement markings targeted to older drivers and pedestrians.
- Recreational Trails- Funds to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities

7.7 PRIVATE FUNDING SOURCES

The number of private funding sources are very limited and their grant focus are generally very specific.

Health Foundations
Health-related grant programs support community-based obesity prevention efforts, including planning for better walking conditions. Example sources include the California Wellness Foundation, Kaiser Permanente, and the California Endowment. The City, community groups or non-profits such as WalkSanDiego or local health clinics may apply.

Rails to Trails Conservancy
Provides technical assistance for Rails-to-Trails projects.

Donations
Corporate or individual donations, sponsorships, merchandising or special events.

In-kind Services
Donated labor and materials for facility construction or maintenance such as tree planting programs or trail construction.

7.8 PROPERTY OWNER FUNDING

A greater level of shared funding should be expected from private property owners since the ultimate responsibility for sidewalk facilities is assigned to the adjacent property owner.

Adjacent Land Owners
Administrator: **City of San Diego**
Adjacent land owners are responsible for constructing and maintaining sidewalks along the property edge that includes a public right of way. Property owners are responsible for the repair or replacement of their sidewalk in cases of deterioration due to old age, privately owned tree roots, heavy vehicle traffic or drainage from private property. For damaged sidewalks, the City may share the repair cost through its 50/50 Cost Sharing Program.

Voluntary Easements
Administrator: **City of San Diego**
Voluntary easements from adjacent property owners help make new pedestrian facilities affordable for local governments.

7.9 FUNDING STRATEGIES

A substantial amount of funding is needed to bring all of our pedestrian facilities up to a standard that makes them safer, walkable, accessible, connected and assets to our neighborhoods. This section discusses how priorities and decisions should be made with available sources of funding. Table 38 describes the priorities that should be assigned different funding sources. The reader should note that both the different project types as well as the type of pedestrian facility needed, are factors in determining how these funds should be used. Not all potential funding sources are listed on this table, just those that are considered to be the most likely sources for the types of improvements discussed in the table.

Table 38 describes the four proposed treatment levels and includes major types of projects that may be typically needed for near-site or community wide improvements.

In general, private development, city CIP projects and adjacent property owners need to be held financially responsible for the "Basic" Level of improvements adjacent to their projects. This would apply to adjacent right of ways to the property. In areas where new development will be building and dedicating roadways, the "Enhanced" level of improvements should become the responsibility of the applicant / developer, especially for discretionary project.

In all cases, developments should be assessed their fair share of these needed improvements. This can be accomplished through fair share assessments, FBAs or through DIFs. This also applies to businesses that are part of Business Improvement Districts and residents and businesses within Maintenance Assessment Districts or Landscape Maintenance Districts (depending on how the ballot language was structured).

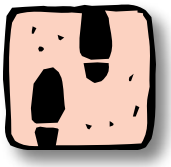
Table 38 also discusses opportunities for assessing financial responsibility for minor projects including condominium conversions, ministerial projects and renovations. In some cases where missing sidewalks occur along a property line or where the walkway is in major need of repair for safety and accessibility, the financial responsibility should be applied to the adjacent property owner, even without a triggering application. In some cases, the financial responsibility needs to be leveraged with other funding sources, such as the City of San Diego's 50/50 sidewalk replacement program or various other grant programs.

Condominium conversions can be required to make adjacent public right of way improvements as part of a discretionary tentative map waiver process. Local community groups that provide advisory input on these applications should be reminded of their ability to request public improvements, upgrades and maintenance as a condition of discretionary approval.

While grants can be obtained from a variety of sources and there is often flexibility in how they are used, matching the right grant or funding source to the right condition is very important. Also, whenever possible, funding should look to the agency or private individual that has the responsibility for the improvement or who most benefit from it.

The first place to look for funding, should always be to the responsible agency, property owner, or private developer. Public funds should only be sought when the full public is the primary beneficiary instead of the adjacent property owner.

Steps that can be taken ...



• As part of community planning efforts, community plan updates and broader community development projects, the City of San Diego will help community groups, agencies or private applicants, identify different funding sources to supplement private investment for the improvement of pedestrian facilities.

• Policies regarding the private property owners requirements of safety, accessibility and connectivity associated with pedestrian improvements in the public right of way adjoining their property, should be reviewed and strengthened to clarify the property owners responsibility of funding these improvements, regardless of pending application for development or renovation.

Table 38: Funding Strategies

TREATMENT LEVEL:	Treatment Level 1 "Premium" Improvements				Treatment Level 2 "Enhanced" Improvements				Treatment Level 3 "Basic" Improvements				Treatment Level 4 "Special Use" Improvements			
PRIMARY PUBLIC RIGHT OF WAY PEDESTRIAN IMPROVEMENTS:	Active Control Mid-block Xings	Pedestrian Scramble or Early Phase Walks	Median Refuge with Actuator/ Sensor / Two Phase Option	Premium Walk Amenities	Passive Control Mid-block Xing or Median Refuge	Pedestrian Pop-outs	Enhanced Crosswalks / Countdown Lights	Enhanced Walk Amenities	Adequate Width, Barrier Free Maintained Sidewalks	Pedestrian Curb Ramps	Buffers from Street	Accessible Driveways / Remove or Reconfigure Driveway	Pedestrian Bridges	Multi-use Walkways	Connector Walkways Away from Streets	Plazas & Special Ped. Zones
NEW URBANIZING AREA WITH MAJOR NEW DEVELOPMENT																
Developer Built or Fair Share In Lieu Fee	+	+	+	+	+	+	+	+	+	+	+	+	+	!	!	?
Developer Initiated Facilities Benefit Assessment	!	!	!	!	!	!	!	!	-	-	-	-	-	-	-	-
Federal STP Grant or State RIP Grant	?	?	?	?	-	-	-	-	-	-	-	-	?	?	-	-
SANDAG Transportation Development Act Grants	?	?	?	?	-	-	-	-	-	-	-	-	?	?	-	-
MAJOR INFILL PROJECT OR REDEVELOPMENT																
Developer Built or Fair Share In Lieu Fee	?	?	?	?	?	?	?	?	+	+	+	+	?	+	+	+
Developer Impact Fees	?	?	?	?	+	+	+	+	-	-	-	-	+	!	!	+
Applicant Volunteers to Assit in Approval	+	+	+	+	+	+	+	+	-	-	-	-	!	!	!	!
Federal Congestion Mitigation & Air Quality	-	-	-	-	?	?	?	?	-	-	-	-	?	+	?	-
Federal STP Grant or State RIP Grant	?	?	?	?	?	?	?	?	-	-	-	-	?	-	?	-
SANDAG Transportation Development Act Grants	?	?	?	?	?	?	?	?	-	-	-	-	?	-	?	-
SANDAG Smart Growth Incentive Program	!	!	!	!	!	!	!	!	-	-	-	-	+	-	?	+
TRANSNET Walkability Grant	!	!	!	!	!	!	!	!	-	-	-	-	+	-	?	?
Redevelopment Tax Increment Financing	+	+	+	+	+	+	+	+	-	-	-	-	?	-	?	+
Transient Occupancy Tax Funding	?	?	?	?	?	?	?	?	-	-	-	-	?	-	?	-
CITY STREET, CIP PROJECT OR OTHER COMMUNITY PRC																
Federal CDBG Funding (if area CDBG eligible)	-	-	-	-	?	?	?	?	!	+	!	+	-	-	-	-
Federal / CALTRANS TEA	!	!	!	!	!	!	!	!	!	!	!	!	+	!	!	!
Federal Congestion Mitigation & Air Quality	-	-	-	-	!	!	!	!	!	!	!	!	!	+	!	?
Federal STP Grant or State RIP Grant	?	?	?	?	?	?	?	?	!	!	!	!	?	!	!	?
State Safe Routes to School Grants	!	!	!	?	!	!	!	?	!	!	!	!	!	!	+	?
SANDAG Transportation Development Act Grants	!	!	!	?	!	!	!	?	+	!	!	!	?	!	!	?
SANDAG Smart Growth Incentive Program	?	?	?	?	?	?	?	?	?	?	?	?	?	?	?	+
TRANSNET Walkability Grant	+	!	!	!	+	!	!	!	+	!	!	!	!	!	!	!
City of San Diego CIP / General Fund	?	+	+	?	+	?	?	?	!	+	+	!	-	-	-	-
City of San Diego Accessibility ADA Transition Plan	-	-	!	-	-	-	-	-	+	+	!	+	!	-	!	?
Business Improvement District Funding	?	+	+	+	+	?	?	!	-	-	-	-	-	-	-	?
Landscape Maintenance Assessment Districts	-	-	?	+	?	-	-	!	-	-	-	-	-	?	?	?
Parking District Funding (Meter Funds)	?	+	+	?	+	?	?	?	-	-	-	-	?	?	?	?
MINISTERIAL PROJECT, CONDO CONVERSION OR PROJECT WITH NO TRIGGERING PERMIT																
Adj. Property Owner Required by Permit	-	-	-	-	-	?	-	?	+	+	+	+	-	-	+	-
City 50/50 Sidewalk Program	-	-	-	-	-	-	-	-	!	?	-	!	-	-	-	-
City Street Division Sidewalk Replacement	-	-	-	-	-	-	-	-	!	!	-	?	-	-	-	-
City Street Division Sidewalk Temporary Repair	-	-	-	-	-	-	-	-	!	!	-	-	-	-	-	-
Business Improvement District Sidewalk Repair	-	-	-	-	-	-	-	-	!	!	-	?	-	-	-	-
Code Compliance Action/ Property Owner to Fix	-	-	-	-	-	-	-	-	+	+	+	+	-	-	-	-

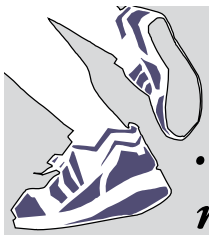
Best Method for Implementing: + | Good Method for Implementing: ! | Maybe Appropriate Depending on Situation: ? | Not Recommended or Other Methods are Better: -

Chapter

8

Maintenance Issues

Chapter 8 Maintenance Issues



...foot notes...

The California Streets and Highways Code Section 5610-5618 states, in part:

When any portion of the sidewalk is out of repair or pending reconstruction and in condition to endanger persons or property or in condition to interfere with the public convenience in the use of such sidewalk, the superintendent of streets shall notify the owner or person in possession of the property fronting on that portion of such sidewalk so out of repair, to repair the sidewalk.

Maintenance should also include graffiti removal and vegetation control (which will limit cracking as well, especially in asphalt).

A facility originally designed to be safe, walkable, accessible and connected, may become unsafe, unwalkable, inaccessible and disconnected if it is not properly maintained. Though most walkway surfaces are made of concrete, they can age and disintegrate over time. San Diego's mild weather rarely causes freeze/thaws that severely crack concrete walks. Older sidewalks were often scored in a tight grid pattern that relieved surface cracks and the craftsmanship was often very high. Walkways built over the past 25-40 years were rarely scored in a grid pattern and often had surface cracks that allowed for water penetration that eventually results in failure of the concrete walkway. The primary sources of damage, however, are often subsidence of the base materials, cracking from heavy equipment or lifting of the concrete by tree roots. All of these conditions can create a trip hazard, make a walkway inaccessible to those in wheel chairs or with difficulty in seeing these trip hazards or lifting their feet high enough to avoid tripping. The age of walkways throughout San Diego, however, is a major cause for concern. The backlog of repairs is substantial and the willingness of private property owners to responsibly pay for walkway maintenance and repair, is very low. New strategies, policies and private / public partnerships will be required to address this major problem.

8.1 CITY OF SAN DIEGO STREET DIVISION SIDEWALK MAINTENANCE POLICY

The City is responsible for monitoring the maintenance of more than 5,000 miles of sidewalk. The City repairs damage caused by vehicle crashes, water main breaks, natural subsidence and street trees within the City's right-of-way. Normal wear and tear or damage due to age is the responsibility of the homeowner. However, due to the lack of private property owners involvement in maintaining and repairing their sidewalks, clarifications are needed in the policy.

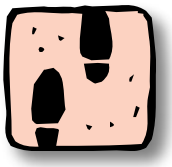
8.2 SIDEWALK MAINTENANCE PROCEDURES

Most property owners and tenants assume it is the City's responsibility to repair damaged sidewalks, so they often ignore the problem or call the City to fix it. They are unaware of the California State law (see foot notes to the left) that the City of San Diego has the ability to enforce the responsibility for the repairs on the adjacent property owner. The typical process of sidewalk repair starts with notification of a repair need. Generally, a resident (or a City employee in the normal course of field duties) notifies the City's Street Division about sidewalk maintenance issues and a supervisor inspects the location to determine the cause of the damage. To limit liability and increase safety, the City has generally dealt with sidewalk complaints not by assigning responsibility, but by removing the hazard as soon as possible, even if the repair is only temporary.

Many cities use one inch as the guidance for when a deflection may constitute a trip hazard. However, problems with trip hazards may be more likely to start at half an inch. The efforts by Street Division have been primarily based on accessibility slope standards, which is why the practice of patching between lifts with asphalt has been mostly replaced with "slicing," a process of grinding down an uplifted area to bring it into conformance with ADA/Title 24 slope requirements. The slicing must leave at least two inches of concrete for the sidewalk to remain resistant to further breakage. As of November 2005, there was a two-year backlog for sidewalk repairs not related to City street trees (which has a five year backlog). Repairs have been prioritized based on a damage rating system, consideration of the amount of pedestrian traffic at the location and the date of the report. Currently, if a property owner must repair and replace a significant portion of the sidewalk, they are required to obtain a permit from Development Services at a cost of approximately $500, which is used for plan-check and inspections. This fee is not required for sidewalk repair that is the responsibility of the City or if addressed under the 50/50 Cost Sharing Program.

Walkways can deteriorate quickly once surface cracks have formed and water / weather changes leverages these cracks apart.

Steps that can be taken ...



• A more aggressive role in requiring the adjacent property owner to repair damaged walkways or missing sidewalks adjacent to their properties should be taken.

• The 50 / 50 program (and other related programs) should refine their policies and procedures to allow for cost savings resulting from larger blocks of repair and curb ramp improvements. Whenever inspections are done or when applications to the 50 / 50 program are made, an effort should be taken to identify other needs in the immediate neighborhood, contact neighbors with these damaged or missing sidewalks and try to extend the area of improvements related to each repair project.

• It should be an important goal to allow property owners to leverage existing city contractor agreements with reasonable unit costs of repairs, splitting fees with neighbors and combining other funding sources such as CDB G, the 50/50 program and the sidewalk CIP program with private investment.

8.3 50/50 COST SHARING PROGRAM

Though property owners are responsible for repair or replacement of damaged sidewalks the City will split the cost of sidewalk repairs as part of the 50/50 Cost Sharing Program. To qualify, the area to be repaired must be at least 75 square feet of old and deteriorated sidewalk, not including the section of sidewalk directly behind the driveway entrance. The fee is on a per square foot basis and has been the same for all neighborhoods. As of November 2005, the waiting period for sidewalk replacement was approximately 240 days.

8.4 MAINTENANCE FUNDING

Certain segments along streets where sidewalks do not exist, and where the adjacent property owner has never developed the property (or has not redeveloped or renovated the property), may qualify for local funds or state funds for constructing these missing segments. CIP 52-715.0 has an annual allocation for this purpose. Projects eligible for this funding are prioritized using the Sidewalk Evaluation Guidelines and Needs Form. The recent reauthorization of TransNet and the latest update to the Regional Transportation Plan, Mobility 2030, should ensure that higher levels of funding will be allocated to maintenance. Community Development Block Grant (CDBG) funds can be used for missing or damaged pedestrian ramps citywide since many of those with some form of physical challenge were often of lower economic means and these individuals need to access all parts of the City. There is currently a six-year backlog for the installation of curb ramps. An update of the ADA Transition Plan is intended to ensure that those areas that meet accessibility priorities (areas within walking distance of transit, public facilities, churches, retail stores, etc.) receive a high priority. Other sources of funding are critically needed for on going pro-active maintenance and inspection in addition to repairs and replacements.

8.5 MAINTENANCE RECOMMENDATIONS

Existing and future transition plans and priority lists should be closely reviewed by the Street Division so that they can match departmental priorities with those of Disability Services. These lists are also being made available to Development Services to assure that projects under their review are required to make sidewalk and accessibility improvements next to their property or on their block.

The City should enforce the property owner's responsibility for sidewalk maintenance and notify property owners of their liability if repairs are not made. If these items are not corrected, the City should consider making the repairs and assessing the property owner as a supplement to their property taxes. It should be noted that previous efforts have met with difficulty in implementing a mechanism to collect the funds, and Street Division has therefore continued to collect funds before performing repair work. When walkways with safety issues are known, the City should inspect and notify property owners of their obligation. At the same time, City crews should inspect the neighborhood to find other existing conditions where sidewalk maintenance is needed. Accessibility issues should also be investigated and missing sidewalks and pedestrian ramps noted.

Sidewalk maintenance will continue to be a significant issue because many pedestrian facilities have fallen into disrepair while most of the City has been built out. This severely limits the availability of new development funding for sidewalk repairs and places the burden of permanent repairs upon private property owners, most of whom may be unaware, according to state law, that they are responsible for the condition of the sidewalks adjacent to their properties. Due to the complexity of the problem, this PMP can not define a final solution. However, at a minimum, the City's Sidewalk Maintenance Policy should be revisited.

Chapter

9

Phase Two Guidance

Chapter 9

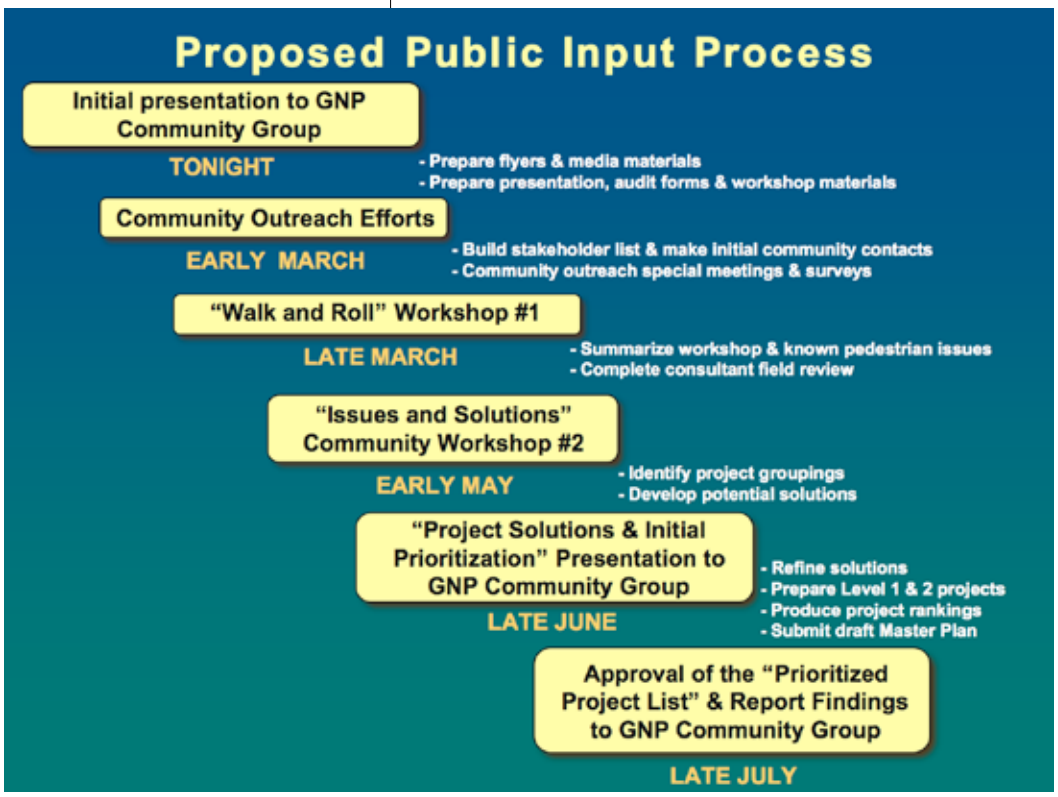
Phase Two Community Pedestrian Master Plan (CPMP) Guidance

This chapter is intended to provide direction for the creation of supplemental pedestrian master plans for each of the 46 officially recognized community planning group areas of San Diego. By providing this direction, a level of consistency can be obtained between these plans. Consistency is important since these plans will be compared against each other and will compete for project priorities. A community may be unfairly overlooked for its fair share of funding if the minimum levels of analysis and recommendations have not been provided. The overall goal is to describe a process and identify specific products needed for each plan. A sample project has been chosen and is discussed as a prototype. The Greater North Park area was selected as one of the first communities to be analyzed for the creation of a Community Specific Pedestrian Master Plan. It will be used here as an example on how these plans should be completed. It will also serve as the summary of initial meetings and workshops conducted for the study.

9.1 OVERALL PUBLIC INPUT PROCESS

One of the most important aspects of the preparation of a Community Pedestrian Master Plan (CPMP) is the involvement of the local community, They alone know of the many issues and constraints that they face in their own communities. They are aware of the local socio-economic and cultural differences of their community. Figure 13 shows a typical process chart aimed at obtaining public input on the development of the plan. Dates were specific to the North Park Plan, but have been displayed to help communicate the length of time necessary between major presentations and workshops. The major tasks associated with each of these public input milestones has also been included on Figure 13.

Figure 13: Sample Public Input Process for Greater North Park



Community outreach efforts must be an integral part of this program. A clear understanding of the ethnic, racial and socio-economic cross section of the community will be needed. A custom outreach program aimed at getting a broad community involvement will need to be submitted as one of the first deliverables on the contract.

9.2 COLLECT AND PROCESS MAPPING

Step 1 in the process must begin with the collection and processing of the Pedestrian Priority Model (PPM) GIS files clipped to the limits of the community plan (see Figure 14). These maps, along with the SWITRS collision data (see Figure 15), must be reviewed and packaged for presentation at the first community group meeting. This model is also used to determine the relative priority of projects based on their location within the community.

Figure 14: PPM Model for North Park-
Sample Attractor, Generator, Detractor and Composite Models. In general, the more warm the color, the greater the existing or potential pedestrian activity.

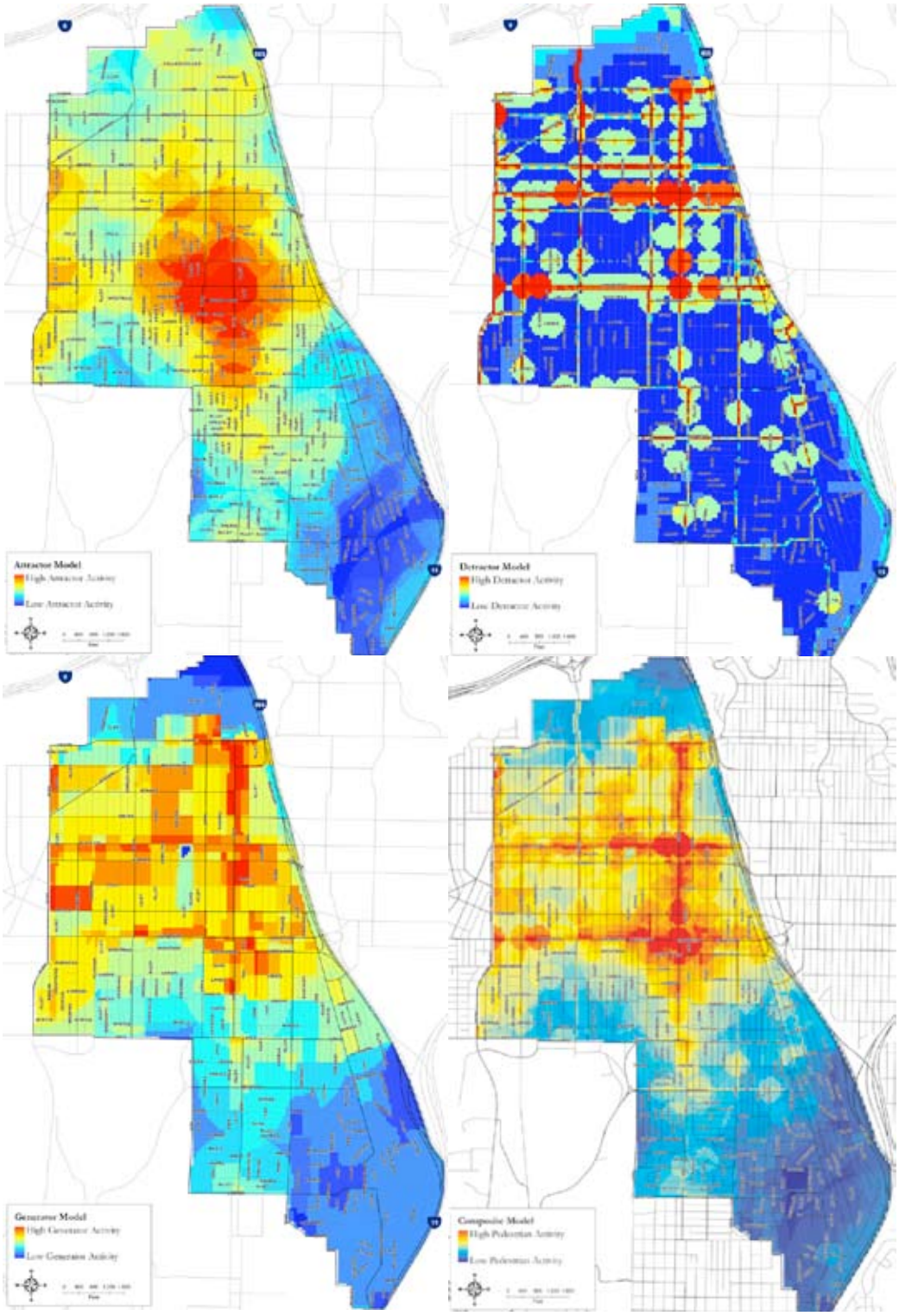
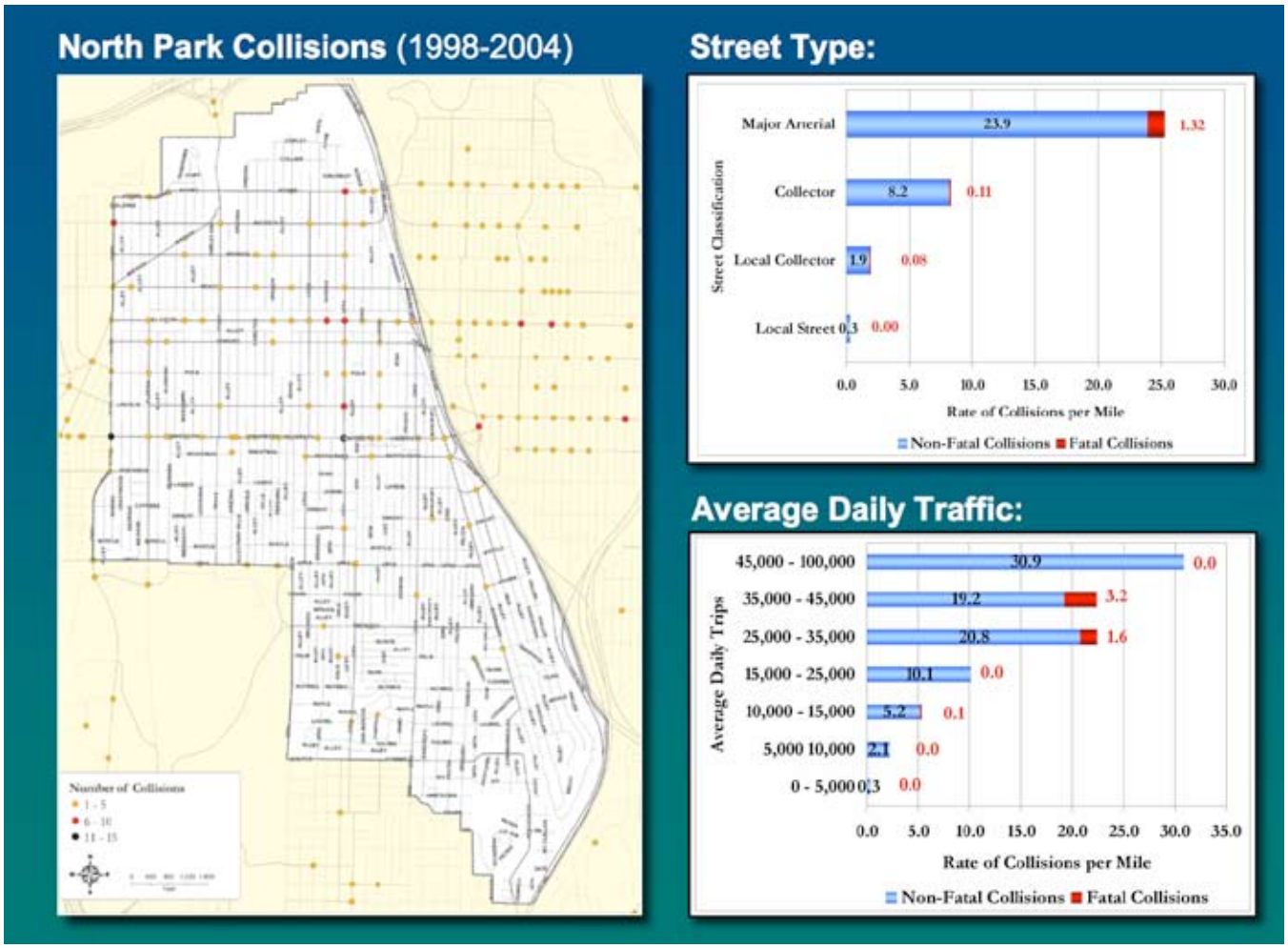


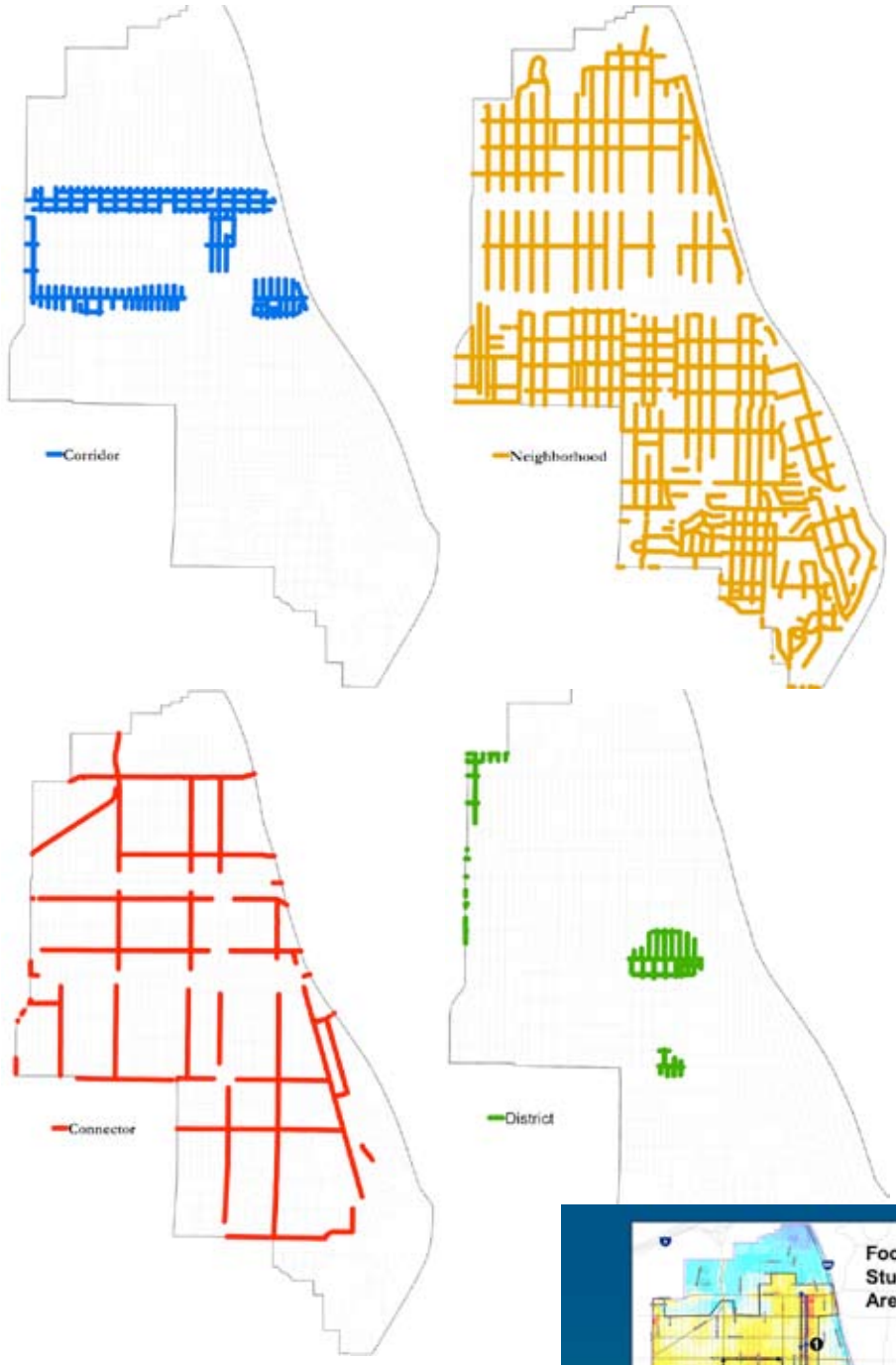
Figure 15: SWITRS Collision Data and Maps



9.3 COLLECT AND REVIEW COLLISION DATA AND MAPS

A high priority in the development of a community specific master plan, is the identification of safety issues and the application of relevant countermeasures to resolve these issues. Step 2 in the process includes the collection and processing of the tabular and mapping data associated with the SWITRS pedestrian / vehicular database. The data should be fully analyzed and processed to find specific trends, statistics and geographic areas of concern. These trends should be compared with data and mapping found in this Citywide PMP to see if the community has specific anomalies or special conditions that should be analyzed. Figure 15 shows collision information and a sample of statistical collision data that can be generated from SWITRS.

Figure 16: Route Type Classification Using GIS Layers

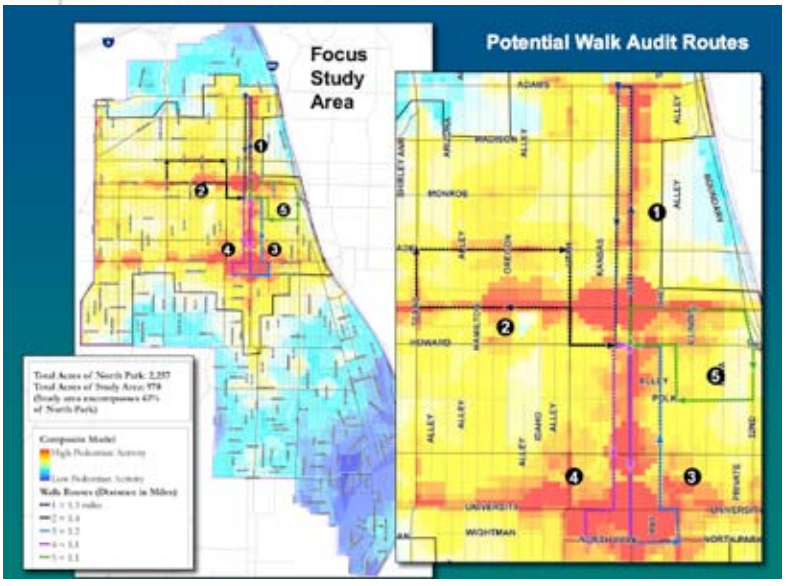


9.4 DETERMINE LIMITS OF FOCUS STUDY AREA

Step 3 needs to be the identification of the central focus or study area. This can be accomplished by looking at the concentrated areas of pedestrian activity and the classification of routes types throughout the community. Many of the route types are determined by land use, density and adjacent street types. Basic coverages in the GIS model can be extracted to help classify the route types (see Figure 16).

Generally, neighborhood streets neighborhood route types as well as low density housing, recreation and open space areas are not to be the focus of the master plans. Low density industrial areas and other land uses not expected to generate any significant amounts of pedestrian activity are also generally excluded from focus study areas. Field work in the study area should provide for the further classification and mapping of existing pedestrian routes throughout the community. Once the focus study area has been identified, an attempt should be made to find a number of potential routes that can be used as part of the initial community workshop (see Figure 17).

Figure 17: Focus Study Areas



MEETING NAME AND NUMBER "SELECTED COMMUNITY" MEETING (C-6 & 7)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Provide overview of the project, present Track 1 results & explain what will be done in Track 2. Maps with Level 1 & 2 criteria will be shown with study area boundaries. Seek comments on the adequacy of the study area.

TARGET AUDIENCE:

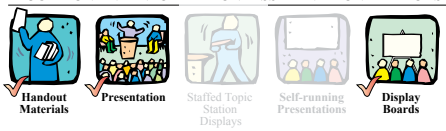
Community Group board members and the general public that may attend the community group meeting.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 minutes	October- November	Community Group's Meeting Location	25-50 people

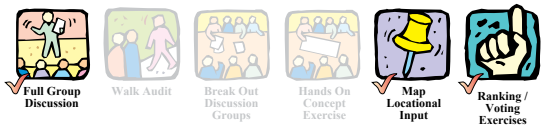
NOTIFICATION TOOLS TO BE USED:

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:



VERBAL / LOCATIONAL INPUT EXPECTED:



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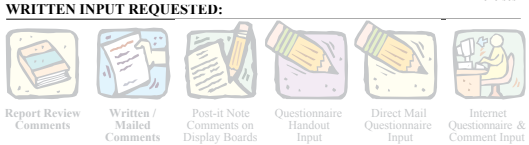


EXPECTED OUTCOMES:

Input on: the proposed project study area for the community and any problem areas or potential projects outside of the study area.

MEETING NAME AND NUMBER SELECTED COMMUNITY MEETING (C-10 & 11)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Present solutions to pedestrian issues with Level One Projects (up to 10 projects per selected community) and Level 2 Projects shown on maps. Work with the group to confirm these solutions and review the project ranking.

TARGET AUDIENCE:

Community Group board members and community members along with any major community stakeholder.

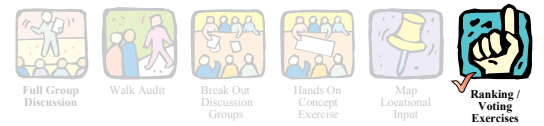
TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 Minutes	February- March	Regular Community Group Location	25-50 people

NOTIFICATION TOOLS TO BE USED:

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

VERBAL / LOCATIONAL INPUT EXPECTED:



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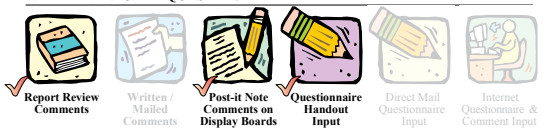


EXPECTED OUTCOMES:

A consensus and motion from the community group to support the proposed projects along with a prioritized ranking for the community. Would also solicit comments from the group on submitted reports.

MEETING NAME AND NUMBER SELECTED COMMUNITY WORKSHOPS (C-8 & 9)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

A 30 minute presentation of the existing mapped conditions and an overview of possible pedestrian solutions; a walk audit for 1 hour where 3-4 groups will walk through several different geographic areas looking for issues & a regrouped discussion for 30 minutes followed by 30 minutes of presentation of hotspots & rough solutions.

TARGET AUDIENCE:

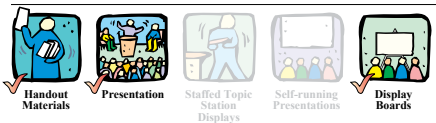
Community Group board members and community members along with any major community stakeholder.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
3 1/2 Hours	December-January	Location in Community near the middle of study area	75-100 people

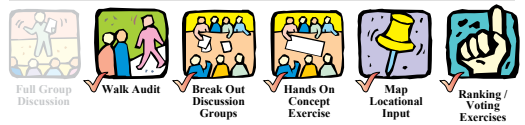
NOTIFICATION TOOLS TO BE USED:

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:



VERBAL / LOCATIONAL INPUT EXPECTED:



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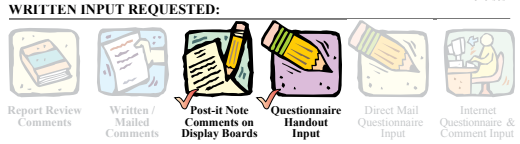


EXPECTED OUTCOMES:

Mapped input on existing pedestrian conditions, special problems and possible solutions for the study area but also for other areas outside of the study area as identified by community members on a map. Would also expect to have the community help rank the priority problem areas.

Figure 18: Purpose, Techniques and Expected Outcomes of the Three Required Community Workshops / Meetings

9.5 COMMUNITY INPUT PROGRAM

Step 4 in the process is to contact the local community planning group and get on the docket of this organization. A short 10-15 minute presentation should be given. The primary intent of the presentation would be to review the limits of the proposed focus study area with the group and obtain their approval of the focus of the study area. A second goal of the meeting is to establish contacts and recommend the creation of a subcommittee or other group to help steer the efforts of the plan. Suggestions on the location and time of the first workshop should also be solicited. The three exhibits shown on Figure 18 can be used to organize the minimum of three community workshops and presentations required to prepare a CPMP.

9.6 PREPARE AND CONDUCT THE FIRST COMMUNITY WORKSHOP

Step 5 includes the preparation and conducting of the public workshop. The primary goal of the workshop would be to obtain input from the broader community on the types of pedestrian issues that they see in their community. An outreach program is necessary to reach this broader community. Direct mailers and flyers (see Figure 19) should be distributed at least two weeks in advance of the workshop. Distribution of these flyers should include all business groups, non-profit organizations, community centers, libraries, recreation centers, and schools. The agenda for the workshop (see Figure 20) should include some presentation of information about the City-wide Pedestrian Master Plan and how this CPMP fits into the larger picture. Exercises that help to identify specific areas of concern and that help to identify agreement on the priority of these areas, should be part of the workshop instructions (see Figure 21).

Figure 19: Sample Flyer Announcing the Workshop

Figure 20: Suggested Workshop Agenda

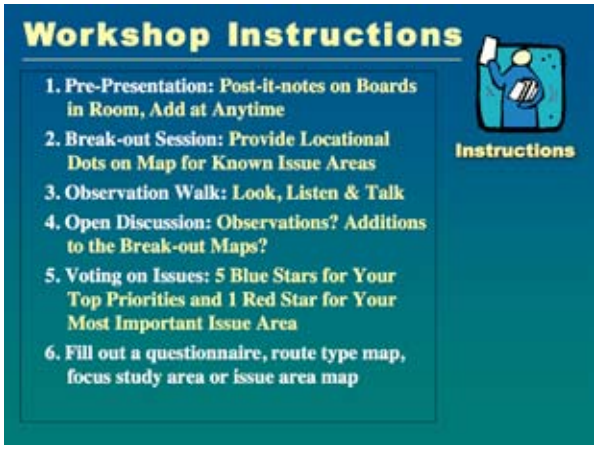
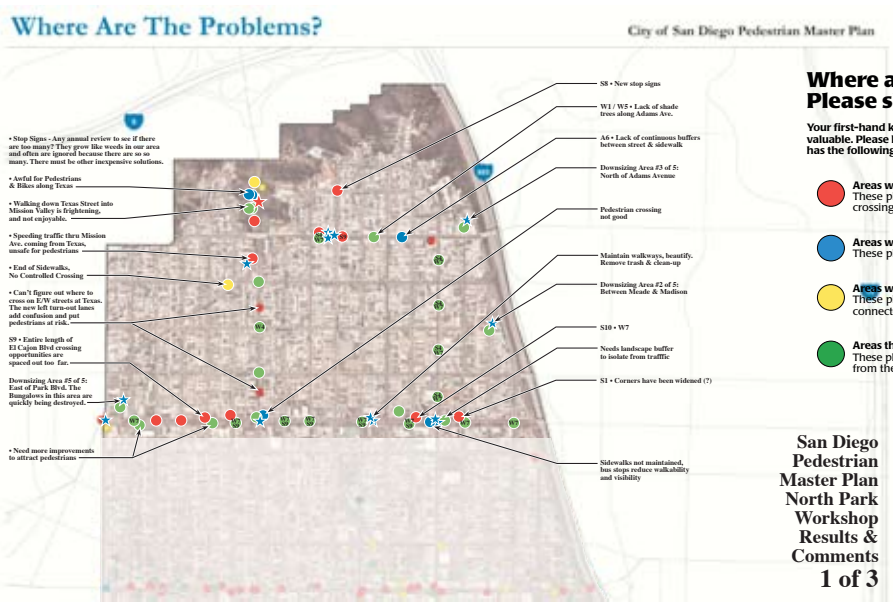
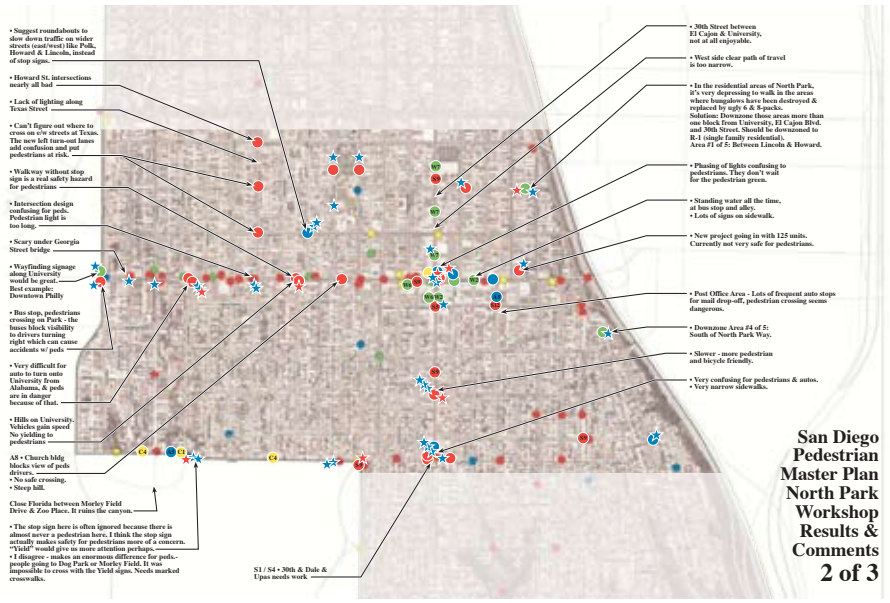
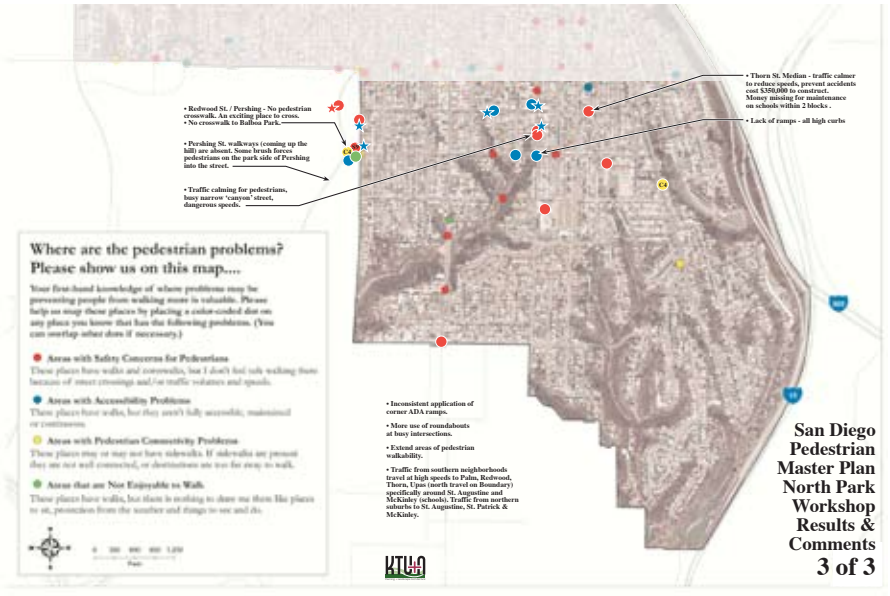


Figure 21: Instructions Indicating some of the Activities that can be Conducted at the Workshop

Figure 22: Workshop Mapping Results







9.7 DOCUMENT THE RESULTS OF THE WORKSHOP

Step 6 includes the documentation of the results found at the workshop. The primary results are detailed maps on locations of where particular types of pedestrian issues are known to occur (see Figure 22). Not only are the locations documented, but the maps also include all notes that were provided as part of the mapping exercises. Patterns typically become obvious, usually along the major corridors where pedestrian traffic is the highest. These maps form the basis of future potential projects and they provide a focus for the field work necessary to identify and clarify the issues brought up in the workshop.

9.8 FIELD WORK

Step 7 is a very important step in the process of developing the CPMP. The full consultant team would be expected to walk the focus study area and identify issues, confirm the community input, analyze the facets of the issue, and perhaps shed light on possible solutions that may improve these conditions. The primary goal of the field work is to narrow down the various issues into special project areas that can be further developed into projects or grouping of projects.

9.9 DETERMINE TREATMENTS

Step 8 will focus on the types of solutions to the issues and priorities identified by the community and the professional team through its fieldwork. Careful attention should be given to the classification of route types and the various treatment levels that can be applied to these areas. A listing of possible projects should be developed and this list should show groupings of projects. Some projects will remain on their own, but the team should look at grouping projects that have similar treatments in close proximity to each other. Draft recommendations for improvements for each of the identified projects should be provided.

9.10 PRESENT PROJECTS

A "Solutions" workshop should be conducted as the 9th step in this process. The purpose of the workshop is to solicit reaction to the listing of projects, the grouping of certain projects and the intended treatments for resolving issues or enhancing the walkability of areas. Another goal of the workshop is to have the participants rank the priorities of projects. This will form the basis of the high and moderate priority rankings.

9.11 SUBMIT REPORT

Step 10 is the final step in the process. Refined recommendations and implementation strategies should be included in the report along with detailed solutions and probable cost estimates. These draft recommendations will need to be taken to the community group and presented. A formal action item vote should be the focus of this meeting, since the CPMP needs to obtain local support and approval.

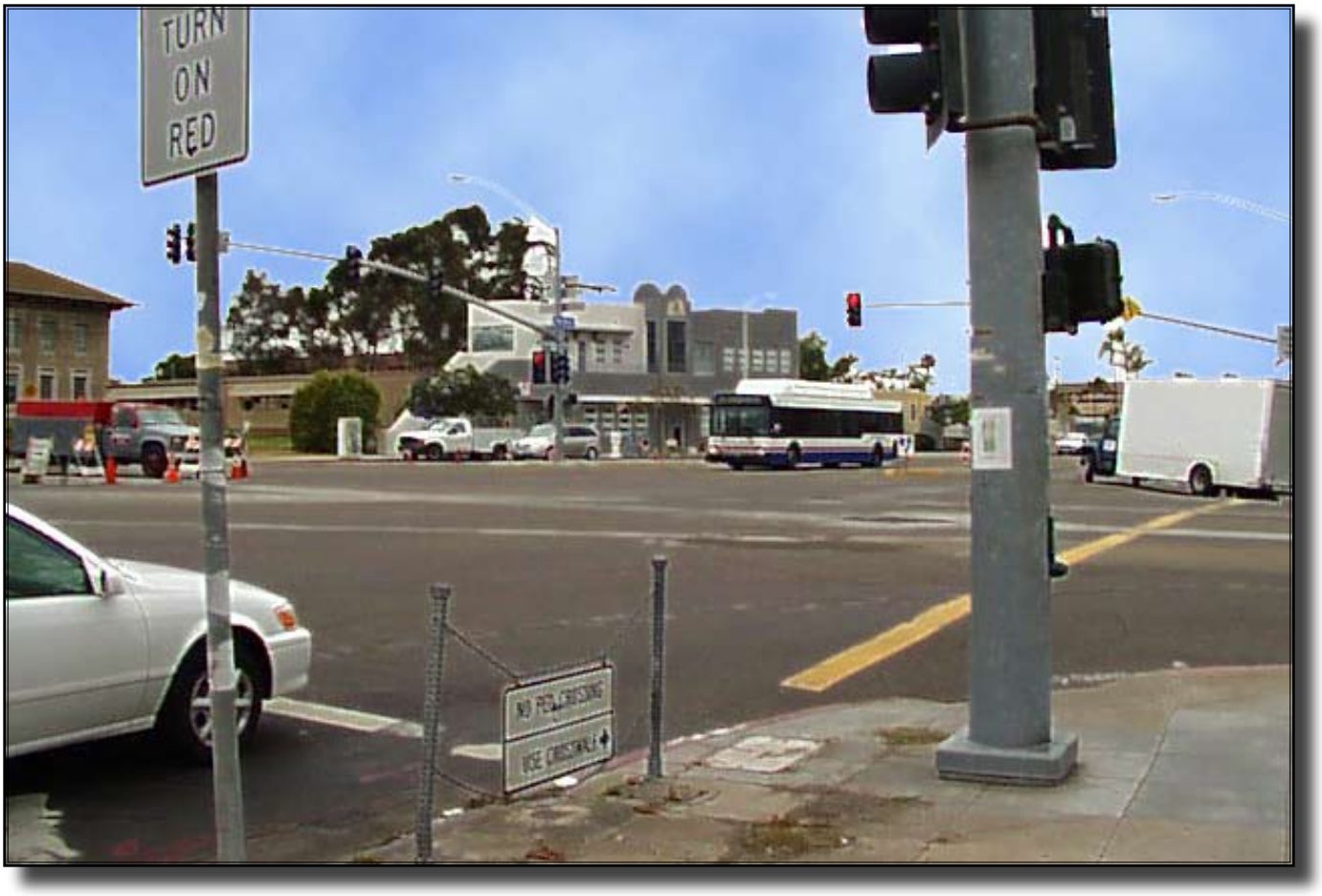
PROPOSED TABLE OF CONTENTS FOR COMMUNITY PEDESTRIAN MASTER PLANS

The following outline should be used in the development of Community Pedestrian Master Plans.

1 OVERVIEW OF THE COMMUNITY
- 1.1 SUMMARY OF CURRENT COMMUNITY PLAN
- 1.2 DEMOGRAPHICS OF THE COMMUNITY
- 1.3 GENERAL WALKING ENVIRONMENT

2 SPECIFIC COMMUNITY INPUT
- 2.1. COMMUNITY INPUT
  - 2.1.1. Questionnaire Summary
  - 2.1.2. Community Group Input
  - 2.1.3. "Issue" Workshop Summary
  - 2.1.4. "Solution" Workshop Summary
  - 2.1.5. "Presentation Feedback" Workshop Summary
- 2.2. MAPPING REVIEW FROM PMP
  - 2.2.1. Pedestrian Improvement Priority Model Summary
  - 2.2.2. Community-wide Route Type Summary
  - 2.2.3. Limits of Inventory Focus Study Area
  - 2.2.4. Safety Data Review in Focus Study Area
  - 2.2.5. Traffic Conditions Found in the Area
  - 2.2.6. Adjustments in Mapping or Study Area
- 2.3. FIELD INVENTORY SUMMARY OF ISSUES
  - 2.3.1. "Safety" Related Issues Found
  - 2.3.2. "Accessibility" Related Issues Found
  - 2.3.3. "Connectivity" Related Issues Found
  - 2.3.4. "Walkability" Issues Found
  - 2.3.5. Summary of Pedestrian Activity Areas
  - 2.3.6. Summary of Pedestrian Facility Deficiencies

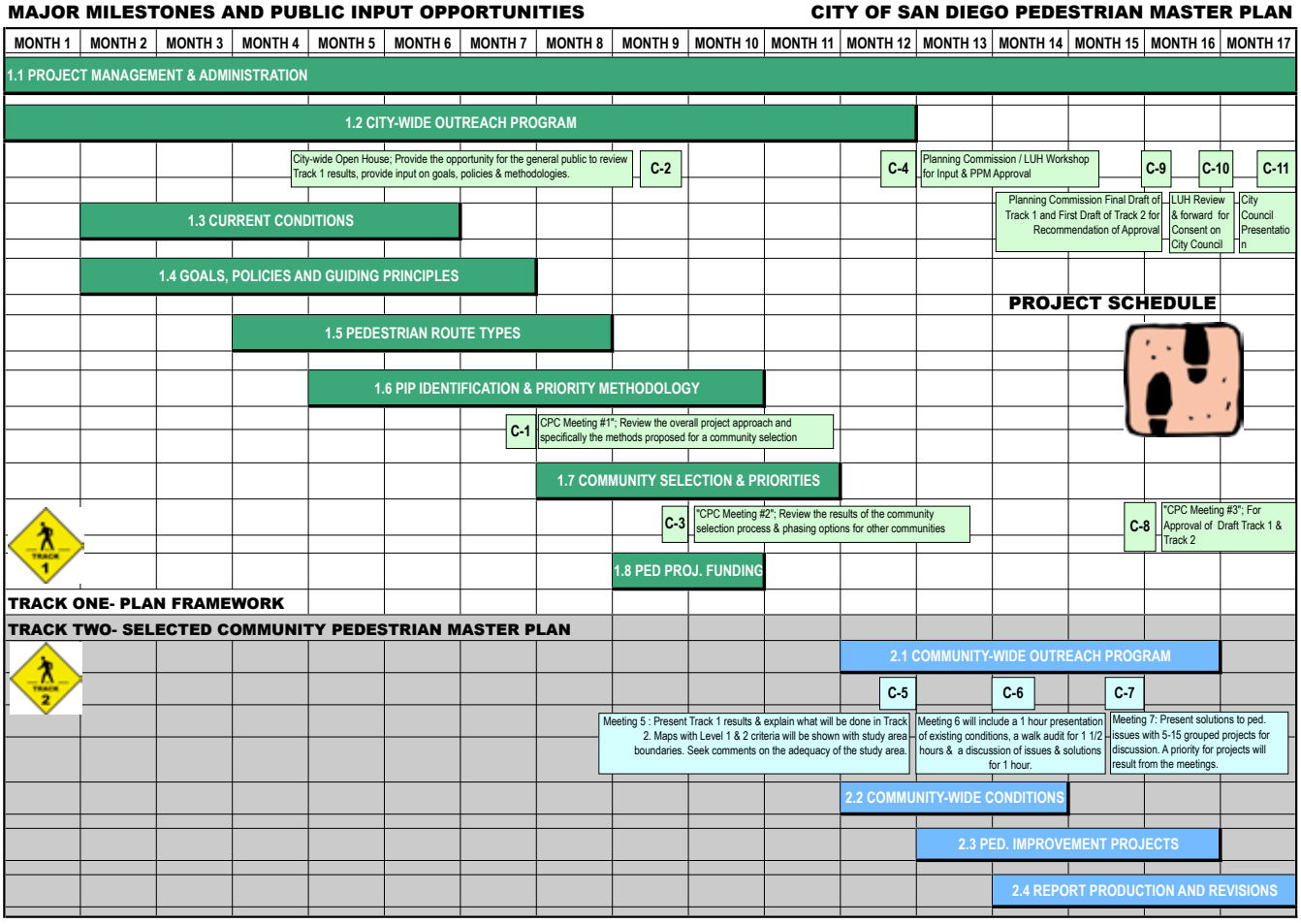
3 SPECIFIC RECOMMENDATIONS
- 3.1. RECOMMENDED PROJECTS
  - 3.1.1. District High Priority Improvements
  - 3.1.2. Corridor High Priority Improvements
  - 3.1.3. Neighborhood High Priority Improvements
  - 3.1.4. Other Various Individual High Priority Improvements
  - 3.1.5. Other Various Individual Moderate Priority Improvements
- 3.2 RECOMMENDED IMPLEMENTATION AND PHASING
  - 3.2.1. Non-Sequential Stand-Alone Projects
  - 3.2.2. Sequential Phase One "Short-term" Projects
  - 3.2.3. Sequential Phase Two "Mid-term" Projects
  - 3.2.4. Sequential Phase Three "Long-term" Projects
  - 3.2.5. Projects to be Implemented by New Development
  - 3.2.6. Projects to be Implemented by Residential Property Only
  - 3.2.7. Projects to be Implemented by Public Projects



Appendices

Appendix A has been included to document the public input process strategy and opportunities. The schedule below indicates the major milestones and steps in the process for public input. The months are variable, but the overall project was originally planned to be one year, however, based on input and scheduling issues, the extended period of the input is more likely to be just slightly less than 18 months.

The remaining portions of Appendix A include the strategy, meeting topics and specifics used at each major public input milestone. These sheets also indicate the primary outcome expected and use of this input.



MEETING NAME AND NUMBER COMMUNITY PLANNERS COMMITTEE (C-1)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Review the overall project approach, citywide mapping results and specifically the methods proposed for a community selection process.

TARGET AUDIENCE:

Community Planning Group Chairpersons and the general public in attendance

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 minutes	June-July	CPC Meeting Location	25-50 people

NOTIFICATION TOOLS TO BE USED:

Event Notification to Media

✓ **Meeting Notification with Direct Mailings**

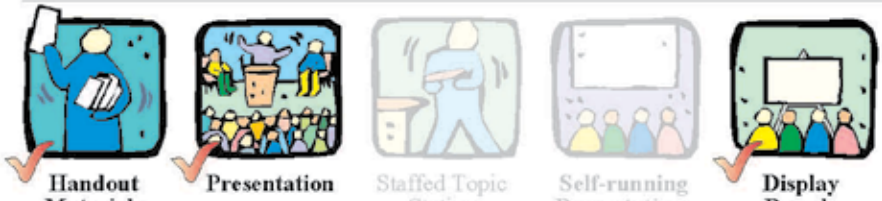
✓ **Submitted Media Articles**

✓ **Website / E-mail Notifications**

Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:



✓ **Handout Materials**

✓ **Presentation**

Staffed Topic Station Displays

Self-running Presentations

✓ **Display Boards**

VERBAL / LOCATIONAL INPUT EXPECTED:

✓ **Full Group Discussion**

Walk Audit

Break Out Discussion Groups

Hands On Concept Exercise

Map Locational Input

✓ **Ranking / Voting Exercises**

WRITTEN INPUT REQUESTED:

Report Review Comments

Written / Mailed Comments

Post-it Note Comments on Display Boards

✓ **Questionnaire Handout Input**

Direct Mail Questionnaire Input

Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Consensus on: vision statement, goals and objectives; the proposed community selection criteria; route types; and the pedestrian project priority criteria

MEETING NAME AND NUMBER COMMUNITY PLANNERS COMMITTEE (C-2)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Review the results of the community selection process & discuss weighting factors

TARGET AUDIENCE:

Community Planning Group Chairpersons and the general public in attendance

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 minutes	September- October 2006	CPC Meeting Location	25-50 people

NOTIFICATION TOOLS TO BE USED:

Event Notification to Media

✓ **Meeting Notification with Direct Mailings**

Submitted Media Articles

✓ **Website / E-mail Notifications**

Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

✓ **Handout Materials**

✓ **Presentation**

Staffed Topic Station Displays

Self-running Presentations

✓ **Display Boards**

VERBAL / LOCATIONAL INPUT EXPECTED:

✓ **Full Group Discussion**

Walk Audit

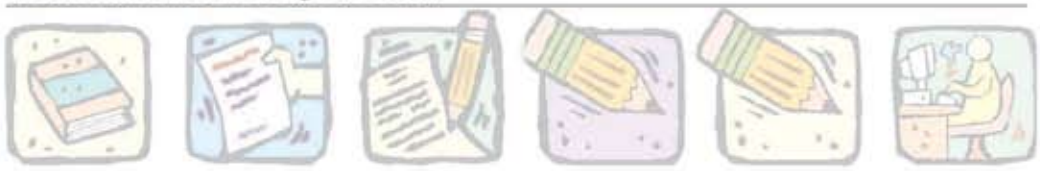
Break Out Discussion Groups

Hands On Concept Exercise

Map Locational Input

✓ **Ranking / Voting Exercises**

WRITTEN INPUT REQUESTED:



Report Review Comments

Written / Mailed Comments

Post-it Note Comments on Display Boards

Questionnaire Handout Input

Direct Mail Questionnaire Input

Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Consensus on: the proposed community selection and additional input on the Pedestrian Project Priority weighting system with suggestions on how to adjust the weighting factors on several variables.

MEETING NAME AND NUMBER — CITY-WIDE OPEN HOUSE (C-3)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Provide the opportunity for the general public to review Track 1 results, provide input on goals, policies & methodologies to be used for community selection and pedestrian project priorities.

TARGET AUDIENCE:

Community Group board members, working group members, major community activist and the general public.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
3 Hours	August-September	Central Location	75-100 people

NOTIFICATION TOOLS TO BE USED:

✓ Event Notification to Media
✓ Meeting Notification with Direct Mailings
✓ Submitted Media Articles
✓ Website / E-mail Notifications
✓ Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

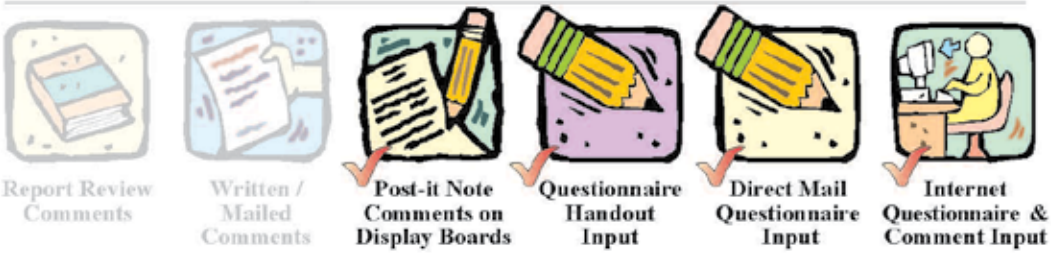
EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

✓ Handout Materials
Presentation
✓ Staffed Topic Station Displays
✓ Self-running Presentations
✓ Display Boards

VERBAL / LOCATIONAL INPUT EXPECTED:

Full Group Discussion
Walk Audit
Break Out Discussion Groups
Hands On Concept Exercise
✓ Map Locational Input
✓ Ranking / Voting Exercises

WRITTEN INPUT REQUESTED:



Report Review Comments
Written / Mailed Comments
✓ Post-it Note Comments on Display Boards
✓ Questionnaire Handout Input
✓ Direct Mail Questionnaire Input
✓ Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Input on: vision statement, goals and objectives; the proposed community selection criteria; route types; and the pedestrian project priority criteria

MEETING NAME AND NUMBER PLANNING COMMISSION / COUNCIL (C-4 & 5)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Provide planning commission and city council representatives the opportunity to comment on the project, suggest written comment response on the submittal and to seek acceptance of the document in a motion.

TARGET AUDIENCE:

City Council and Planning Commissioners along with Public Testimony

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
15 Minutes	October-November	Council Chambers	25-50 people

NOTIFICATION TOOLS TO BE USED:

Event Notification to Media

✓ **Meeting Notification with Direct Mailings**

Submitted Media Articles

Website / E-mail Notifications

Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

Handout Materials

✓ **Presentation**

Staffed Topic Station Displays

Self-running Presentations

Display Boards

VERBAL / LOCATIONAL INPUT EXPECTED:

✓ **Full Group Discussion**

Walk Audit

Break Out Discussion Groups

Hands On Concept Exercise

Map Locational Input

Ranking / Voting Exercises

WRITTEN INPUT REQUESTED:

✓ **Report Review Comments**

Written / Mailed Comments

Post-it Note Comments on Display Boards

Questionnaire Handout Input

Direct Mail Questionnaire Input

Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Input on: consensus on the key components of the project including the prioritization process, community selection, objectives, and potential policy revisions

MEETING NAME AND NUMBER "SELECTED COMMUNITY" MEETING (C-6 & 7)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Provide overview of the project, present Track 1 results & explain what will be done in Track 2. Maps with Level 1 & 2 criteria will be shown with study area boundaries. Seek comments on the adequacy of the study area.

TARGET AUDIENCE:

Community Group board members and the general public that may attend the community group meeting.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 minutes	October- November	Community Group's Meeting Location	25-50 people

NOTIFICATION TOOLS TO BE USED:

Event Notification to Media | Meeting Notification with Direct Mailings | Submitted Media Articles | Website / E-mail Notifications | **Stakeholder ID & Contact**

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

Handout Materials | **Presentation** | Staffed Topic Station Displays | Self-running Presentations | **Display Boards**

VERBAL / LOCATIONAL INPUT EXPECTED:

Full Group Discussion | Walk Audit | Break Out Discussion Groups | Hands On Concept Exercise | **Map Locational Input** | **Ranking / Voting Exercises**

WRITTEN INPUT REQUESTED:

Report Review Comments | Written / Mailed Comments | Post-it Note Comments on Display Boards | Questionnaire Handout Input | Direct Mail Questionnaire Input | Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Input on: the proposed project study area for the community and any problem areas or potential projects outside of the study area.

MEETING NAME AND NUMBER SELECTED COMMUNITY WORKSHOPS (C-8 & 9)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

A 30 minute presentation of the existing mapped conditions and an overview of possible pedestrian solutions; a walk audit for 1 hour where 3-4 groups will walk through several different geographic areas looking for issues & a regrouped discussion for 30 minutes followed by 30 minutes of presentation of hotspots & rough solutions.

TARGET AUDIENCE:

Community Group board members and community members along with any major community stakeholder.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
3 1/2 Hours	December-January	Location in Community near the middle of study area	75-100 people

NOTIFICATION TOOLS TO BE USED:


✓ Event Notification to Media


✓ Meeting Notification with Direct Mailings


✓ Submitted Media Articles


✓ Website / E-mail Notifications


✓ Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:


✓ Handout Materials


✓ Presentation


Staffed Topic Station Displays


Self-running Presentations


✓ Display Boards

VERBAL / LOCATIONAL INPUT EXPECTED:


Full Group Discussion


✓ Walk Audit


✓ Break Out Discussion Groups


✓ Hands On Concept Exercise


✓ Map Locational Input


✓ Ranking / Voting Exercises

WRITTEN INPUT REQUESTED:


Report Review Comments


Written / Mailed Comments


✓ Post-it Note Comments on Display Boards


✓ Questionnaire Handout Input


Direct Mail Questionnaire Input


Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

Mapped input on existing pedestrian conditions, special problems and possible solutions for the study area but also for other areas outside of the study area as identified by community members on a map. Would also expect to have the community help rank the priority problem areas.

MEETING NAME AND NUMBER SELECTED COMMUNITY MEETING (C-10 & 11)

MEETING PURPOSE AND POTENTIAL AGENDA ITEMS:

Present solutions to pedestrian issues with Level One Projects (up to 10 projects per selected community) and Level 2 Projects shown on maps. Work with the group to confirm these solutions and review the project ranking.

TARGET AUDIENCE:

Community Group board members and community members along with any major community stakeholder.

TIME NEEDED:	TIMEFRAME:	VENUE:	EXPECTED TURNOUT:
30 Minutes	February- March	Regular Community Group Location	25-50 people

NOTIFICATION TOOLS TO BE USED:

✓ **Event Notification to Media**

Meeting Notification with Direct Mailings

Submitted Media Articles

✓ **Website / E-mail Notifications**

Stakeholder ID & Contact

✓ Denotes proposed methodology being considered

EDUCATION AND INFORMATION DISSEMINATION METHODS TO BE USED:

✓ **Handout Materials**

✓ **Presentation**

Staffed Topic Station Displays

Self-running Presentations

✓ **Display Boards**

VERBAL / LOCATIONAL INPUT EXPECTED:

Full Group Discussion

Walk Audit

Break Out Discussion Groups

Hands On Concept Exercise

Map Locational Input

✓ **Ranking / Voting Exercises**

WRITTEN INPUT REQUESTED:

✓ **Report Review Comments**

Written / Mailed Comments

✓ **Post-it Note Comments on Display Boards**

✓ **Questionnaire Handout Input**

Direct Mail Questionnaire Input

Internet Questionnaire & Comment Input

EXPECTED OUTCOMES:

A consensus and motion from the community group to support the proposed projects along with a prioritized ranking for the community. Would also solicit comments from the group on submitted reports.

Appendix B has been included to document the results of the public input process. It includes all of the results of the community wide public open house including results of the original issues and solutions matrices that have been adjusted for Chapter 3 based on this input. Below is the flyer that was distributed for the workshop.

NOTICE OF UPCOMING OPEN HOUSE ON THE PEDESTRIAN MASTER PLAN AND TRAFFIC CALMING PROGRAM

WHAT: The City of San Diego is holding an open house event to provide the opportunity for members of the public to learn about the Pedestrian Master Plan and Traffic Calming Program, express concerns, and provide input on priorities.

WHEN: Thursday, October 13, 2005 4:00 PM - 7:00 PM. Come any time and stay as long as you like between 4:00 and 7:00 PM.

WHERE: Balboa Park Club, Santa Fe Room (directions and parking information below).

PEDESTRIAN MASTER PLAN + TRAFFIC CALMING PROGRAM

The City is developing a Pedestrian Master Plan to guide the way the City plans and implements pedestrian projects. The Plan will identify and prioritize pedestrian improvement projects based on technical analysis and community input and improve the City's ability to receive grant funding to implement pedestrian projects. The Pedestrian Master Plan project website can be viewed at: www.sandiegopmp.org

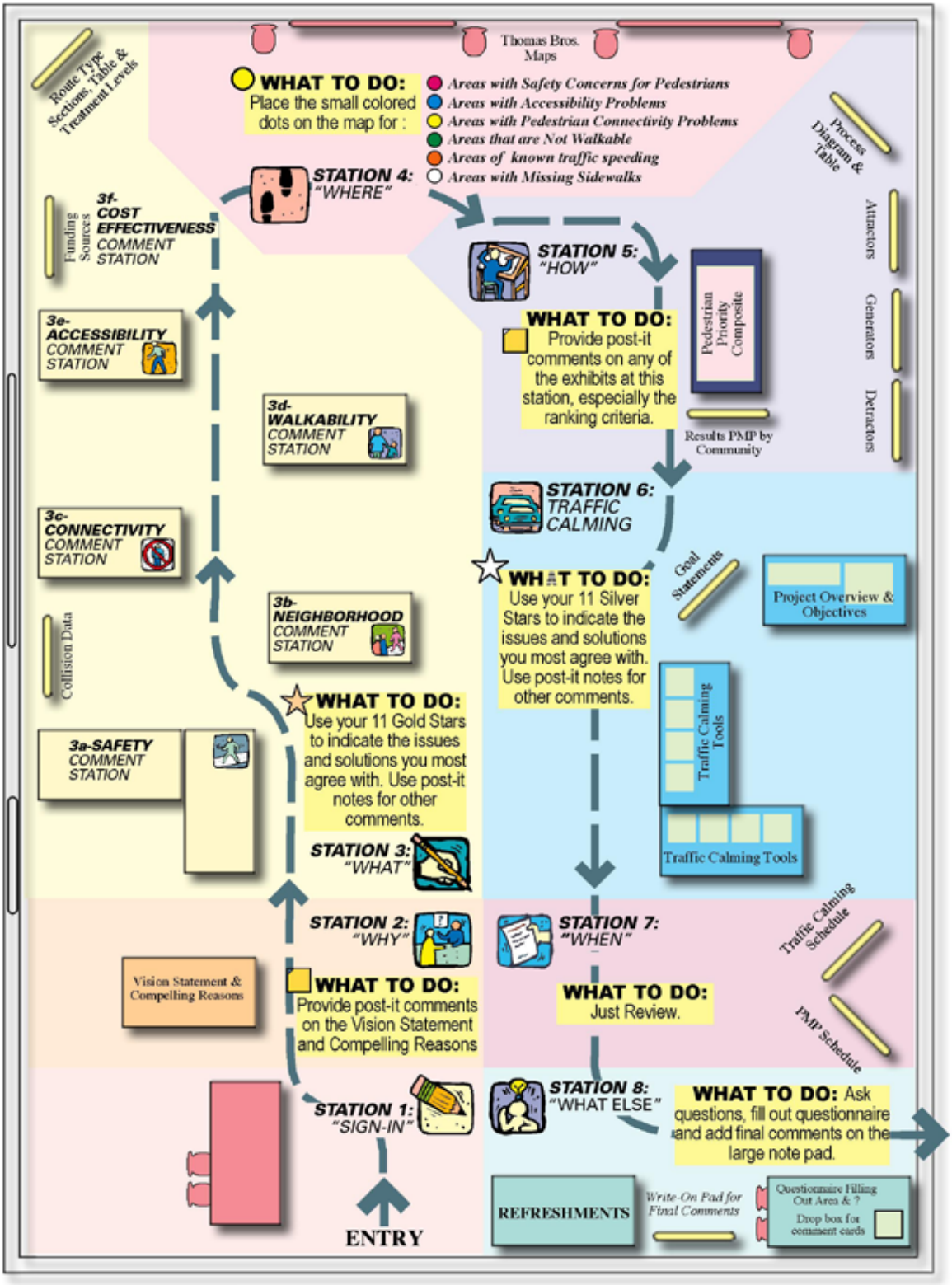
As the population and traffic increases in San Diego, the City has received increased complaints of speeding and shortcutting traffic, particularly within residential areas. The Traffic Calming Program project will develop a comprehensive citywide traffic calming program to provide uniform guidelines for the city to plan and implement traffic calming solutions, assist in the implementation of traffic calming devices, and educate neighborhood residents and the general public as needed.

Directions & Parking:
Balboa Park Club, take Hwy 163 south to Park Blvd, go left at the stop light then left onto President's Way. Continue to the stop sign where you can go straight to park in the Pan American Plaza parking lot or make a right and park in the Organ Pavilion lot.

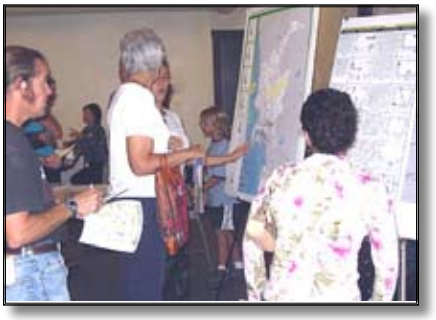
OPEN HOUSE INSTRUCTIONS

PEDESTRIAN MASTER PLAN + TRAFFIC CALMING PROGRAM

WHAT TO DO: In general, go around the room in a clockwise direction following the station numbers. Follow the instructions listed below under each station. Please make sure you have used your 22 stars (see below) and have filled out a questionnaire (or taken one to mail back or noted the web site to fill out the on-line version) before you leave. Thank you for your valuable input.



Various photos of the October 13, 2005 Public Open House attended by nearly 150 public members.



Written Comments Received at the City of San Diego Pedestrian Master Plan Workshop, October 13, 2005

Why is a Good Pedestrian Environment Important (Station 2 -Why?)

1. Bring curb cuts to ADA code and title 24. Add handicap parking,
2. Spaces, Reduce crowd in road
3. We in O.B. need a way to get in and out of South O.B. Sunset Cliffs is not very useful during the summertime. Ebers is the alternative. So we don't need more stop signs on Ebers.
4. To be "practical" there needs to be somewhere (store, work, school) within walking distance. All of these measures will serve no purpose if the distances are too great or if Transit does not improve a great deal.
5. The Ped environment has been neglected for many years and is badly deteriorated. Need to refocus attention on this critical piece of public infrastructure.
6. Walking – Provides alternative transportation alleviates (auto) congestion.
7. Save gas and protect the environment. Get exercise.
8. This is a great diagram. Especially smart growth and Healthy lifestyle.
9. So why do we have a "free" tram in Balboa Park?
10. More Citizens walking provides increased awareness of blight and homelessness, and unofficial neighborhood watch.
11. It's important to design for safety since drivers habitually break the law and (seem to) consider pedestrians as extra points!
12. First and foremost make it safe for kids to walk to school and recreation facilities in their neighborhood.
13. Incentivize/require large downtown (and other dense area) employers to provide transit passes, bike programs, car sharing, etc. to reduce vehicle miles traveled.
14. Pedestrians and bikers are traffic tool. No more car bullying.
15. No trucks during rush hour. Houston 7-9am and 4-7pm.
16. Our pedestrian access where people actually want to go. I.e.: (follow the "rabbit trials" worn access landscaping) as often as possible. Make it amiable to mobility disability. I.e.: at corner bus stop/post office on Art St./El Cajon Blvd. has curbs and inadequate sidewalk access for pedestrians, strollers, cane users.
17. Clear visibility issues and people carrying bundles, groceries, or items for mailing, need reduction in trip hazards between bus stops and post offices or grocery store "hubs". Near schools and "attractive magnets" hand operated traffic light buttons are a must to encourage crossing in sync with traffic, not against it.
18. Reduce the fast pace. Not able to really see the neighborhood. Speed reduces reaction time.
19. People need places to sit and rest, shaded from sun and rain, if they want to walk. Space these "bench" features along well-traveled routes near grocery stores where high-density seniors/disabled populations live, or high proportion of low income (no car) residents.
20. Businesses need to adopt small electric cars kept at work places for short local trips to encourage leaving gas guzzling SUV's at home. Prevents gridlock downtown/smog.
21. No truck and SUV/Van parking within 20 feet of an intersection for visibility reasons. New York city did this intersection visibility and pedestrian's safety.
22. Small energy efficient (perhaps electric?) shuttle vehicles for linkage which run frequently between transit corridors and all night. Promote walking and save fuel. I.e.: Between El Cajon Blvd and University Ave.
23. Unnecessary wide streets make a unfriendly pedestrian environment.
24. Fewer people walk because of inconvenient or non-existent transit.
25. Street lights (many).
26. Not sure about the last point re-increase respiratory disease but there are many health factors to consider now that we walk less – for sure.
27. Very much agree w/ this statement; especially asthma. Refer to USC Children's study.
28. It is getting dangerous out there and anything that slows people down will hopefully save lives.
29. Lack of interactions among people.
30. Need to work w/ employers to "incentivize" walking and bicycle use. Safety is a significant issue for all communities.
31. Supports neighborhood businesses that residents can walk to.
32. Traffic speeds make crossing streets difficult. Thru traffic with no other reason than to pass thru an area makes crossing difficult.
33. Need more thru streets off freeways.
34. The use of cell phones impedes driver's concentration on signs.
35. On the point of obesity/physical inactivity are epidemic and lack of walking is partly to blame – Sadly true!

Collision Map (Station 3a - Safety)

1. Need more photo enforced lights
2. City Heights already has many people who walk. Take a look at the high numbers of accidents on El Cajon and University! Good traffic calming candidate.
3. Please note concentration of incidents in low income communities. Invert there!
4. Sidewalks are user friendly. Very unsafe.
5. Improve crosswalks near schools.
6. Need pedestrian oriented GIS data (like presence/absence of sidewalks). Useful to professional development to plan for community pedestrian safety.
7. Now that we know where the pedestrian accidents occur, let's put fixes in place.

Comments on the Cost Effectiveness Board (Station 3f - Cost Effectiveness)

1. Regarding the priorities at the top of the board: This is a good statement of priorities.
2 Comment pointed out that: CDBG can be used for all ADA improvements (not just in low / moderate income residential areas.
3. This is a fine list of resources but this mortar board lacks any explanation of how funding will be secured (bonding, taxation, BID's etc.)
4. Regarding Transnet funding: Not nearly enough set aside for bike and pedestrian projects.
5. Regarding Transnet funding: Double Transnet for light rail trolley.
6. Regarding BID source of funding: Local BID may be willing to raise money for small projects in local areas of business.
7. Regarding DIF funding: DIF transportation funds do not currently provide money for pedestrian and traffic calming programs.
8. Regarding Safe Routes to School: In order to encourage the next generation to walk rather than drive when possible, connectivity and safety issues for schools should be of higher priority.
9. Regarding New Development source of Funding: As if home prices are not high enough already.

Location Map Comments (Station 4 "Where?")

1. Albatross and Washington needs a traffic light.
2. Audible signals needed downtown.
3. I run along Florida St as do many people while running through Balboa Park. There are no sidewalks and cars travel at high speeds. It is also hard to cross the street to get to Morely Field. Given how many people use this area, it seems that sidewalks or a pedestrian path should be added.
4. Something needs to be done about Texas Street. Sidewalks need to be better labeled and more lighting.
5. I like to walk at night in Talmadge/Kensington behind Hoover High, but I have personal security issues, and the sidewalk area (lit) only goes so far into a safe neighborhood and then I have to turn around. There aren't any more good lit sidewalks where it's safe.
6. Need sidewalks.
7. Miramar Rd. Excessive Speed. No walkability.
8. Most of Normal Heights is missing accessibility.
9. Improve City College area and be more inviting to pedestrian traffic.
10. Need an elevated corridor crossing at 805 from 47th Trolley stop west to connect to the Chollas Creek walkway (attach to the trolley track structure).
11. The south exit to Euclid off of MLK Jr. freeway has great potential for accidents that has to be fixed. No connection to Chollas Lake from the Kelton Rd overpass over the abandoned landfill.
12. In Old Town some 12,000 4th grade students visit our historic sites.
13. Hilltop should be extended to Euclid to facilitate school buses and children going to Gompers from Emerald Hills and elsewhere and to connect the open space to the Euclid and Imperial is daunting.
14. Downtown Encanto has a trolley station, yet it is one of the most problematic pedestrian environments in the city. Put some resources to this area.
15. Alleys in City Heights need to be calmed versus alternate sort cut speedways.
16. Sidewalk ends at Florida St and Upas. Without stop signs, sometimes unsafe trying to cross from west side to east side to access park/Morely Field area.
17. Florida St/Dr is over used as a main access route to I-5 and speeds are typically unobserved. 45 MPH posted speed through canyon area doesn't help when wanting to cross from Balboa to Morley.
18. Old Town has wider than necessary intersections and very narrow sidewalks. Too much tow way traffic on narrow streets conflicting with cars, buses and delivery vehicles.

19. Safe Route to School around ALL City Heights elementary schools.
20. G Street east. Cars haul ass thru the gaslamp. We need traffic calming at 4th and G.
21. Most of the sidewalks are fine but traffic volume and speed are unsafe for children.
22. 25 MPH on Univ thru North Park is rarely observed. Cars don't stop for flashing crosswalk signals either. Normal speed 35-45 MPH.
23. San Diego Ave between Conde and Twiggs is 12' wider than all feeder streets but sidewalk are extremely narrow and not pedestrian friendly.
24. Nimitz Blvd not pedestrian friendly or even bike friendly. Cars travel at higher speeds than posted speed limit.
25. Line bus stop at Univ and Bancroft Way. No pedestrian crossing to bus stop (chained off) forcing riders up a block to cross (possibly missing bus) of unsafely crossing street to get to stop.
26. Get pedestrians to the two Mid City Transit plazas and down to the I-15 in line bus rapid transit stations/platforms in median.
27. Speeding traffic on side streets, 44th and Meade in City Heights.
28. I watch people dart across Friars between Via Las Cumbres to Fashion Valley Rd to get to the shaded side. 4 lanes and turning lane and 2 bike lanes to cross. No pedestrian markings on this stretch.
29. Intersection Adams and Kensington Dr. No stop sign or crosswalks. Lots of near misses.
30. The walk from Adobe Falls Rd either North on Waring or west onto alvarado Canyon is dangerous and extremely uncomfortable and needs calming and additional walkway space.
31. Unsafe ramp crossing trying to get to Mission Bay Park from Bay Park area.
32. Mission Center Road into Serra Mesa has a bike lane but no sidewalks. Pedestrians use the bike lanes where traffic is typically 40+ MPH. Pedestrian links thru Quarry Falls project in Mission Valley should help.
33. Post office mail boxes on Bernardo Center, West Bernardo at Duenda.
34. Missing sidewalks on Escala.
35. Slow traffic from Clairemont Drive to Mt Abernathy.
36. Large housing subdivision across and adjacent to Lopez Ridge Park.
37. Add street lights to Aegean Court
38. Freeway off ramp vehicle conflict with bike path cyclist lose!
39. From Eber to Nimitz on West Point Loma, pedestrians have difficulty in crossing due to a long sweeping curve. Should pedestrians be allowed to cross there as more stops signs will back up a major road?
40. Veterans with disabilities cannot cross Pacific Highway because of very steep stairs. A ramp needs to be built in the medians (plenty of room).
41. One way street channel traffic to hospital. Cars speed through residential neighborhood, very little lightly cracked and needs repaired sidewalks.
42. Many old ramps are way too steep.
43. Ash and Harbor very dangerous to all, especially blind and wheel chaired users.
44. Inaccessible restrooms cross slopes in Balboa Park.
45. Need curb ramps on 30th Street between Beech and University.
46. Areas around schools in City Heights, especially new schools.
47. Because 92104 has been built over the past 100 years. Pedestrian oaths/sidewalks are varied in size shape and condition. The roads may have a shoulder with no surface to walk on. Example, RDBY Golf Course.
48. Sidewalk completely broken up on west side of boundary for one block, just north of Juniper.
49. MLK Jr and Euclid South exit is hazardous. Needs widening. The only south entry into 4th District.
50. Rancho Bernardo Rd / I-15 undercrossing and West Bernardo Dr / I-15 overcrossing.

GIS Flow Chart and Weighting Table (Station 5 - How?)

1. Old Town is an attraction. Major tourist destination.
2. In Old Town, some 12,000 4th Grade students tour our historic sites each year.
3. Old Town: Consideration of tour buses throughout the year. Summer there can be 15-20 buses on each weekend day.
4. The 4th Grade program students walk throughout Old Town. Freemont School.
5. Neighborhood retail should be higher attractor.
6. Neighborhood retail and commercial should be given higher consideration as a pedestrian attractor. (Especially above trolley stops that aren't highly used)
7. Normalizing the scores by acre is skewing the priority setting!
8. Detractor – canyons with limited pedestrian access to Mission Valley.

GIS Generator Model (Station 5 - How?)

1. Proposed Quarry Falls project will have higher pedestrian generators. (Mission Valley, just east of I-805)
2. Lots of seniors around Morely Field. Sidewalks need to be fixed.
3. Euclid Ave too crowded
4. Euclid Ave curb too close to street

GIS Detractor Model (Station 5- How?)

1. Need sidewalks on Mission Bay Drive

GIS Composite Model (Station 5 - How?)

1. Don't forget to encourage pedestrian activity in non-business areas too.
2. Need more connectivity and mitigate negative environment on sidewalks along Clairemont connecting to Tierrasanta.
3. Many more families with young children are moving to or staying in urban neighborhoods: North Park, South Park, City Heights, etc.
4. Don't forget that the people who live in South O.B. need a way to go work. Please don't put any more stop signs on Ebers.
5. Level of pedestrian activity is not the only indicator of need for priority attention. Mission Valley / Friars needs attention. Ratio of pedestrian to traffic volume indicates a lot of traffic for yellow level pedestrian activity.

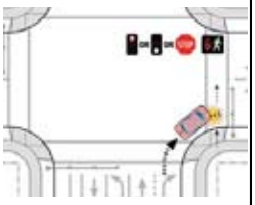
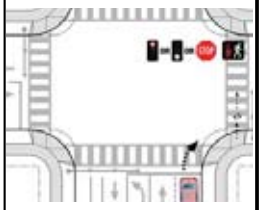
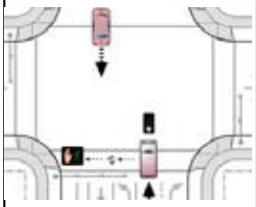
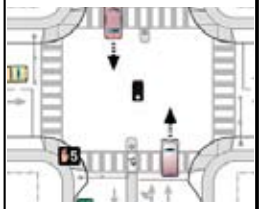
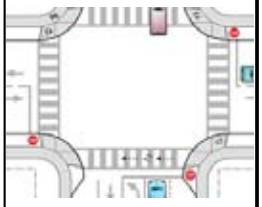
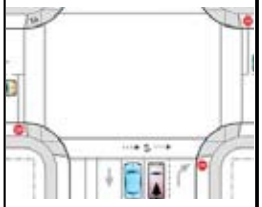
Random Comments from the Final Comment Write-on Pad (Station 8 - What Else?)

1. Can't count on uncertain federal grant money. What local funding plans will be implemented if no funding from federal sources?
2. Where is the accountability mechanism? Plans are fine, but with no specific means for community/city to ensure something gets done OR a legitimate reason is provided for inaction, these plans lack teeth.
3. Stop deleting roads.
4. Design roads (new roads) with lower design speed

a. Can reduce road width
b. Slow traffic
c. Focus on pedestrian by implementing calming measures
d. Great job on overall presentation

5. This is a great idea. How will it be implemented? Will it become just another study to gather dust? No study/plan is good without funds. It doesn't seem like SD is going to have any money anytime soon.
6. Ensure representation from all sectors in the community (e.g. socio-economic, ethnic (monolingual). More residents. So something (Don't just study the problem and think of solutions, implement something)
7. Reduce street racing by re-instating a more controlled race track for the youth you are attracted to this activity. Use some funds for this rather than just punitive approaches as this may only cause the problem to be resurfacing where it is least controllable and dangerous to pedestrians.
8. Thank you for having this open house!
9. Advise business community that increased foot traffic increases visibility and increases income.

SAFETY RELATED ISSUES AT INTERSECTIONS — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	PLAN VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	PLAN VIEW OF TYPICAL SOLUTION
S1- Right turning collisions. Right turning vehicles at red lights, green lights or stop signs may violate pedestrian right of way. Driver's attention is often on vehicles approaching from the left. High speed right turns or partial stops divert the driver's attention from watching for pedestrians.		Speed reduction through the turn is the most effective solution. Reduce corner radii to slow turning speeds, install stop bars short of crosswalk, provide pop-outs to increase visibility of pedestrian and improve crosswalk markings. This is most applicable in moderate to high use pedestrian zones, but problem exists everywhere. Consider early start pedestrian crossing phasing of the signals. Some prohibitions on right turn on red may also be warranted.	
S2- Left turning collisions. Left turning vehicles at permissive left turns (green light yield) or at stop signs, often violate pedestrian right of way. The situation is made worse where there are multiple left turn lanes.		Providing a median refuge provides pedestrians a safe place to stand until left turning vehicles pass. This is critical at major arterials with multiple left turn lanes. A two-phase pedestrian cycle may be required with an actuator in the median. Elimination of prohibitions on pedestrian crossings at all or portions of an intersection should be considered where warranted. Improve crosswalk visibility.	
S3- Street width too wide to cross in one cycle. Pedestrians are often unable to make a street crossing in one standard pedestrian phase (crossing signal). Age, ability and street crossing distance are all contributors to this problem.		Providing a median refuge with an actuator in the median may be needed for larger streets in case someone can not make it all the way across. Pop-outs decrease distance. Countdown signals can assist in communicating the time left and discourage late walk starts. Special walk time lengths are best when actuated by pedestrians instead of being automatic in the cycle. Two button actuators (second button for slow walkers) may help.	
S4- Multiple lane crosswalk collisions. Pedestrian collisions with vehicles can occur in crosswalks at stop signs where multiple lanes proceed in each direction. Larger vehicles in the outer lanes can shield views of pedestrians from drivers in the inner lanes.		Pedestrian pop-outs can be used to eliminate "sneak by" driving at intersections. Ladder style crosswalks increase visibility of the walk. If traffic volumes are high, signals may be more appropriate than stop signs alone. Early start pedestrian cycles can help if they extend the overall length of the cycle. Pedestrians are best served when pedestrian crossing periods are automatic in the overall signal cycle.	
S5- Uncontrolled intersection collisions. Pedestrian collisions do occur with vehicles at intersections where no stop signs or traffic signals exist. Multiple lanes in each direction increase this problem dramatically.		Where multiple lanes are concerned, positive traffic control is the best solution for increasing safety. Stop signs or traffic signals should be provided where pedestrian volumes warrant. Without these controls, no marked crosswalk should be provided since it implies safety and right of way. Reducing a four lane road to a three lane (one lane each direction with a left turn pocket) decreases the frequency and severity of these collisions.	
S6- Controlled intersection collisions. Pedestrian collisions with vehicles at intersections with signals or stop signs do occur. Collisions occur due to high speeds, running red lights and violating pedestrian right of way.		Reduce speed limits and implement other traffic calming measures as required. Pedestrian pop-outs, medians and other elements that reduce the apparent width will result in some lower speeds. Ladder style crosswalks help increase visibility. Public education and enforcement should also be part of the solution. Installation of cameras may be warranted at high speed intersections with high accident rates.	

If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.

(26)

"Follow the lead of great, walkable cities: End right turns on Red in urban San Diego."

"When would drivers make their turns? They would need their own portion of the cycle where NO pedestrians can cross."

(10)

(22)

"Pedestrian bridges may be appropriate in some cases."

(13)

"Recently used early start pedestrian signals on Camino del Rio North - Excellent idea - Should get widespread implementation."

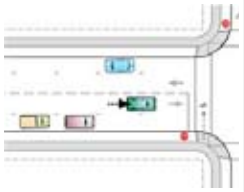
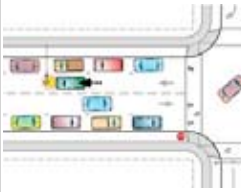
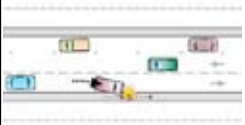
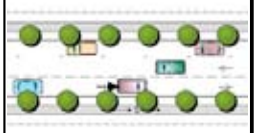
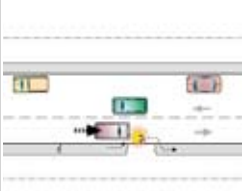
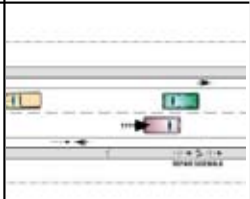
"Safe Routes to School standards at all intersections surrounding Mid-City/City Heights Elementary Schools."

(2)

(26)

"Unless 'right hand turn on red' is removed from San Diego, people will hesitate to walk because moving vehicles occupy crosswalks."

SAFETY RELATED ISSUES ALONG STREET SEGMENTS — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	PLAN VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	PLAN VIEW OF TYPICAL SOLUTION
S7- Uncontrolled, restricted or far spaced crossings. A stop sign or signal controlled crossing may not exist within 300' or it may be restricted, forcing pedestrians to cross at illegal & unsafe areas. A legal crossings must exist within 300 feet to be considered reasonable.		Determine if the addition of stop signs or signals at nearby intersections is warranted. If not warranted and if only one lane exists per direction, then consider a marked crosswalk with signage, mid-lane pedestrian crossing markers (a collapsible sign placed in the middle of the lane) and median refuges.	
S8- Mid-block "Jay Walking" Safe & controlled intersection crossings do exist within a typical block, but given adjacent uses & pedestrian levels, illegal crossings occur, putting the pedestrian at risk. Same situation as above, but the proposed solutions are different.		If pedestrian use levels are high and if a one-way street or less than three total lanes exist, consider a mid-block crossing with bulb-outs, ladder crosswalk and a pedestrian-actuated traffic signal. Create a median refuge with no more than one lane to be crossed at a time, flashing and in-pavement lights, ladder crosswalks, signage, and a flexible mid-lane pedestrian crossing vertical marker.	
S9- Right turning collisions on sidewalks. Pedestrians on sidewalks may be struck by moving vehicles turning right into curb-cuts, driveways or alleys. The vehicle is violating pedestrian right of way. This collision is difficult to control through physical changes.		Limit driveway width and frequency. Ensure sidewalks are level and pulled back from curb to increase distance from the turning vehicle. Make sure parking is not too close to the driveway. Use different colors and patterns for the walk and the driveway. Public education is part of the solution. The pedestrian "right of way" is often not respected by drivers.	
S10- Out of control collisions on sidewalks. Pedestrians may be exposed to high speed vehicles where no buffers exist (such as trees, bike lane or parked cars). The problem is worse where sidewalks are next to travel lanes with no parkway strip.		Allow for parking or add a bike lane if width allows. Consider repositioning the sidewalk away from the curb. For new construction, require a parkway strip at least six feet wide with trees. Consider a roadway barrier if the number of driveways is limited and if speeds are above 40 mph.	
S11- Street collisions where no walk exists. Where sidewalks are missing or damaged, pedestrians are required to walk in the street, exposing them to collisions. Walking in the street is especially unsafe if speeds are above 25 mph and the active travel lane is next to the curb.		Maintain walkways to accessible standards, require walkway gaps to be completed by property owner (regardless of the permit type) and strengthen policies regarding sidewalk closures due to construction to make sure that safe alternatives are provided. Where possible, provide a Class 2 bike lane between the travel lane and the curb.	
S12- Unsafe conditions in the dark. Where lighting and/or building forms do not allow for defensible space, the walker may be subjected to robbery or personal harm. Inadequate light levels can convince a pedestrian to not walk at night or result in collisions due to low visibility.		Around major destinations and transit stops, require appropriate levels of pedestrian lighting with fixtures no more than 150 feet apart. Insure new construction does not ignore defensible space issues. In special pedestrian areas, pedestrian scale bollards and fixtures should be used to improve safety and security for the general public. Remove or modify low visibility areas.	

If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.

(7)

"New development should limit distance between intersections to 300 feet."

(35)

"Mid-block crossings should be allowed on four-lane streets with raised median pedestrian refuges." "Drivers will not stop for crosswalks. We need to enforce the 25 mph speed limit!"

(8)

(13)

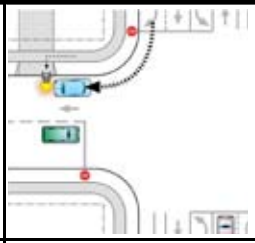
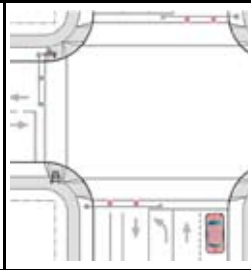
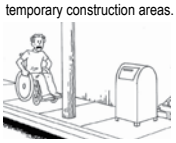
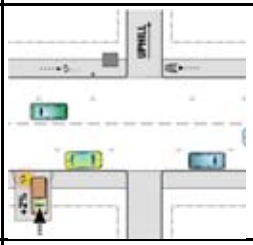
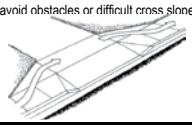
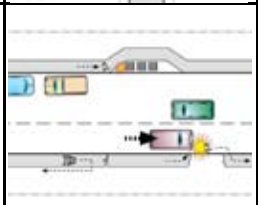
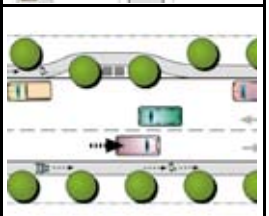
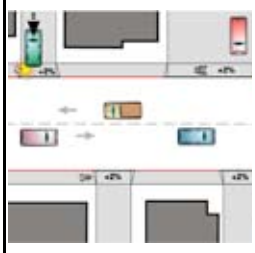
(9)

"Set a goal: Five years to fill in all missing sidewalks City-wide."

(17)

"Lights should be fully shielded to prevent sky glow."

ACCESSIBILITY — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	PLAN VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	PLAN VIEW OF TYPICAL SOLUTION
A1- Non-existent pedestrian ramps are missing at corner intersections. Methods for getting around a missing ramp corner can place the user at risk for a collision with vehicles.		Areas where pedestrian ramps are missing that fall into High Pedestrian Priority Areas, should be retrofitted as soon as possible. The Pedestrian Priority Model (PPM) has incorporated the federal standards of priorities for ADA transition plans, so it can be used to set priorities. New construction, city projects & private renovations must be required to install missing ramps.	
A2- Sub-standard pedestrian ramps at corners (tactile indicators, steep running slope, gutter transition, or diagonal ramp on busy street). Source: US Access Board 		Conversion of diagonal ramps to two perpendicular ramps should be done on streets where wheelchairs are likely to roll into an active travel lane. Upgrading of previously conforming ramps should receive a lower priority than missing ramps, ramps with steep running slopes or diagonal ramps on busy streets. High pedestrian priority areas should be given a priority for upgrades. Eventually, fix ramps where gutter transitions exceed 1/2 inch.	
A3- Non-existent accessible pedestrian signals or the actuators are not at the appropriate height or location. Source: Linda Myers 		All new traffic signals must follow the latest standards for audible and vibro-tactile crossing signals, which include the amount of pressure needed on the push button, push button dimensions, location and tone volume and types. The priorities for APS installation and upgrades should follow the PPM. 	
A4- Sidewalk obstacles - Vertical clearance, protruding obstacles or inaccessible temporary construction areas. 		The minimum clear headroom is 80 inches. The critical zone for visually impaired walkers using canes is 27"-80". Obstacles may not protrude into the walkway more than four inches. Bulb-outs, tapered ramps and other reconfigurations may be needed to avoid obstacles or difficult cross slopes. 	
A5- Sidewalk gaps and excessive meanders. A gap can make the entire route inaccessible for some. Meandering walkways can be difficult for the visually impaired to navigate.		A solution for all missing segments along major routes must be provided and should be tied to private development, the adjacent owner, or public projects. Maintenance repairs to all walkways with lifts greater than one inch should be done by the City as quickly as reasonable. Long-term repairs should be shifted to the adjacent property owner where appropriate.	
A6- Cross slopes and steep grades. Excessive cross slopes (i.e., often at driveways) and grades (i.e., often at alleyways) make it difficult to maneuver.		All new walkways must have less than two percent cross slope. Redevelopment should remove excessive driveways, widths and cross slopes. At elevation changes of between 1/4 and 1/2 inch, a 50 percent maximum slope beveled surface is required. Where possible, reconstruct walks away from curbs, to reduce driveway cross slopes. If not possible, provide ramps at driveways with excessive cross slopes.	

If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.

(25)

(25)

"Give priority to areas where disabled persons live and use a crosswalk."

(14)

(30)

"Avoid sidewalk obstacles next to handicapped parking so a lift can be used and the wheelchair exit cleanly."

"There is a significant gap in integration of 'access' issues into safety, connectivity, etc."

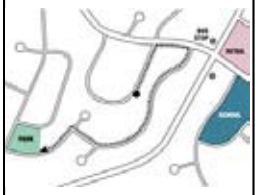
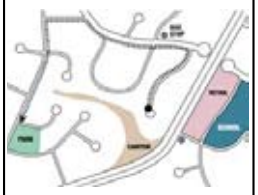
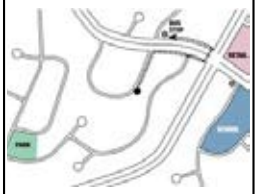
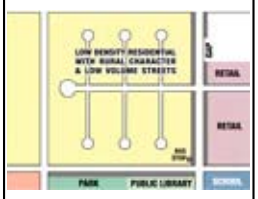
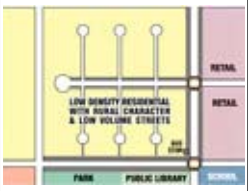
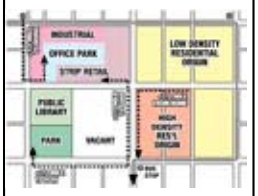
(9)

"Alley to street aprons should use a sidewalk pattern to show pedestrian priority."

(13)

"Avoid steep road crowning at handicapped parking spaces. Code says 2% maximum."

CONNECTIVITY ISSUES — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	PLAN VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	PLAN VIEW OF TYPICAL SOLUTION
C1- Street patterns are not connected, requiring the pedestrian to follow a long route to get to neighborhood attractors, schools or transit. Curvilinear & dead-end streets (cul-de-sacs) force the pedestrian to take long routes usually exceeding most pedestrians capabilities.		Avoid new development that does not provide a multitude of through streets. Special attention should be given to routes from the majority of homes to locally serving retail, transit, education or work places. Alternatively, if a street is not made to go through, walkways should be made to connect through to the most direct series of streets that service neighborhood destinations.	
C2- Walking barriers. Natural barriers (canyons or slopes) or man-made barriers (freeways or railways) are often located between origins and destinations. Canyons of San Diego rarely have trails that lead through them. Steep trails and walks are often an impediment for many pedestrians.		Special trails are needed in some areas to connect residential origins with local attractors. These attractors should be within a mile of the population center. In areas with heavy coastal access to recreational activities, grade-separated access may be the only solution to safe crossings since the PUC rarely allows for new at-grade crossings. Some roads (and associated walkways) need to be made to go through to help better connect the community.	
C3- High speed barrier roads. Heavy volume roads, roads that have many lanes or high speed roads, create a perceptual and/or safety barrier that discourages pedestrian use. A major road can be a perceptual barrier. Restrictions may require a pedestrian to walk a few blocks out of direction, just to get to the other side of the street.		Major intersections need to include some or all of the following: median refuges, pedestrian pop-outs, highly visible crosswalks, countdown signals, and all four intersection segments with pedestrian access. Busy roadway segments should include some or all of the following; non-contiguous sidewalks with parkways and trees, barriers (for speeds above 45 mph) and crossing points no more than 300 feet. apart.	
C4- Isolated land uses. Residential land uses are often isolated from community destinations such as retail, social, education or work location attractors. If the distance between where people live & where they work, shop, learn or play is over 1 mile, the majority of people will never walk. This distance is often increased due to non-connected curvilinear streets.		Solutions need to be incorporated at the land planning or site planning stage to assure a good local housing and jobs mix, access to local services, transit access, and safe routes to schools and parks. A more diverse and "fine-grained" mixed use land pattern is needed. Smart growth policies and funding need to be concentrated in areas where the connectivity to local destinations can be within a one mile radius.	
C5- Complete lack of walkways. Entire neighborhoods or areas may be lacking pedestrian facilities (not just minor gaps in the walkway). In some rural areas or hillside locations, sidewalks do not exist at all. All streets should have sidewalks. However, if rural locations have low volume single lane streets, they should not be required to add sidewalks.		Gaps in existing walkway systems must be connected and should be paid for by adjacent new development, public projects or adjacent property owners. In residential areas where sidewalks may not be required, attention should be given to the adjacent higher volume streets where connections are needed to give pedestrians the ability to reach community attractors.	
C6- Isolated transit facilities. Transit systems are often not close enough to origins (generators) or destinations (attractors), making walking to transit stops & from transit stops to final destinations, too long. Transit systems generate pedestrian activity and pedestrians support transit if they are within walking distance.		New development must integrate transit near residential populations and assure that the route to the station is walkable, safe and accessible. To retrofit existing transit isolation, changes in the walking environment can be made such as adding pass-through walkways connecting street cul-de-sacs to improve access to transit and larger roadways. In some cases, the transit route and transit stations may need to be relocated.	

If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.

(49)

"Connect paper streets and public rights of way to the network and for land swaps."

(20)

"This should not occur at the expense of sensitive resources. Good trail design is essential to avoid erosion impacts." "We have to be careful to do things in an environmentally friendly way."

"I want to put all my stars here because we need a grassroots strategy to access the PUC!"

(20)

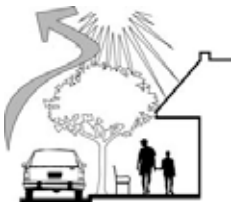
(31)

(21)

(31)

"We need more public transportation - more efficient (the bus takes so long!) and to

WALKABILITY ISSUES — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	VIEW OF TYPICAL SOLUTION
W1- Harsh environmental conditions. These conditions may prevent certain walkways from being utilized more often. Direct sun, reflected light from bright concrete, noise, vehicle fumes & wind conditions can all contribute to an unpleasant walking environment.		Inclusion of less reflective concrete (integral color, staining or dust-on coloring), shade structures, trees, windbreaks, noise barriers or other elements can mitigate the negative impacts from the environment. Alternatively, greater separation from the source of noise and fumes will also limit the direct impacts.	
W2- Harsh socio-economic conditions can occur in certain walkway areas, making pedestrians feel uncomfortable about their walking experience. Lack of maintenance, trash, weeds, derelict structures, and graffiti all discourage pedestrian use.		The only solution to this particular problem is improved maintenance and monitoring. If a new project is being considered and it includes a fair amount of landscaping and other amenities, it is imperative that a responsible long-term party be identified to provide maintenance.	
W3- Perceived unsafe walking environment due to fear of crime. The actual or perceived presence of an unsafe walking environment may due to theft, assault, or panhandling. Adjacent conditions, presence of the general public and lighting levels all affect the real or perceived safety issue.		Implementing the latest Council policy for mid-block lighting (150' spacing) and transit area lighting would help this issue. Proper defensible space is needed in and around adjacent structures and other improvements. Increased enforcement and monitoring may also be required. Increased presence of other public members assists by providing eyes on the street.	
W4- Perceived unsafe walkways due to heavy vehicular use. The actual or perceived presence of unsafe walkways due to vehicular activity can detract from pedestrian use. The proximity to travel lanes, speed & volume of vehicles & the presences of barriers or buffers all affect this real or perceived safety issue.		For existing streets, consider restriping, reducing the number of lanes, or adding a parking lane or a bike lane to offset the walkway from the vehicular traffic. Provide trees where they are missing in parkways or create new tree planting opportunities. In some cases, where 45 mph or above speeds are common and separation is not possible, barriers may be needed.	
W5- Absence of site amenities. The absence of site amenities can reduce pedestrian activity. Needed amenities include places to sit, places to be in the shade, drinking fountains, trash receptacles and special pedestrian signage.		In areas where pedestrian activity is high or where dwell time may be higher (such as at transit areas) or in and around major attractors, amenities should be required. Priorities should go first to highly active pedestrian environments or special pedestrian facilities.	
W6- Walkway obstructions. Lack of unobstructed and adequate width for a walkway can detract from pedestrian use. This issue goes beyond minimum ADA standards and includes obstructions that force a walker around the element, crowded sidewalks or the presence of multiple surfaces, sloped planes and trip hazards.		Utility placement, newspaper racks, outdoor seating, plantings and other potential obstructions need to follow the basic guideline of an edge zone along the curb, a furnishing zone for amenities, utilities and trees, a throughway zone and a frontage zone against the edge of buildings. Walkway widths that are greater than minimum standards are required to make a walkway more walkable.	

If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.

(11)

"Need more trees."

(14)

"Other solutions include more involvement from the community in improving conditions that require political and social involvement."

"W2 and W3: Communities of color have low or no representation!"

(16)

"Lighting should be fully shielded to prevent sky glow."

Lighting needed in Old Town - very dark on many streets.

Balconies great way to have eyes on the street" to prevent crime."

(19)

"Alleys as speed ways."

"Reduce design speeds on new roads, restripe existing roads, and incorporate landscaping to buffer traffic and pedestrians."

"Main Euclid thoroughfare is too narrow - needs widening."

(23)

"Major issue in Old Town."

"Need more public restrooms."

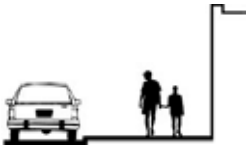
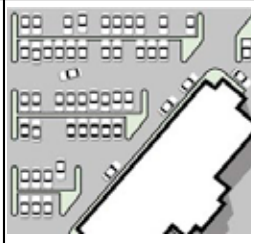
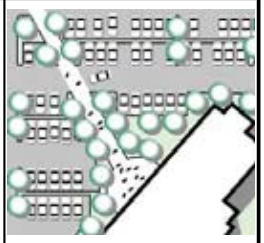
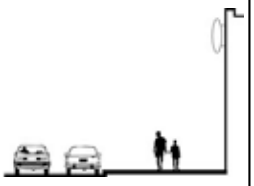
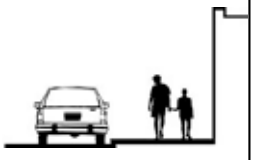
"Definitely need more trash and recycling receptables."

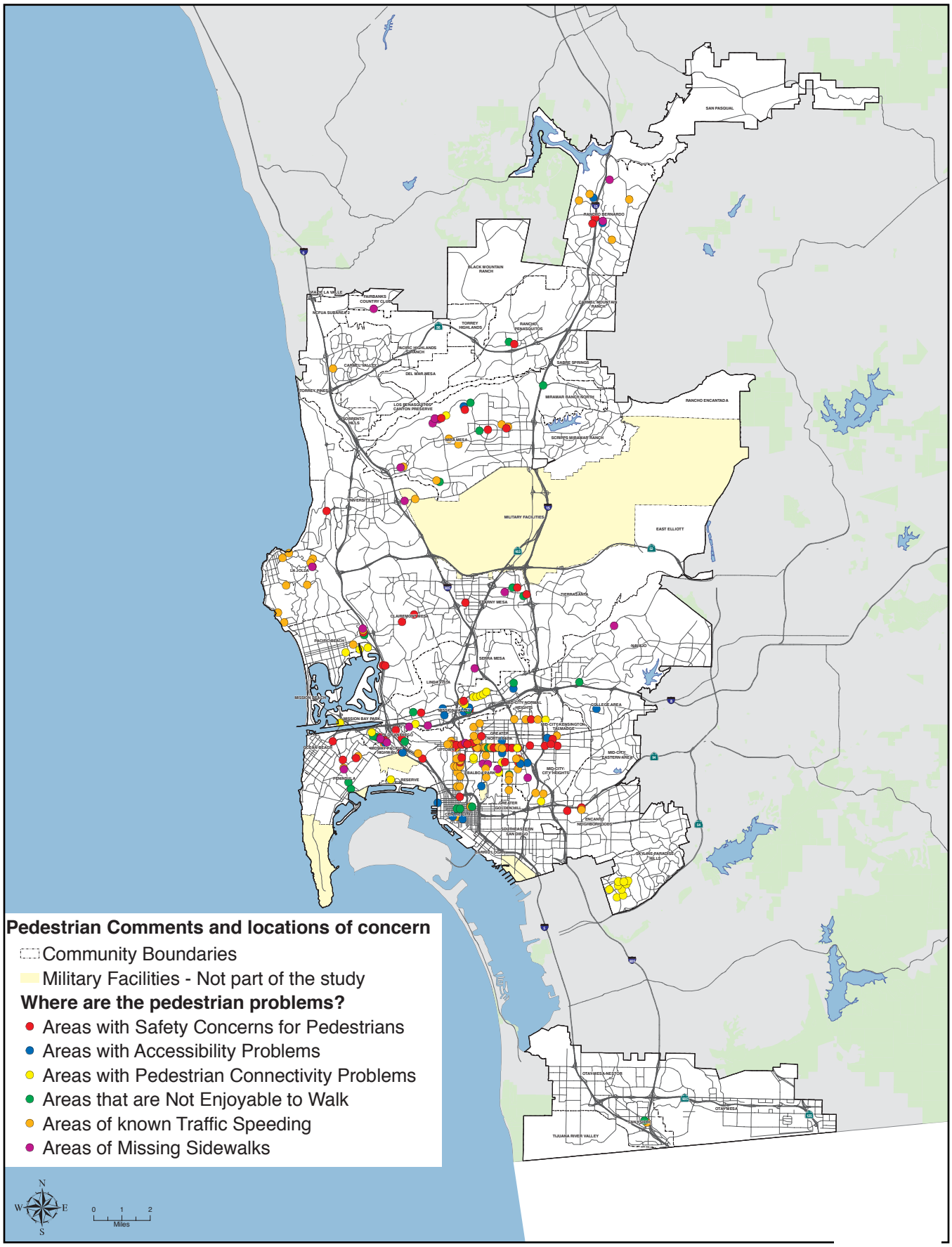
(20)

"Narrow sidewalk and plethora of newspaper boxes and trash receptacles are a huge problem in Old Town."

"Restaurants in Gaslamp need less sidewalk space."

NEIGHBORHOOD CHARACTER ISSUES — Pedestrian Issues and Solutions

ISSUE DESCRIPTION	VIEW OF TYPICAL ISSUE	SOLUTION DESCRIPTION	VIEW OF TYPICAL SOLUTION	If you agree that this issue is very important and that the solution is appropriate, please select your highest priorities and place the gold star below.
N1- Lack of social interaction in business districts. Social interaction between groups, neighbors, customers and business owners is hampered by not having an exterior environment that supports interaction & outdoor activities. Pedestrian environments & public spaces are needed to support this.		All new commercial and institutional projects need to create a positive and pedestrian-scaled environment in or adjacent to the public right of way. Site amenities are needed to allow people to sit, watch, talk and interact with others in the adjacent uses and with those in the public right of way. Existing projects should be retrofitted to include these "places" as well.		(25) "This will help make people want to walk more.
N2- Sterile walking environment. Certain areas of the walking environment are sterile and monotonous and are too often just a corridor from Point "A" to Point "B". No "sense of place" is created that encourages people to sit, linger, stand, watch and interact. No "sense of enclosure" is provided in most of our walking environment.		All new commercial and institutional projects need to create a positive pedestrian-scaled environment in or adjacent to the public right of way. Site amenities are needed to allow people to sit, watch, talk and interact with others from the adjacent uses and with those in the public right of way. Public art can increase interest. Existing projects should be retrofitted to include these "places" as well.		(15)
N3- Site dominated by parking. Typical site plans for retail, office and institutional settings dedicate extensive areas to parking and vehicular circulation while ignoring pedestrians. Increased reliance the car requires a project to dedicate more land area to cars, thereby isolating people even more.		Any increase in walking trips (including walking and using transit) reduces on-site parking and vehicular circulation requirements. Even providing a better walking environment in a place such as a shopping mall or commercial strip can result in reduced motor vehicle trips if a person is encouraged to connect retail destinations as a pedestrian instead of moving the car.		(26) "This is a necessary by-product of urban living. Low priority change." Parking lots are not a safe pedestrian access to commercial." Use small electric cars or hybrid company cars - reduce need for SUVs - car pool - Scale down and conserve!"
N4- Non-human scale. Typical suburban design is far too often scaled to the car, including the scale of buildings and other outdoor spaces. The human scale (as seen from a pedestrian's perspective) requires special attention to human dimensions. The design quality of all projects benefit from creating a pedestrian scaled walkable environment.		Basic human scale limits the size and design of facilities to two to three times the normal person's height. The horizontal space that best fits human scale is less than 100 feet wide. Projects and structures can be greater than this if they include design treatments, materials and forms that relate to human scale. The pedestrian is the ruler that should be used to measure appropriate human scale.		(15)
N5- Socially & physically inactive neighborhoods. The quality of life and the quality of neighborhoods are often linked to a healthy community where members participate in recreational and physical activity as well as social interaction. Often the pedestrian environment does not support this interaction.		All pedestrian use, whether for transportation, health or social interaction, should be encouraged and supported by project design. The quality of life in any area of the city can only be improved if a holistic approach to the outdoor environment is made. Trails, paths, walks and sidewalks should be integral parts of all projects since they encourage walking for health and social interaction.		(22) "More trees." "Need to support local small business." "Improve aesthetic appeal with native plants and trees."
N6- Uninteresting shopping districts. Older retail districts no longer provide the character of a "small town" shopping street that is now imitated by regional malls. In order to compete more effectively with franchise retail businesses in mall settings, business districts must create a walkable, pedestrian scale and interesting environment.		Redevelopment of the public environment in business districts has repeatedly shown to be a positive investment that increases retail sales and commercial viability. All shoppers are pedestrians at one point. The more time spent walking, the more window shopping and purchasing that occurs. These districts need to be walkable and interesting.		(22) "Diagonal parkway in front of retail areas is very important." "Great job on adding an element about neighborhood character."


Pedestrian Comments and locations of concern
Community Boundaries
Military Facilities - Not part of the study
Where are the pedestrian problems?
Areas with Safety Concerns for Pedestrians
Areas with Accessibility Problems
Areas with Pedestrian Connectivity Problems
Areas that are Not Enjoyable to Walk
Areas of known Traffic Speeding
Areas of Missing Sidewalks
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0 1 2
Miles

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
Respondent Type	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 driversí 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
Exercise/Rec Walker	0	0	1/2-1	3	2	1	4	Low	Low	Med	Low	Med	Med	Med	Med	Med
Errand Walker	0	1-2	2-3	1	3	2	3	Med	Med	Med	Med	Med	Med	Med	Med	High
Commuting Walker	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
Respondent Type	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 alled 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
Exercise/Rec Walker	Low	Med	Med	Med	Med	Med	Med	High	High	High	Med	Med	Low	High	High	Med
Errand Walker	Med	Med	Med	Med	High	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med	Med
Commuting Walker	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%
=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 unstopped 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 beyopnd there 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, Jogged 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 Clairement 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 POLUTION! 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 aof 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 cross-walk.
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 trials 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 then 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 with in 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 the 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 Sissyphus 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.

Appendix D includes a ranking of all the City of San Diego Community Planning Areas along with their "Walk to Work" rates according to the 2000 Census data. This table is an expanded version of Table 2 on Page 2-3 that shows the percent of residential working population per community that walks to work as their primary means of transportation. This does not include those that have portions of their trip in vehicles or transit.

Community	% Residents Commuting by Walking
Centre City	22.10%
Old San Diego	10.43%
Peninsula	10.28%
Barrio Logan	7.76%
College Area	7.75%
University	6.84%
Midway-Pacific Highway	5.49%
San Ysidro	4.41%
Linda Vista	4.19%
Ocean Beach	3.84%
Uptown	3.75%
Mission Beach	3.73%
Southeastern San Diego	3.62%
Mission Bay Park	3.26%
La Jolla	2.78%
Mid-City: City Heights	2.71%
Greater Golden Hill	2.58%
Rancho Encantada	2.50%
Torrey Pines	2.46%
Greater North Park	2.45%
Pacific Beach	2.37%
San Pasqual	2.18%
Via De La Valle	2.07%
Mid-City: Eastern Area	1.72%
Mission Valley	1.69%
Serra Mesa	1.69%
Tijuana River Valley	1.61%
Black Mountain Ranch	1.59%
Otay Mesa - Nestor	1.58%
Mira Mesa	1.58%
Rancho Bernardo	1.50%
Mid-City: Normal Heights	1.36%
Clairemont Mesa	1.25%
Navajo	1.17%
Del Mar Mesa	1.16%
Pacific Highlands Ranch	1.14%
Tierrasanta	1.13%
Kearny Mesa	0.92%
Carmel Valley	0.85%
Skyline-Paradise Hills	0.77%
Encanto Neighborhoods	0.75%
Scripps Miramar Ranch	0.70%
Rancho Penasquitos	0.69%
Carmel Mountain Ranch	0.47%
North City Future Urbanizing Area	0.46%
Miramar Ranch North	0.45%
Mid-City: Kensington-Talmadge	0.44%
Sabre Springs	0.42%
Otay Mesa	0.35%
Torrey Highlands	0.15%
Sorrento Hills	0.00%
City Totals	**3.46%**

Source: U.S. Bureau of the Census