



STREETSCAPE DESIGN GUIDELINES FOR THE MARKET STREET CORRIDOR

FINAL STREETSCAPE DESIGN GUIDELINES

SOUTHEAST ECONOMIC DEVELOPMENT CORPORATION

**Prepared by:
The Schmidt Design Group, Inc.**

July 9, 1993

ACKNOWLEDGEMENTS

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MARKET STREET URBAN DESIGN STUDY

JUNE 1991

Wallace Roberts & Todd

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STREETSCAPE DESIGN GUIDELINES MARKET STREET CORRIDOR

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INTRODUCTION

1. Background

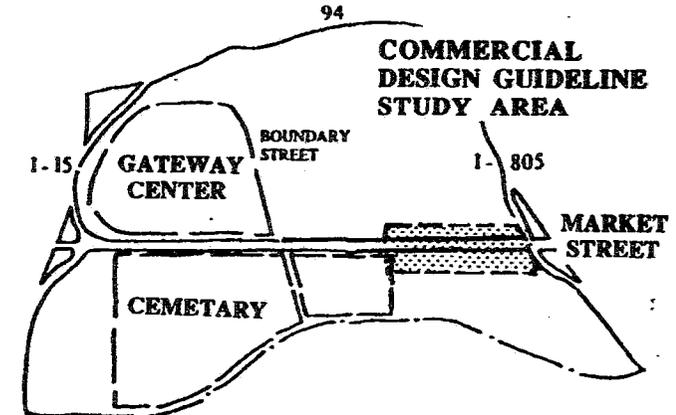
The redevelopment and revitalization of the Market Street Corridor from Boundary St. to I-805 is being coordinated by Southeast Economic Development Corporation (SEDC). In 1990, SEDC retained planning consultants, Wallace, Roberts and Todd, to develop an area master plan entitled, "Market Street Corridor Urban Design Study." Working with the City's Planning Department and Traffic Engineering Division and the Mt. Hope community residents and landowners, the study created a framework of specific policies and guidelines for the corridor's character, land use and urban form. The study also included an economic feasibility study to evaluate the redevelopment potential for both the residential and commercial components of the corridor.

The Urban Design Study recommendations were approved by the SEDC Board and the design consultants, Schmidt Design Group, Inc. were selected to develop a streetscape design for use in the future redevelopment of the Market Street Corridor. A proposed preliminary design, focusing on the business district from 41st St. to I-805, was developed by the Schmidt Design Group, Inc. and was reviewed for technical comments by San Diego City agencies.

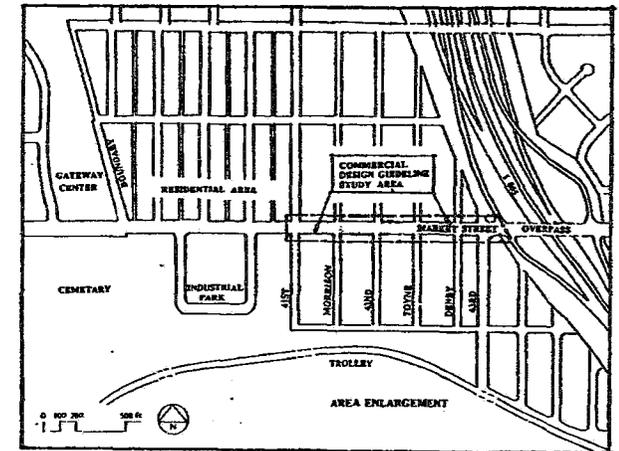
A draft report titled 'Preliminary Streetscape Design Guidelines for the Market Street Corridor' was produced in May, 1993. This report outlined the corridor design proposals for the commercial streetscape elements. The Draft Guidelines were distributed to the Mount Hope Community Group and a meeting was held in June, 1993. The report recommendations and sketches were presented to the community and favorably received. Their suggestions and comments have been incorporated into this final Design Guideline booklet.

1. Project Team

SEDC - Project Manager
The Schmidt Design Group, Inc. - Lead Consultant
Eddie Edwards - Consulting Artist
Lintvedt, McColl & Associates - Civil Engineering
KANRAD Engineering, Inc. - Electrical Engineering



(Figure 1)



(Figure 2)

PROJECT OBJECTIVES

1. Design Guideline Objectives and Philosophy

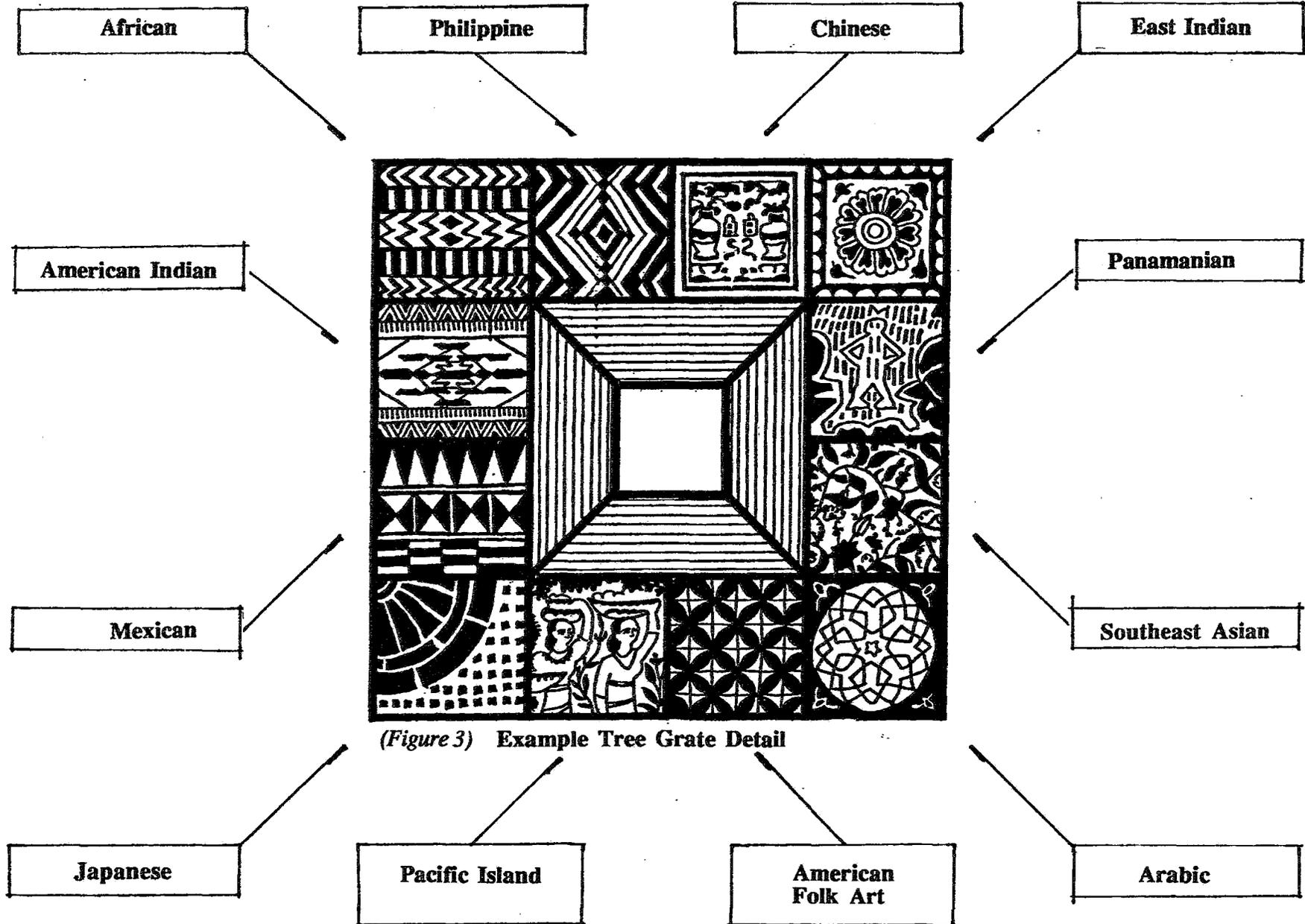
The Market Street Urban Design Study objectives, compiled from previous planning studies, community meetings and workshops, form the basis for the specific streetscape design guidelines. SEDC requested that the intent and parameters of the Urban Design Study be enhanced and expanded as a way of moving forward with a successful streetscape plan. The Streetscape Design Guidelines include the following objectives:

- Develop a streetscape design theme
- Coordinate and develop specific design recommendations which meet the technical and public safety requirements of the City of San Diego.
- Promote distinctive elements and images which reflect the multi cultural character of the corridor
- Develop guidelines for the commercial district streetscape which will enhance the district as well as tie in with the future architectural redevelopment as proposed in the Urban Design Study.

2. Design Concept

Local artist, Eddie Edwards wished to emphasize the multi-cultural makeup of the Market Street Corridor as the basis for the proposed design concept. The inherent qualities and individuality of each cultural group would be recognized and integrated into the streetscape design. The *Weaving of Cultures* is the proposed theme for the redevelopment of the Mt. Hope Business District. Characteristic elements from all represented cultures would be "woven" into the proposed design. The use of artistic patterns from culturally derived tapestries, weavings, quilts and rugs form the design concept for the project's entrance monuments, street signs and site furnishings and help to create an identifiable business district and encourage future development.

To express the unique identity of this redevelopment area, we also recommend that the five-block commercial zone be named the Mt. Hope Business District. This designation will reflect the history and character of the people who live and work there.



(Figure 3) Example Tree Grate Detail

Market Street Corridor

The Weaving of Cultures

3. *Design Guideline Scope*

The scope of the Guidelines development phase began with research and investigation of background materials. The 'Market Street Urban Design Study' was thoroughly reviewed, as were the City of San Diego technical publications regarding street, landscaping and lighting design standards. Applicable agencies were contacted regarding street design and public safety to obtain information regarding improvements, such as bus shelters.

This information was then synthesized by the consultant team and a design approach was developed. Wherever possible, the intent of the 'Market Street Urban Design Study' was maintained; however, standards and policy requirements prevented the complete realization of the original master plan. The Draft proposal of this report has been reviewed by governmental agencies and their responses have been noted in the 'Governmental Review' section of the report.

Community review and consensus on the design guideline elements was obtained through meetings and presentation to the local Mount Hope Community Group. Their recommendations and comments have been incorporated into this document and are summarized in the 'Business and Community Review and Comments' section of this report.

These 'Guidelines' address in detail the recommended design configurations for each of the following streetscape design elements:

- *Traffic*
- *Planting and Irrigation*
- *Bus Stops*
- *Sidewalks and Corner treatments*
- *Site Furnishings*
- *Lighting*
- *Art Work*
- *Entrance Gateways*
- *Utilities and Drainage*

DESIGN GUIDELINES AND RECOMMENDATIONS

1. TRAFFIC

Roadway re-striping, which reflects the recommendations of the Urban Design Study, has been approved by the City of San Diego Engineering Department and is to be implemented in the fall of 1993, with the following configuration:

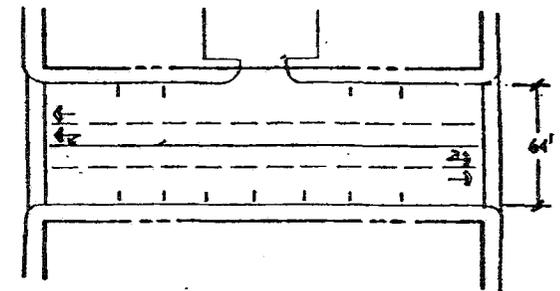
- There will be one-way traffic in each direction with a center turning lane (three lanes total of a 12'-0" width each)
- Parallel parking on both sides of the street (each of 8'-0" width)
- Temporary bicycle lanes on each side of the street (each of 6'-0" width)
- Existing sidewalks of varying width (generally 8'-0")

The lane reduction is intended to reduce the speed of traffic within the corridor by creating a 'train effect' where by cars will slow behind the lead auto.

To increase public safety, the Mt. Hope residents recommend that SEDC pursue the addition of signal lights to help reduce traffic speeds. The current traffic counts do not warrant the addition of new traffic signal installations. As the Construction Document phase is initiated, efforts should be coordinated with City of San Diego Engineering/Traffic Division to identify/justify all other possible alternatives for slowing traffic.

Enlarged warning and speed limit signs are recommended to be installed with the traffic re-striping and should be located at the entrance way to the corridor to notify motorists that the road narrows and that speed reduction, slowing and merging are necessary.

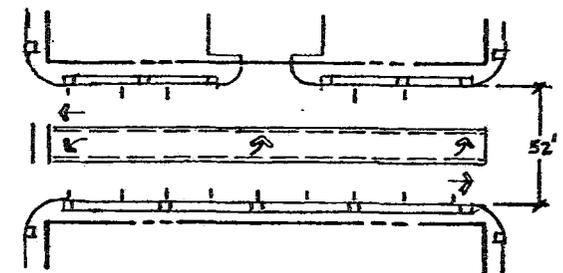
The final streetscape configuration would increase the width of the sidewalk to a dimension of 14'-0" by adding 6'-0" of enhanced pavement and associated curbing in place of the temporary bicycle lane striping. This configuration with its enlarged walkway/pavement area is intended to create a more pedestrian-friendly atmosphere and is consistent with the Urban Design Study recommendations.



EXISTING CONDITIONS

Plan View

(Figure 4)



PROPOSED TRAFFIC LAYOUT

Plan View

(Figure 5)

Traffic continued

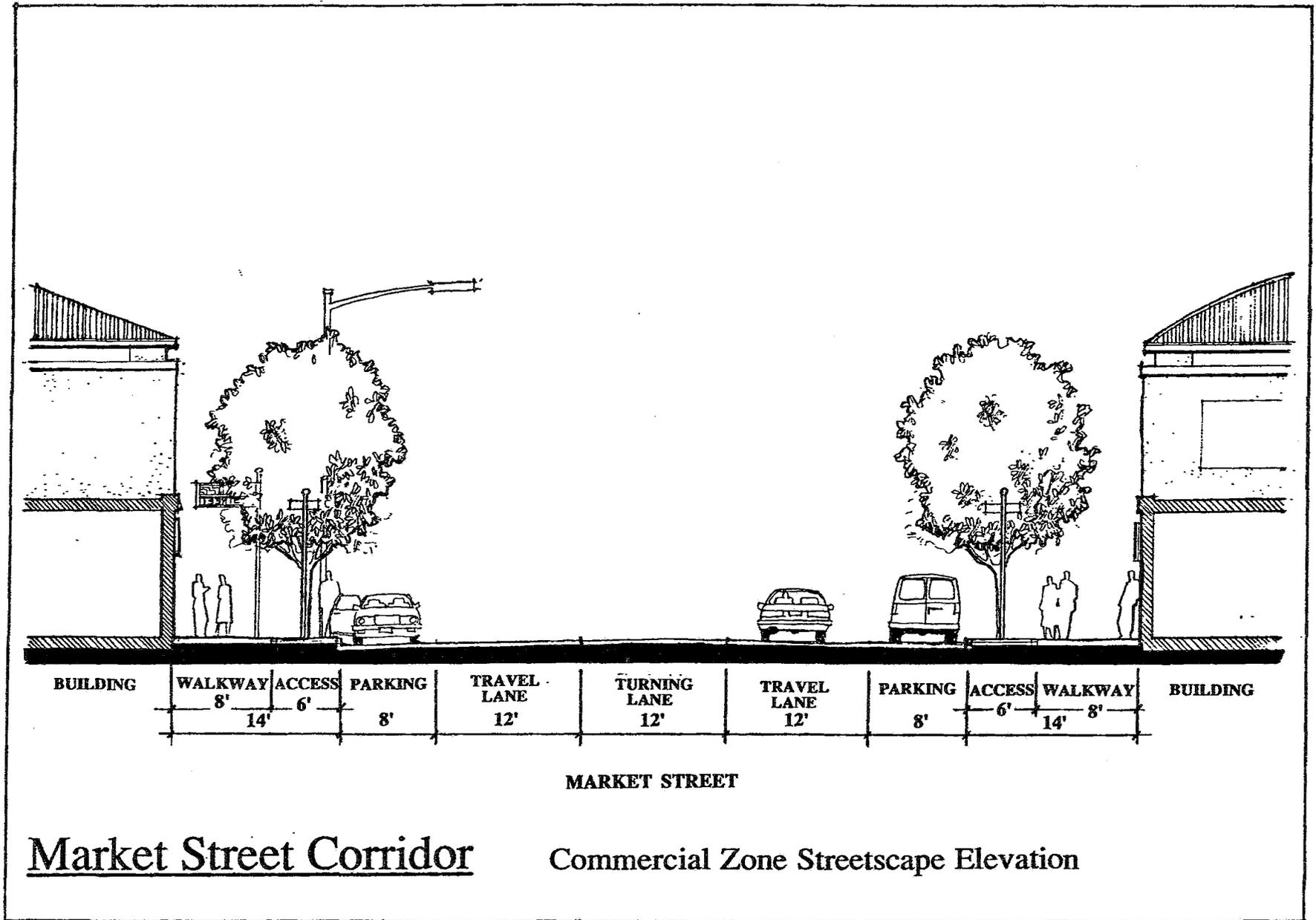
The parallel parking layout will be determined by the City Traffic Engineering Division. Parking space, loading zones and handicap locations will be at the request of the Redevelopment Agency and at the individual request of the existing and new commercial business operators.

The "pop outs" or "flair outs" proposed by the Urban Design Study have been eliminated from the recommended Design Guidelines in order to accommodate a consistent 30'-0" turning radius as called for in the City's 'Street Design Manual.' An insufficient turning radius for emergency vehicles, changes in drainage patterns requiring costly alteration to the storm drain system, the inability of buses to approach and pullout of bus stops in between pop-outs and sight distance consideration for vehicles making turns, were contributing factors for the elimination of the proposed 'pop outs.'

The decorative paving proposed in the Urban Design Study for use in crosswalks, the center turning lane and the parallel parking lanes, are not recommended. Traffic studies indicate a higher incidence of pedestrian injuries where painted stripes or decorative paving is used to delineated crosswalks. A possible exception would be at crosswalks that correspond with traffic signal locations. An example location for the corridor would be at the existing traffic signals located at Market St. and 42nd St.

If enhanced paving at signalized crossings is incorporated, we recommend concrete pavers be installed in a decorative pattern. Concrete pavers would allow for the ease of replacement and could be easily matched when street repairs and maintenance are necessary. This material would also meet required friction coefficient factors for slippage and stopping.

The pavers would either be butt jointed and sand swept or have mortared joints. In either case, the concrete pavers should be placed on a concrete sub-base. The concrete pavers should be sealed to reduce staining and associated maintenance.



(Figure 6)

2. PLANTING AND IRRIGATION

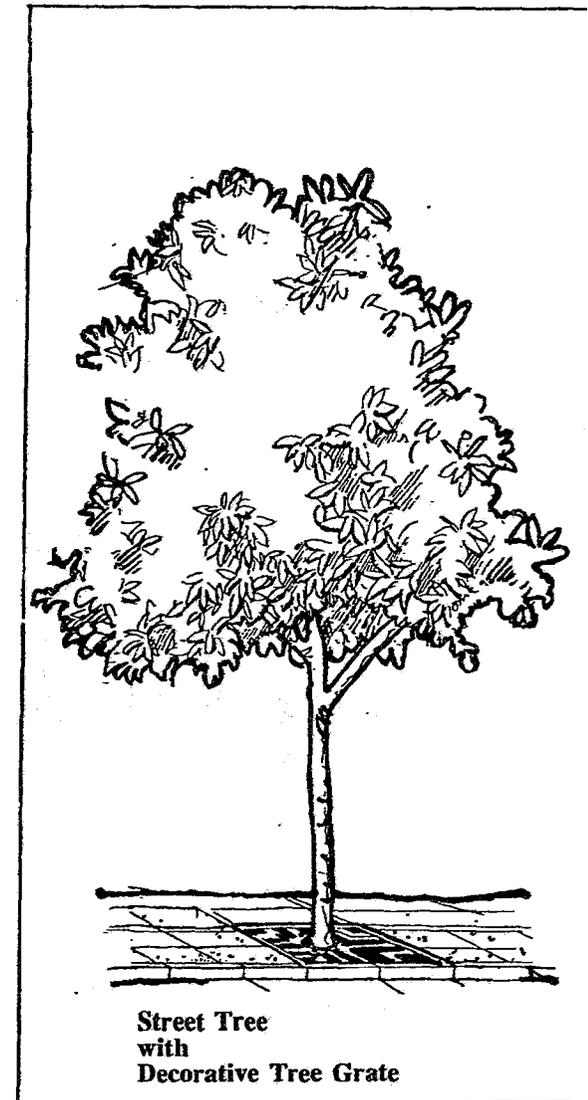
Carrotwood trees are currently the primary street tree type existing along the corridor. This tree type is recommended as the theme tree for this portion of Market Street. This is consistent with the Southeast San Diego Street Tree Plan commissioned by SEDC. However, in keeping with the Urban Design Study recommendations, it is proposed that the corner treatments be emphasized with the planting of Jacaranda trees. These profuse, purple flowering trees would accentuate each of the corners. Two Jacarandas would be planted near each corner to frame the pedestrian access points.

The existing Carrotwood trees encroach into the pedestrian walking area and have been permitted to grow into the metal guards surrounding them. Under the proposed plan improvements, their current condition would require excessive foliage and root pruning to save the trees. Also, the new sidewalk improvements will require the replacement of concrete paving/curbs to improve accessibility to buildings and parking areas. The removal of the existing trees will be necessary to achieve paving elevations and facilitate the installation of streetscape improvements. Thus, we recommend that they be removed.

All new trees should be a minimum of 36" box size, planted approximately 30'-0" on center with deviations for utilities and driveways and placed in the 6-foot sidewalk paving extension. This would provide adequate space for pedestrians to walk and would allow for new sidewalks to be built.

Each new tree would be installed in a 4' x 4' minimum-sized planting area with a cast iron or concrete grate at grade level. Grates could be specially manufactured with decorative "woven pattern" treatments in keeping with the design concept the 'Weaving of Cultures.'. The tree grates should meet the Title 24 protective safety standards for pedestrian grate openings and the interior ring of the grate should be expandable to a minimum of 18" in diameter. Air space between the grate and the finished soil surface beneath it should incorporate a 2" pea gravel mulch to prevent trash accumulation.

All options should be investigated to fund the streetscape improvements. If fabrication costs for specialty tree grates are determined to be excessive, a hierarchy for all streetscape elements should be developed, so as to identify the most important requirements of the Mt. Hope community.



(Figure 7)

Planting and Irrigation continued

Recommendations for the center island asphalt median existing on Market St. near the I-805 bridge include demolishing the existing asphalt and adding colorful planting surrounded by decorative paving. Concrete pavers or colored concrete paving should extend a minimum of 15 feet from the tip at each end of the median. A 24" paved maintenance walkway, including the curb should stretch between the two ends on both sides. Concrete should have integral color and be set in a 6"-square running bond pattern with a medium broom finish. The paving color should match that of the 'secondary pedestrian corridor paving' of the sidewalk.

Where sight distances would not affect driver safety, Jacaranda trees of 36" box size are recommended for planting in the median where the width is a minimum of 14'-0" from curb to curb. A mass planting of 'strap leaf' ground covers such as Hemerocallis- Daylilies or Agapanthus- Lily of the Nile would accent the understory planting. These drought tolerant plants come in a variety of flower colors which could be intermixed in a tapestry pattern to reinforce the design theme of the 'Weaving of Cultures.' The 1-gallon plant materials, set on an 18-inch spacing, would not exceed a growth height of 30", and the strap-leaf nature of the plant would require little maintenance or trimming. All planting beds in the median should have 3/8 to 1/2" diameter "walk-on" bark mulch installed to a minimum depth of 2". Mulch placement promotes moisture retention, inhibits weed growth and presents a uniform treatment until plant materials become established and fill in.

Two bubbler irrigation heads placed in a deep watering assembly are the recommended irrigation method to be used at each street tree. The deep watering assembly includes the placement of a bubbler irrigation head within a perforated pipe. Gravel backfill and a pipe cap will help prevent tampering.

A drip irrigation system with pressure compensating, low flow emitters should be used to irrigate the plantings in the median.

Separate water meters will be required in order to irrigate each block of the streetscape installation.

Planting and Irrigation continued

One irrigation controller will be required to operate all street blocks and the median planting area. The trench used for conduit placement for the additional street light system can double as the installation trench for the automatic controller wiring. Controllers and backflow assemblies will be placed in vandal resistant enclosures per City of San Diego Standards. Valve boxes will be grouped in the 6-foot sidewalk extension. A separate electrical meter and service panel should supply the system.

On going maintenance of the commercial streetscape elements is crucial to the success of the redevelopment efforts. The maintenance of the new plantings, irrigation system, lighting and art elements will require the establishment of a Maintenance Assessment District. SEDC, as the redevelopment agency, should help to define a maintenance strategy and equitable cost structure for the maintenance assessment that is acceptable to all associated business owners.

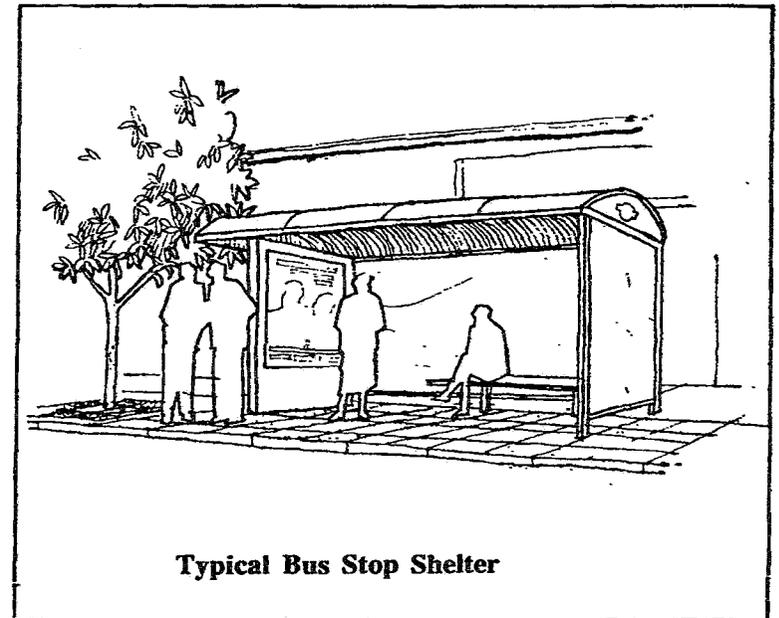
3. **BUS STOPS**

It is recommended that all bus stop locations presently serviced by MTDB remain. Improvements to those bus stops would include the following:

Bus shelters would be recommended to be installed by Gannet Advertising for all bus stop locations. The bus station includes an overhead shelter, seating bench and advertising sign boards. The bus shelter canopy will incorporate an overhead lighting system at each location.

Electrical service will be required for lighting the bus shelters. The cost of the shelters, the utility hook-ups and the twice weekly maintenance of the shelters will be paid for by Gannet Advertising. Residents and business owners should be provided a telephone number to report vandalism and repair needs. The repairs are expected to be addressed by Gannett Advertising within the same day of notification.

Reinforced concrete pads in the adjacent street are recommended to be installed at each bus stop location. The reinforced pads act to reduce damage to the street area caused by the heavy weighted buses and their recurrent traffic pattern.



Typical Bus Stop Shelter

(Figure 8)

4. SIDEWALKS AND CORNER TREATMENTS

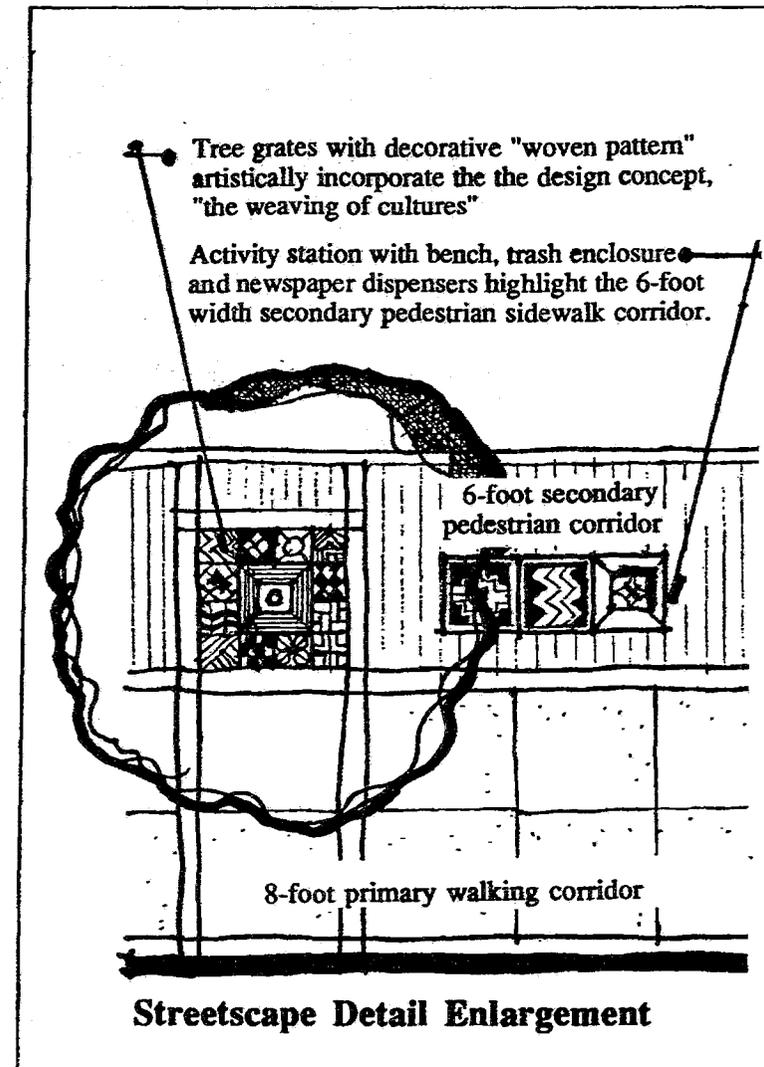
The urban form or 'signature' described in the Urban Design Study emphasized the importance of intersections as concentrated activity nodes. The attention placed on the corners was to be carried out through raised architectural features on the buildings and the 'pop outs' in the pavement. With the elimination of the 'pop outs,' the design team explored other means of placing emphasis on the corners. We are proposing that several streetscape elements be combined to accentuate the corners. These include art work, street identification signs, articulated paving, 'pop-ins', special planting treatments, and entryway markers at selected intersections (Each of these elements will be discussed in the related subsections of these Guidelines.)

The proposed street corner configuration provides a pedestrian ramp centered on a 30-foot turning radius. Ramp installation specifications would meet all ADA standards for accessibility. The new configuration should be used at all corners with the exception of four locations where existing building frontage requires offsetting the ramp entries. These corners include:

- *The northwest corner of Denby St.*
- *The southeast corner of Toyne St.*
- *The southwest corner of 42nd St.*
- *The southeast corner of Morrison St.*

The articulation of the street corners may include 'pop-ins'. Pop-ins are suggested by the community group as pedestrian level space for planting, decorative paving and furnishings at corner treatments. This additional detailing could require the acquisition of expanded street Right of Way or the use of private property within redevelopment blocks.

The new streetscape sidewalks would increase in dimension from an average of 8'-0" to 14'-0". The 14-foot sidewalk would be composed of an 8' primary walking corridor (in the same location as the current sidewalks) and a 6-foot secondary pedestrian corridor. The secondary corridor, located along the curb, would be dedicated primarily to the placement of street furnishings, lighting, street trees and utilitarian fixtures.

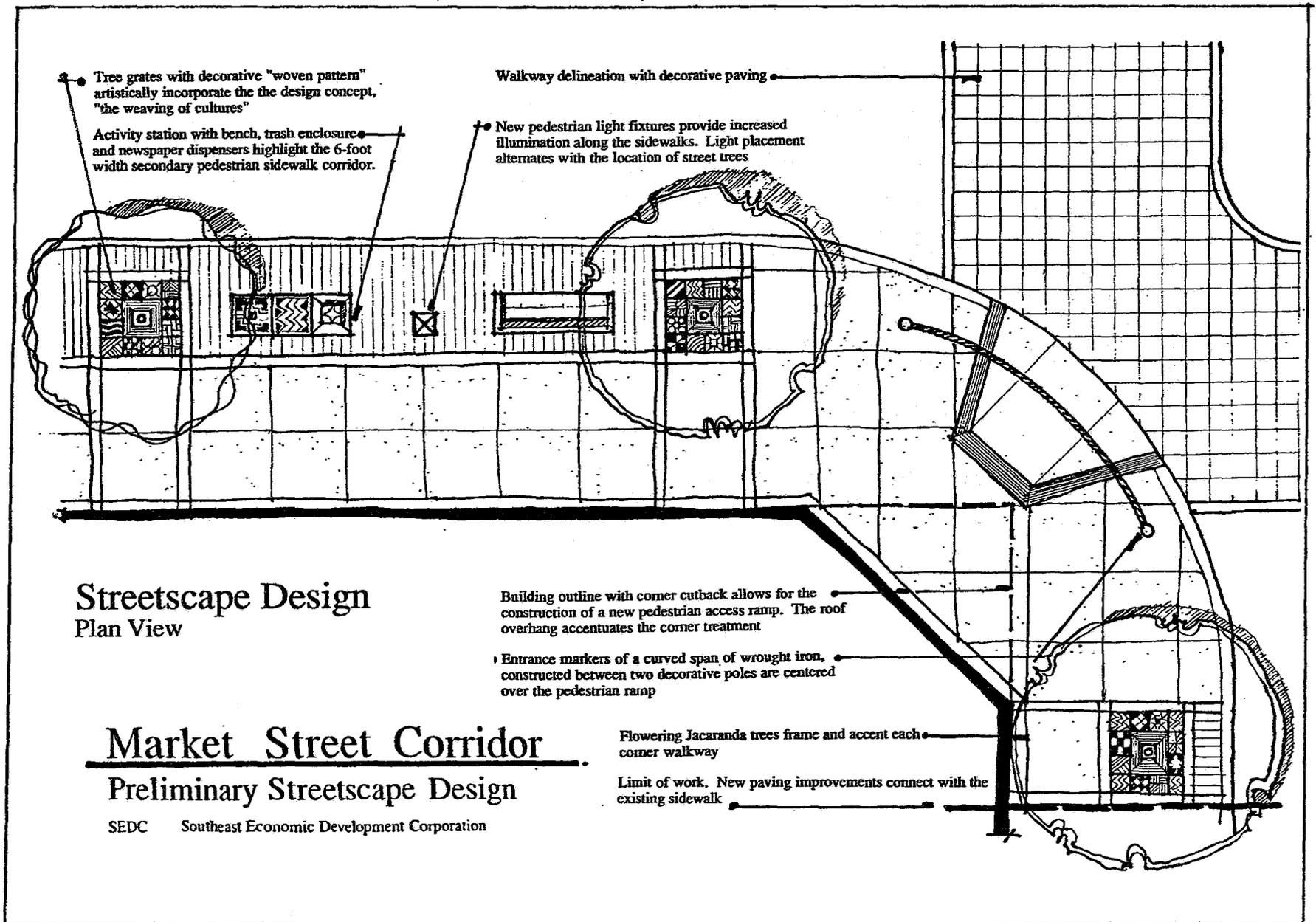


(Figure 9)

Sidewalk and Corner Treatment continued

Retention of the existing sidewalks as proposed in the Urban Design Study is not recommended. Extensive driveway openings and grade/elevation changes at building entrances and at the curb side make this recommendation cost prohibitive. The repair and construction of new curbs would far exceed the cost to demolish and install all new sidewalks. The recommendation, then, is to completely demolish and replace existing sidewalks with new paving materials. The paving pattern would be laid out in a simple grid pattern to provide a consistent paving pattern throughout the commercial corridor. The simplicity of design is intended as a sharp contrast to the street tree grates, art elements, and site furnishing which will be incorporated in the 'Weaving of Cultures' design as described in the design concept statement. A regular 4-foot score line grid could be used at the primary pedestrian corridor. A six-inch concrete band would separate the primary from the secondary corridor where paving will be further articulated with colored concrete pavers.

It is recommended that the streetscape sidewalk paving be constructed of colored concrete with integral color from a Scofield or Davis color selections. Primary and secondary corridor paving finish would be of a medium broom finish. The separation paving band would be of a light broom finish and a standard concrete color.



(Figure 10)

5. STREETScape FURNISHINGS

The 'Urban Design Study' recommends placement of streetscape furnishings at corner intersections. The reconfiguration of these corners to a 30'-0" radius leaves an inadequate area in which to provide these furnishings. Therefore, we make the following recommendations:

'Activity stations' which incorporate benches, trash enclosures, and newspaper dispensers could be placed in three alternative locations:

- a. Activity stations could be located at each end of the block, near the corners and located in the 6'-0" secondary corridor of sidewalk paving.
- b. Activity stations could be located on alternate sides of the street where mid-block entryways to parking lots will be built.
- c. Activity stations could also be located within individual project sites of the new redevelopment blocks.

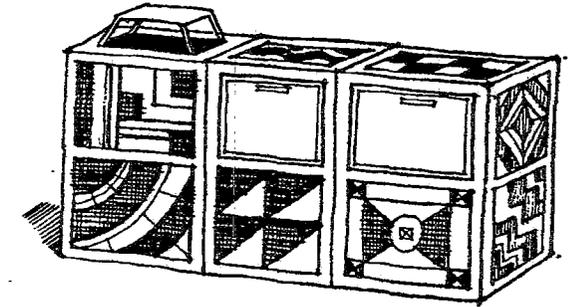
Activity stations should be located under the shaded canopy of street trees.

Trash enclosures, delineated with artistic patterns, should be sized to house standard City of San Diego trash receptacles and incorporate a keyed door for maintenance access. Newspaper stalls should also be installed in a decorative enclosure to maintain uniformity of the streetscape elements.

Street benches should be made of durable wrought iron or steel tube material. The furniture materials are selected for their durability and should be designed with an open framework, with minimal flat surface area to prevent puddling of water and to inhibit graffiti. The community requested that all furnishings, including light standards and entrance monuments be painted a distinct color, such as 'sky blue', to further emphasize the corridor streetscape.

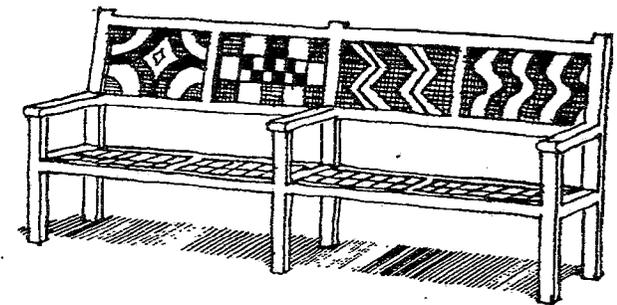
All streetscape furnishings should be bolted and secured level to the paving surface. The furnishing motifs should reflect the patterns of the streetscape design concept and they should be intermixed throughout the corridor.

Street furniture would be placed as part of the streetscape improvements or could be installed in the future by adjacent property owners. Future phasing of activity station/street furniture installation could provide an opportunity for business or community sponsorship.



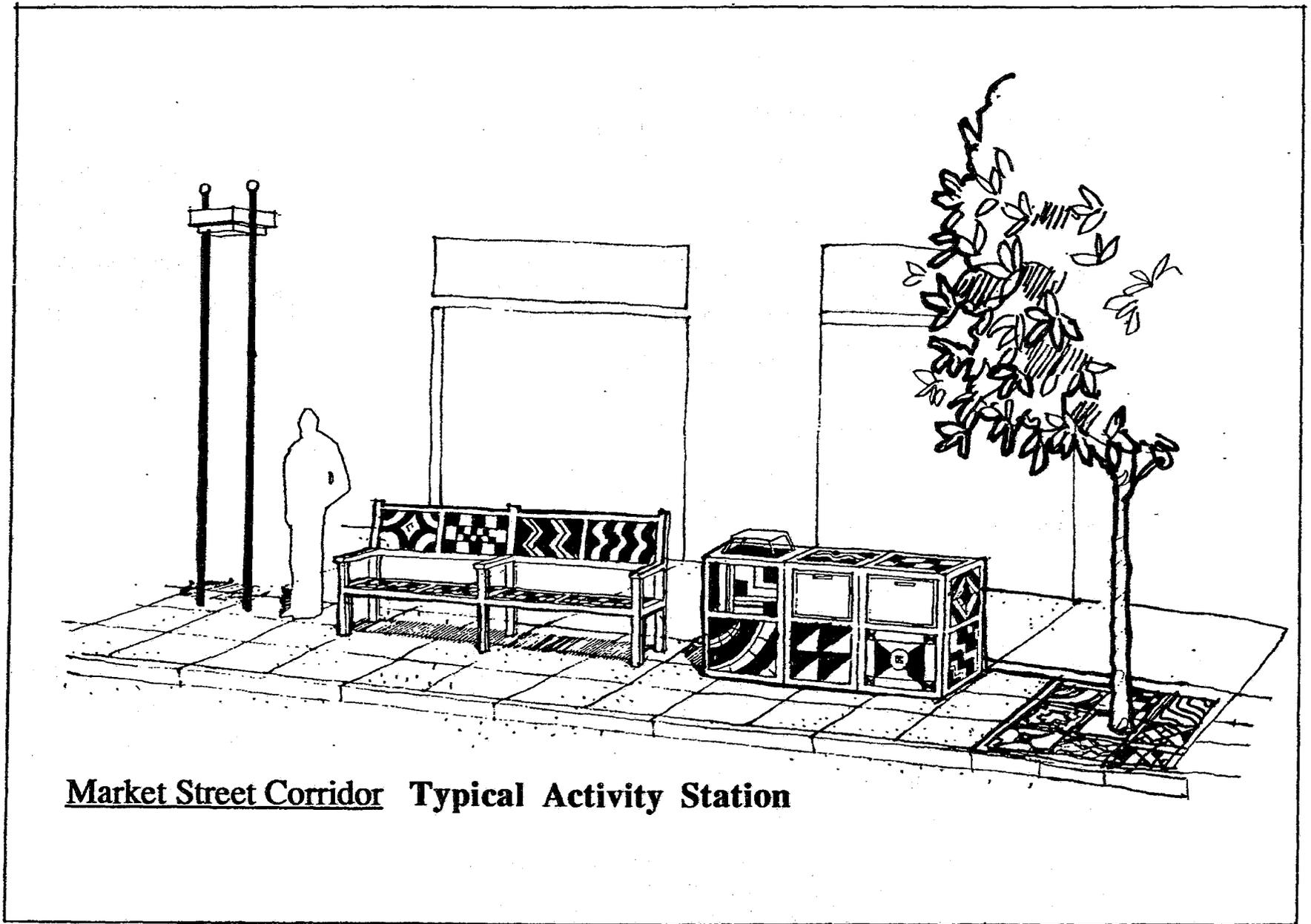
Stylized Trash &
Newspaper Stand Enclosure

(Figure 11)



Stylized Iron Bench

(Figure 12)



Market Street Corridor Typical Activity Station

(Figure 13)

6. LIGHTING

It is recommended that existing low pressure sodium (LPS) street lights, which contribute to both vehicle and pedestrian illumination, be retained and relocated adjacent to the curb in the secondary paving corridor as necessary. Investigation of City of San Diego lighting standards at the time of implementation/construction document preparation may allow the substitution of existing low pressure lamps with high pressure sodium. This action is currently under consideration by the City Council for potential areas of vandalism and crime.

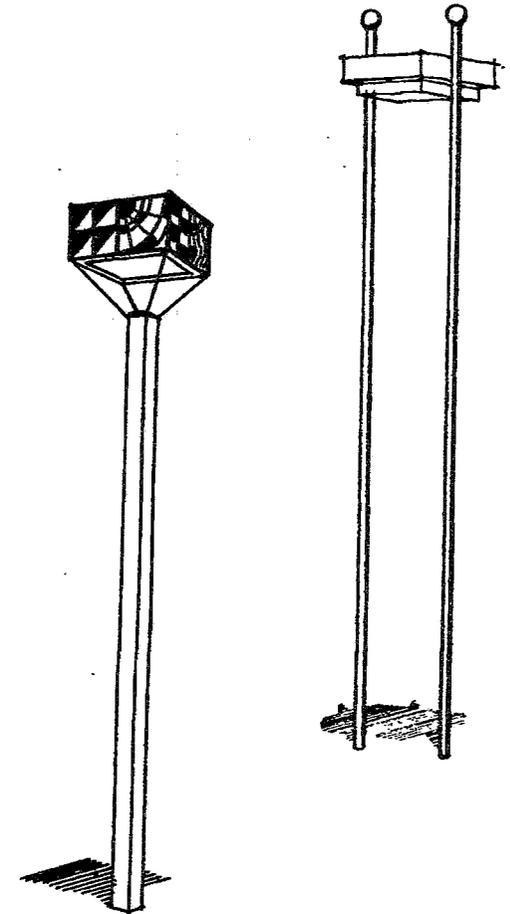
Supplementary, pedestrian-oriented decorative lighting is recommended to provide an increased level of illumination along the sidewalks. Similar to the street lights, the decorative lighting should be alternated with the street tree placement, be regularly spaced between the larger street lights and additionally, be located at the corners to accentuate these important nodes.

Decorative fixtures would use a typical lighting industry poles and light fixture which can be fitted with a patterned framework over the luminaire. The framework should follow the patterned motif of the street furnishings and be painted to match the street furnishings.

Recommended fixtures which would promote visibility and comfort for pedestrians, are cutoff type luminaries mounted on 12 foot poles at approximately 35'-0" centers. The lamp source of choice would be 50 watt high pressure sodium (HPS). This would comply with the current City Lighting Ordinance and, at the same time, provide a reasonable compromise in color rendition and appearance when compared to the existing "Yellow" LPS street fixtures. With a lamp life of 24,000 hours, the maintenance factor for the 50 watt HPS lamp is considered excellent.

According to current City of San Diego standards, maintenance costs for pedestrian-oriented decorative lighting, additional to the existing street lights, would have to be paid for by a lighting assessment district.

Holiday lighting may be provided from electrical outlets integral with each pole. Additional circuitry for this system would be required and maintenance would have to be paid for by a lighting assessment district.



Pedestrian Street Light Standard

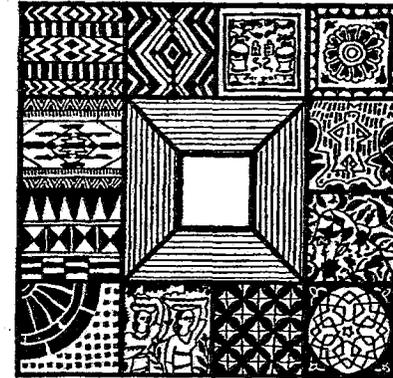
7. ART WORK

As described in the design concept, the 'Weaving of Cultures' is the theme we wish to introduce throughout the streetscape design. The art work would not be comprised of selected pieces but rather would be integrated artistically in the detailed entryway monuments, street signage, site furnishings and street tree grates. These elements could be specially manufactured by companies associated with streetscape furnishings using either wrought iron, steel tubing or cast iron materials. Another alternative would be to commission local artists on a block by block basis to develop individual art work patterns that creatively incorporate the design theme. In each case, a "framework" for installation of these artistic patterns as detailed in these guidelines are provided so as to create consistency throughout the commercial corridor.

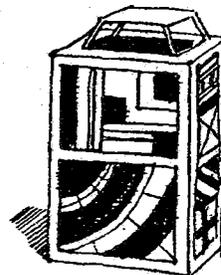
The murals described in the Urban Design Study provide another vehicle for integrating cultural identities in the commercial district. Several murals already exist along the corridor, and it is recommended that the painting of new murals relating to multi-cultural themes be supported. Walls of existing and future buildings and the bridge over I 805 are possible locations for such mural art.

Facade articulation with art work treatments, such as mosaic/ceramic tile patterns is recommended at building walls and entrances. Painted bands and stencils could also be detailed at the perimeter of doors, windows and at the base plane of the buildings.

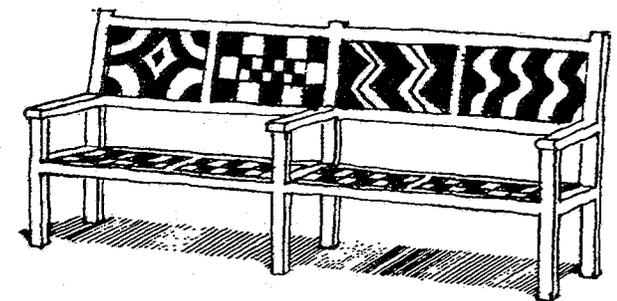
Private and Public arts grant programs should be investigated as possible sources of funding for the proposed improvements.



Tree Grate:
Plan View Detail



(Figure 15)



Stylized Iron Bench

8. ENTRANCE GATEWAYS

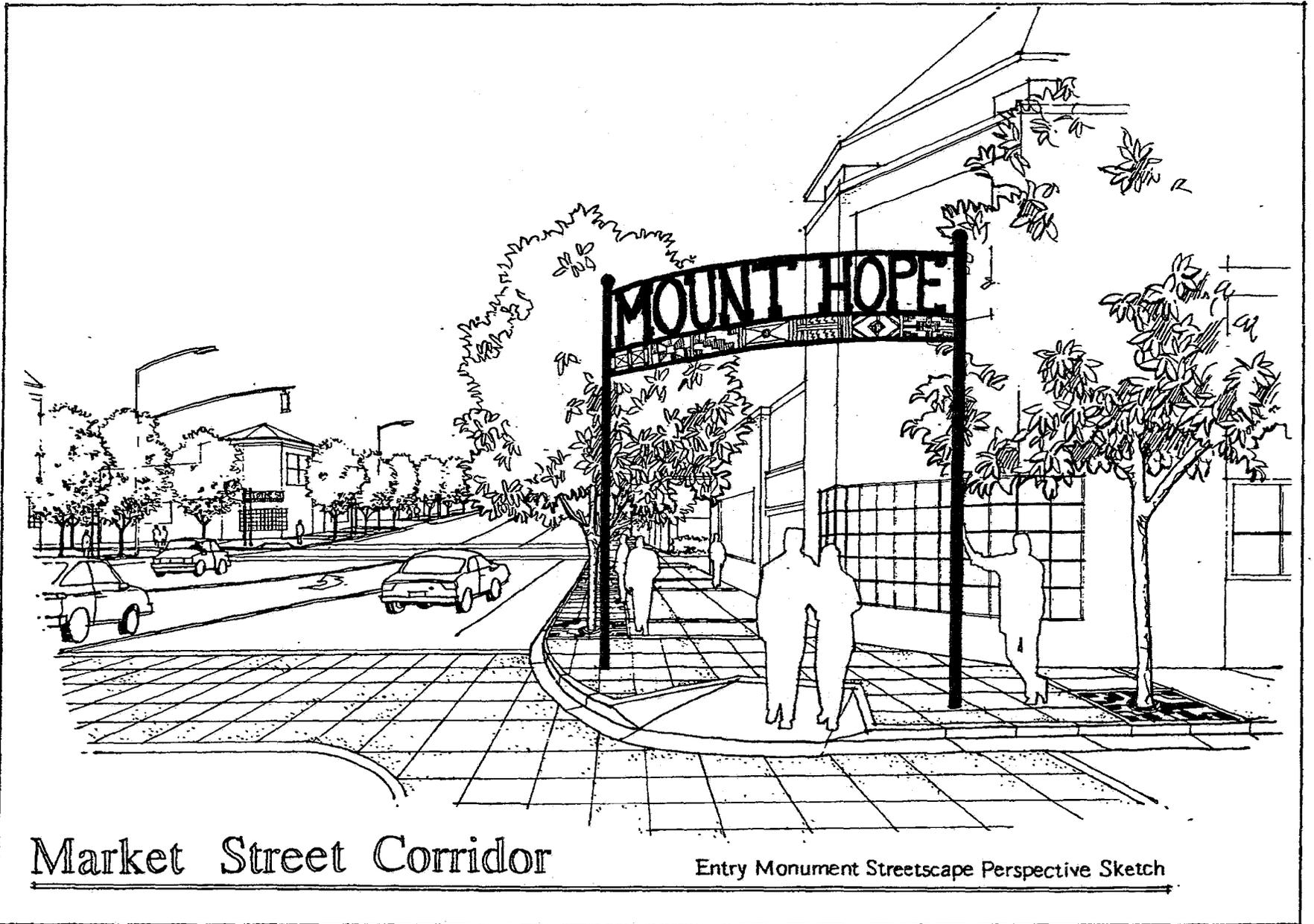
The entrance gateways described in the 'Urban Design Study' have been re-evaluated. We recommend that emphasis be placed on the main entrance points to the commercial redevelopment area - 41st and Market on the west and Denby and Market on the east. Traffic approaching 41st St. from the west would see the entryway markers on the east side of 41st and on both the north and south sides of Market. Traffic approaching Denby from the east would see the entryway markers on the west side of Denby on both the north and south sides of Market.

Each of the four markers would be a curved span of wrought iron or steel tubing constructed between two decorative poles, centered over the pedestrian ramp. In keeping with the design concept, the markers should incorporate woven patterns in the iron framework along with the words: "Mt. Hope" or "Mt. Hope Business District," which would be split between two corners. These entryway markers would provide both a visual and a verbal gateway into the business district.

Secondary accent markers would be placed at all intersections between Denby and 41st Streets at opposite corners of the intersections. Markers could be of a horizontal or vertical format and would be supported by one pole. The horizontal signage alternative would partially extend over the pedestrian ramp and be sited toward the direction of the cross street. The woven pattern motif and the name of each cross street should also be identified.

Entrance gateways and secondary markers should be painted to match the streetscape furnishings to provide a cohesive streetscape treatment throughout the commercial corridor.

Final construction documents for entrance and secondary markers should include full structural review to assure public safety.



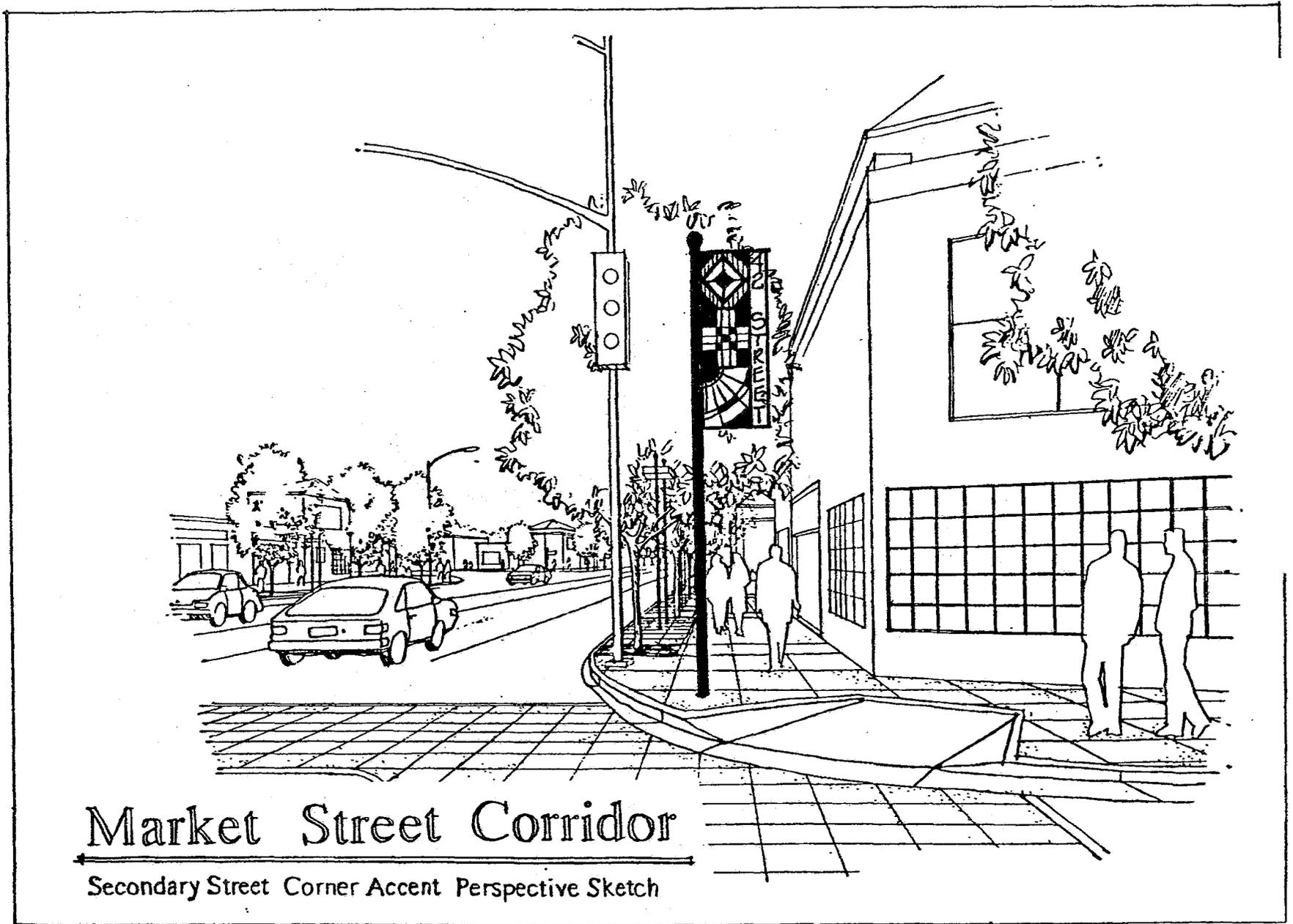
Market Street Corridor

Entry Monument Streetscape Perspective Sketch

(Figure 16)



(Figure 17)



Market Street Corridor

Secondary Street Corner Accent Perspective Sketch

(Figure 18)

9. UTILITIES AND DRAINAGE

The demolition of the existing sidewalks would provide the opportunity to relocate utility boxes into the secondary pavement corridor adjacent to the curbs. Boxes and service enclosures for utilities, such as electrical meters, water, gas and telephones could be grouped together, thus removing obstacles from the primary pedestrian walking corridor and creating a uniform streetscape treatment. The reconfiguration of the street boundaries, parking, sidewalks and street corners would also require the reconfiguration of existing drainage, gas and electrical installations and telephones.

The following areas would be impacted by the redevelopment effort:

a. The north and south sides of Market St. at the Morrison Street intersection.

The new curb alignment would require abandoning existing drain inlets and reconstructing them.

There are possible conflicts with telephone ducts on the north side of Market St. and a gas main on the south side.

b. The north and south sides of Market St. at the Denby Street intersection

The new curb alignment would require abandoning existing drain inlets and reconstructing them. There is a possible conflict with telephone ducts on the north side of the street.

c. The north side of Market St. between 41st and Morrison St.

The inlet and 24" diameter drain are under capacity, creating ponding at the inlet sag. Drainage needs to intercept the flow down Morrison St. or 41st St. and be routed to the storm drain system on the south side of Market St. The existing drain requires an increase in size to meet capacity.

d. Cross gutters will need to be installed on cross streets.

GOVERNMENTAL AGENCY REVIEW AND COMMENTS

Representatives of the Southeast Economic Development Corporation and the design consultants have made every effort to include the review of governmental agencies and private utility companies in the preparation of these Market Street Design Guidelines. The recommendations, comments and information incorporated, reflect many hours of conversations and meetings with appropriate agencies. These San Diego agencies typically have jurisdiction over public streetscape improvements and are involved in the review and final approval of any streetscape improvement. Each agency was presented with a *Draft* copy of the report and requested to comment on the recommendations as they applied to individual agency ordinances, policies and standards. Each guideline item was reviewed in relation to public safety issues, maintenance and potential cost considerations. This information was synthesized and incorporated into the report. The participation of these representative agencies in the preliminary planning process should help to facilitate approval of project plans and specifications prior to construction.

The following section provides agency documentation, regarding design guideline recommendations and comments for the Market Street Corridor.



LINTVEDT, McCOLL
& ASSOCIATES

PLANNING • CIVIL ENGINEERING • LAND SURVEYING

December 4, 1992

Mr. Joel Harms
Schmidt Design Group
2655 Fourth Avenue
San Diego, CA 92103

W.O. 11518

Dear Joel:

Attached herewith are notes from my conversation with Rob Zaino and Ted Medina and our preliminary cost estimate for a typical intersection with pop-outs.

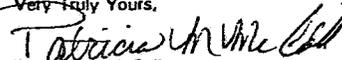
The costs of constructing the pop-outs is high because of the storm drain improvements and because the entire intersection will need to be reconstructed to provide for adequate drainage. The city does not have quantitative information available on maintenance costs for us to relate to this project. They have provided the attached suggestions of do's and don'ts based on their past experience.

We have reviewed the proposed layout to make a preliminary assessment of the problems involved in constructing the new street improvement with the existing buildings remaining in place. There are 3 blocks where the existing buildings are very near to the property line. We have not been authorized to do the detailed surveying that would give us finish floor elevations and doorway locations to prepare a design for this area so we cannot realistically provide design solutions to the drainage in this area. We are concerned with the proximity to the property line and suggest that your cost estimates include your assumptions and note that existing conditions in these areas could require reconstruction of the entire street widths and additional drainage improvements.

Based on our current understanding of the project, one of our primary goals is to encourage pedestrian uses in the area. In our opinion pedestrian safety crossing Market Street needs to be improved by the use of additional traffic signals. We are still pursuing a means of justifying the need for additional traffic signals according to city standards. These standards generally deal with vehicular traffic not pedestrian traffic, therefore we are not confident that the City Traffic Department will support the use of additional signals. Should that be the result, we would suggest that a request be made directly to the council as a part of the overall project approval.

Please call me if you have any questions.

Very Truly Yours,


Patricia M. McColl
Principal Engineer

PMM/cab

October 13, 1992 - Conversation with Rob Zaino regarding: Market Street Improvements

1. Rob is aware that the traffic department has approved the reduction in number of travel lanes in Market Street and that city forces will be restriping the street soon to test it.
2. Pop-Outs:
 1. I explained that we had redesigned the pop-outs to provide for 30' curb radius and had eliminated the pop-outs on the side streets.
 2. We agreed that the pop-outs create drainage problems. These problems can be solved by adding more storm drains which will increase both construction and maintenance costs.
3. Rob had some concerns about vehicles running into the pop-outs if the lanes were not well defined. This was not a major concern and could be handled by striping.
4. Sight distance problems at the intersections:

I explained that we have reviewed the sight distance and will give limits as to where solid obstructions can be located. The current design is proposing some gateway structures, however, these are designed to be thin members which will not obstruct sight distance.
5. Decorative pavement in cross-walks:
 1. We will make sure the finishes are rough enough to be comparable to asphalt.
 2. Traffic doesn't want enhanced cross-walks at intersections without signal lights because it adds a false sense of security and increases the number of pedestrian accidents. Neither Rob nor I have seen statistics that prove this. We discussed the use of more enhanced paving at the intersections as a replacement for the pop-outs if we can justify the pedestrian safety issue.
6. Bus stop locations:

If pop-outs are used there will be no parking within that block because of the distance needed to maneuver. Pop-outs may have to be on alternating intersection to avoid this problem.
7. Review of other projects with pop-outs:

Projects on Adams Avenue and in Golden Hill have used pop-outs on major streets. In reviewing these projects there were significant differences as follows:

1. ADT on Market is significantly higher.

2. The side streets on the other projects were significantly wider than those on Market Street.

3. Pop-outs and widened sidewalks were used more on the side streets instead of on the major street.

There have been some changes in philosophy as a result of the construction and operation problems that have occurred with these project. There were extensive construction changes required on the Golden Hill projects to solve drainage problems. MTDB has had problems with access to bus stops and will object to the use of pop-outs in the vicinity of their bus stops.

Phone Conversation with Rob Zaino November 15, 1992

RE: Review comments from SEDC Meeting on November 14, 1992

1. San Diego Police Officer, Kevin Friedman, had conformed at the meeting that more pedestrian accidents occur in striped crosswalks without lights than at un-signalized intersections without striped cross walks. The 85% speed on Market is 43 MPH which concerns both Rob and me for pedestrian safety. We agree that if the adopted goal for Market Street is to increase pedestrian traffic we should pursue the addition of signal lights to improve pedestrian safety. We should also limit the enhanced paving to the signalized intersections. Rudey Jauregui from traffic is looking into what traffic demands would be required to justify signals. We will follow up on this.
2. Maintenance costs were raised as an issue at the meeting. Rob was to look into who might have information on some of the existing maintenance districts downtown where enhanced pavement is used. Rob described a project in Linda Vista where the maintenance costs are high and the property owners are not willing to pay the additional maintenance costs involved. We agreed that we want to provide a complete picture so we don not have similar problems with this project.
3. Use of widening the side street sidewalk areas and obtaining additional right-of-way was discussed at the meeting. This idea was rejected because of the need to maintain as much private property for development as possible. From Traffic safety and cost issues Rob and I still agree that some widening of side streets or additional right-of-way at the corners should be considered to create the plaza effect.



San Diego Gas & Electric

ELECTRIC SYSTEM DESIGN AND RECORDS
497 MORENA BOULEVARD • SUITE 201 • SAN DIEGO, CA 92107 FAX

November 17, 1992

FILE NO. 1007 20 1002

Sue McDevitt
SEDC CITY OF SAN DIEGO
930 Gateway Center Way
San Diego, CA 92102

Subject: Market Street Streetscape

Dear Sue:

Thanks for the info on the proposed streetscape plans. Since the plans are very preliminary, my comment will not be as concise as if the plans were in, let's say, the 20% stage.

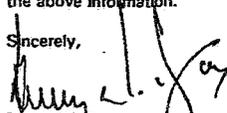
The expansion of the parkway area could cause conflicts with our handholes, manholes, and duct packages. It is hard to tell on these plans where our facilities are located. We don't know how drastically the street is to be scarified or how the grade is to be changed.

With the narrowing of Market Street, we need to consider the impact on traffic when our line trucks are required to be parked in the right-of-way to perform work on our system.

Decorative pavement is always a hinderance to the utilities in the respect that it is difficult to repair and match the existing pavement. Time takes it's toll on a decorative street and the match is most times always apparent.

Please keep me informed of meeting on this project. I would be happy to meet with you to discuss the above information.

Sincerely,


Benny W. Pepe
Governmental Liaison/Project Planner
Electric System Design
(619) 581-7118

BWP:lld

1

**NOTES FROM MEETING TO DISCUSS
PRELIMINARY STREETSCAPE DESIGN GUIDELINES
FOR MARKET STREET IN MT. HOPE**

OCTOBER 14, 1992 AT SEDC

Joel Harms and Glen Schmidt of Schmidt Design Group presented their Preliminary Streetscape Design Drawings. The first set of Preliminary Drawings were previously reviewed by Engineering and Development, the Fire Department and MTDB for their comments. The Drawings presented at this meeting reflected the feedback received and addressed the major street design issues which were raised.

A first draft of the "Streetscape Design Guidelines for the Market Street Corridor" were distributed along with a set of drawings so that each participant in the meeting could make their comments. The following is a summary of the comments and suggestions which were aired at the meeting:

1. MTDB, Elliot Hurwitz

- Concrete pads are highly recommended at bus stop locations.
- Trees located near bus stops must be maintained with a 14'6" clearance for the buses.
- Installation of Gannet Advertising Bus Shelters would be recommended at all bus stop locations between Boundary & 1805.
- Graffiti and vandalism are City-wide problems and should be clearly addressed in the Guidelines.
- The use of street furniture should take into consideration the long-term ability of fixtures to withstand site conditions and the maintenance costs associated with their use.
- Additional decorative street signs should be mounted on already existing light standards and traffic signal poles, where possible.
- Buses have a tendency to crack and soil decorative paving in the street.

2. Parks & Rec Assessment Districts, Gary Spong and Kevin Haupt

- Costs of removing graffiti and paying for vandalism will fall on the property owners who are part of the assessment district.
- Open weave wrought iron has proven to be costly to maintain.
- Decorative lighting will be an additional cost that an assessment district would have to bear. The cost of replacing light fixtures should be considered. Are the lights of a sufficient height to be vandal proof and yet add to the pedestrian atmosphere?

- The density of tree canopies in relation to new lighting should be considered. (This will change as trees grow.)
 - Maintenance of decorative paving in crosswalks would be an added assessment district cost and there are problems when repaving needs to be done.
3. Pacific Bell, Tom Bartman
- There are PacBell duct structures buried at a depth of 48" on the north side of Market St.
 - The timing of installation of electrical feed to new buildings should be considered in relation to laying the decorative paving.
 - There are existing manhole lids to be considered. A more detailed look at existing utilities may be warranted.
4. Traffic Engineering, Rudy Jauregui
- Current speed limit of 30 mph is expected to remain.
 - The recommended restriping of the existing 4 lanes to one moving lane in each direction and a turn lane in the middle will effectively slow down traffic by creating a train effect of one vehicle behind the other with no passing.
 - The widening of the sidewalks will contribute to the slowing down of traffic because the street will be visually narrower.
 - Market St. is not wide enough to accommodate middle of the street medians.
 - Painted crosswalks alert drivers to be on the look out for pedestrians, however they are not recommended at unsignalized intersections because they give the pedestrian a false sense of safety.
 - There will be signage posted to alert traffic entering the corridor that the road narrows and that slowing and merging are necessary.
 - Traffic Engineering is not favorable to using yellow flashing beacon lights to warn motorists to slow down for pedestrians, however, it could be requested.
 - An additional traffic signal between Boundary and 1805 could be requested but would have to meet the warrant standards.
 - If a shopping center were to be build on one of the blocks with mid-block parking access, this might warrant the installation of a traffic signal at that mid-block location.
 - It's unlikely that 4-way stop signs would be approved-they don't actually slow down traffic.

5. San Diego Police Dept., Kevin Friedman

- Market St. is currently a major thoroughfare with 85% of the vehicles travelling at an average of 43 mph.
- The P.D. is aggressively giving speeding tickets.
- Narrowing of the street and reducing it to three lanes will help reduce the average speed. The PD will ticket motorists who use the center turn lane as a passing lane.
- The PD is concerned with traffic safety and looks for ways to balance pedestrian safety with keeping the traffic moving. If a vehicle and a pedestrian meet, the pedestrian is always the loser, so careful consideration of pedestrian habits is a must.

6. Fire Department, Bob Medan

- The current set of drawings appears to meet Fire Dept. turning radius standard of 30'. Because the side streets feeding into Market St. are so narrow, it is very important for fire trucks and emergency vehicles to have sufficient space for turning from Market onto those side streets.
- The previous drawings which included "pop out's" at the corners did not meet the FD's turning radius standard.
- When the sidewalk is widened, if fire hydrants need to be moved to the curb, there must be a 36" clearance.

All of the above-mentioned comments and suggestions will be reviewed for inclusion in the final draft of the Design Guidelines. Additionally, there was further discussion regarding the use of "pop out's" as recommended by the Wallace, Roberts and Todd "Urban Design Master Plan for Market St." Consulting Engineer, Patricia McColl, reviewed a number of the unanticipated difficulties of implementing this configuration.

These included: insufficient turning radius for emergency vehicles, changes in drainage patterns requiring costly alterations to the storm drain system, possible additional road work related to drainage pattern changes, inability of buses to approach and pull out of bus stops in between "pop out's", sight distance considerations for vehicles making turns, accumulation of debris on the inside corners of the "pop out's" where City street sweeper equipment could not access.

While the "pop out's" would serve to narrow and emphasize the corners, creating a more pedestrian-oriented atmosphere to the corridor, the general consensus was in agreement with their deletion. The group agreed that Schmidt Design's proposals for emphasizing the corners would underscore the accenting of the intersections. The special signage, blossoming trees, decorative paving, and unique street furniture, along with the raised architectural features, would combine to achieve emphasis at the corners.

The group further discussed ways to emphasize the pedestrian orientation of the corridor. SEDC will pursue advocacy for additional stop signs, traffic signals, crosswalks, flashing beacon lights and other measures perceived to increase pedestrian safety.

The next step in the process will include reviews by the Mt. Hope community residents and business and property owners. The Guidelines and Drawings will then be revised to reflect all the feedback thus far received.

PLEASE READ THIS SUMMARY CAREFULLY AND CALL SUE AT SEDC WITH ADDITIONS, CORRECTIONS OR FURTHER COMMENTS, SO THAT PUBLISHING OF THE FINAL DRAFT GUIDELINES CAN MOVE FORWARD. THANKS,

Sue McDevitt 236-7345



LIST OF ATTENDEES AT MARKET ST. MEETING

October 14, 1992

<u>NAME</u>	<u>DEPARTMENT</u>	<u>PHONE</u>
Elliot Hurwitz	MTDB	557-4502
Bob Medan	Fire Dept.	533-4457
Jeff Koch	Planning (Landscape)	236-5570
Kevin Friedman	Police Dept.	495-7835
Tom Bartman	Pacific Bell	695-5368
Kevin Haupt	Parks & Recreation Dept.	533-4065
Gary Spong	" " " "	533-4052
Rudy Jauregui	Traffic Engineering	236-7763
George Penn	SEDC	236-7345
Sue McDevitt	SEDC	" "
Maria Riveroll	SEDC	" "
Glen Schmidt	Schmidt Design Group, Inc.	236-1462
Joel Harms	" " " "	" "
Patricia McColl	Lintvedt-McColl & Assoc.	460-3112

INVITED BUT UNABLE TO ATTEND

Robb Zaino	E & D, Major Street Design	533-3764
Luis Sandoval	Traffic Signals & Lighting	236-6033
Ben Peppe	SDG&E	581-7118
Kelly Broughton	Planning (Landscape)	266-5932
Steve Celniker	Traffic Engineering	236-6037

San Diego



Southeast
Economic
Development
Corporation

Memorandum

Joel Harms, Schmidt Design
Patricia McCoil, Lintvedt, McCoil & Associates
George Penn, Vice President, SEDC
Carolyn Y. Smith, Planning Manager, SEDC
Maria Riveroll, Community Enhancement Coordinator, SEDC
Sue McDevitt, Project Manager, SEDC

SM:kk

Date: October 7, 1992

To: Distribution List

From: SEDC, San Diego Planning Dept., Schmidt Design

Subject: Review of Preliminary Plan for Market Street Streetscapes Improvements

The meeting that was scheduled for Wednesday, October 7, at 3:00 p.m. at the City Planning Dept. has been rescheduled for Wednesday, October 14 at 3:00 p.m. at the SEDC office. We apologize for any inconvenience. The purpose of the meeting continues to be the discussion of a Preliminary Streetscape Plan for the Market Street Corridor between Boundary Street and I-805.

Distribution List

Rob Zaino, City of San Diego, Engineering & Development
Steve Celniker, City of San Diego, Engineering & Development
Luis Sandoval, City of San Diego, Engineering & Development
Bob Medan, City of San Diego, Fire Department
Kevin Haupt, City of San Diego, Parks & Recreation/Open Space
Gary Spong, City of San Diego, Parks & Recreation/Open Space
Kelly Broughton, City of San Diego, Landscape Planning
Jeff Koch, City of San Diego, Landscape Planning
Sgt. Vic Colvin, City of San Diego, Police Department/Traffic Division
Ben Peppe, SDG&E
Pacific Bell, Right of Way Liaison
Elliot Hurwitz, MTDB
Glen Schmidt, Schmidt Design

San Diego



Southeast
Economic
Development
Corporation

Memorandum

Date: June 17, 1992

To: Frank Belock, Deputy Director
Rob Zaino, Senior, E&D Design Division

From: Sue McDevitt, Project Manager *SM*

Subject: Summary of Meeting to Discuss Preliminary Plan for Market St.
Streetscape (I 805 to 41st St.)

The following is a recap of the Market St. meeting which was held yesterday with Rob and myself in attendance, as well as Maria Riveroll and Brian Fish from the SEDC Planning staff. Each of the eight items which were raised in Frank's memo of June 8, 1992, were discussed at the meeting and are addressed below:

1. Traffic volumes on Market St. were studied by Traffic Engineering and they determined that the three-lane solution is a feasible one. Rob copied Stephen Celniker's December 3, 1990, letter to our Market St. Master Plan consultant, Ignacio Bunster, affirming this design solution. Mr. Celniker reconfirmed that this solution is an acceptable one in a phone conversation with me on June 8, 1992.
2. Rob referenced the Street Design Manual on page 18, E., regarding the standard design for driveways. This information will be communicated to Schmidt Design Group, Inc., SEDC's design consultant on this project.
3. Rob indicated that the curb radius at the intersections must be 30' and that it appears from the drawings that the turning radius is inadequate for trucks, fire engines, emergency vehicles and large school buses. A discussion of the "pop-

Summary of Meeting
Page 2

out's" at the corners followed. Sue reviewed the Fire Marshal's determination that the "pop-out's" would not be approved by the Fire Dept. at 42nd, Toyne and Denby due to the inadequate space allowed for emergency vehicles to make their turns. By superimposing the "California Truck Semitrailer Wheel Tracks" drawing over the intersections in the Preliminary Plan, it was clear that there is insufficient clearance for these vehicles to make their turns, according to the proposed plans. Sue also mentioned the meeting with MTDB on April 10, 1992, in which a group of MTDB planners reviewed the preliminary plans and indicated that MTDB would not approve "pop-out's" in any intersection where there is a bus stop or where a bus stop might be relocated. The consensus was to ask the consultants to study alternatives to the "pop-out's" and/or consider reconfiguring them to meet turning radius standards. SEDC will request that they use the Street Design Manual as the basis for their design solutions. If the consultants propose any deviations from the Manual, they should be put in writing to Frank with a complete site specific justification and any mitigation measures that will be taken.

4. There was a discussion of the possible drainage problems which would be related to the "pop-out's", including ponding and accumulation of debris. Since the "pop-out's" do not appear to be a feasible design feature, it was agreed that SEDC's engineering sub-consultant, Lintvedt-McColl, will study drainage issues related to any of the alternative solutions to be proposed in the future and will be prepared to justify those alternatives.
5. Another problem with the "pop-out's" is that they would reduce the width of the side streets intersecting with Market St. The current width of 42nd, Toyne and Denby is 29', which is apparently below standard for low volume residential streets. The "pop-out's" would reduce this width by another 4'. Rob suggested contacting Dave Sorenson in Travel Forecasting to determine the precise street classification for the side streets and their recommended widths.
6. Sight distance standards are referenced on page 12, E. of the Street Design Manual and Rob indicated some concerns regarding potential sight distance problems related to the location of driveways in relation to proposed street trees and light standards. Again, it was agreed that Lintvedt-McColl would evaluate any potential sight distance problems and prepare any necessary justifications and drawings to show how those problems would be mitigated.
7. If the "pop-out's" were to be used in some modified manner in the design, Rob requested that some form of striping or enhanced paving be used in the parking

Summary of Meeting
Page 3

lane to give motorists a sense of entering a uniquely designed location that is not an ordinary thoroughfare. Luis Sandoval would be the City staff person to contact on this item.

8. Rob indicated a concern about the type of decorative paving that might be used in proposed crosswalks. Vehicles must be able to stop with at least the same amount of friction applied as is available with asphalted concrete. Sue shared a letter from Stephen Celniker indicating that no enhancements to crosswalk areas would be permitted at any intersections which do not have traffic lights. Currently, the only traffic signal is at Market St. and 42nd. Although the cost of enhancing the crosswalk at that intersection is probably prohibitive, it was agreed that any proposed enhancement would be studied by Lintvedt-McColl with the concerns for vehicular and pedestrian safety in mind.

We appreciate the opportunity to discuss these concerns with you and will be in touch with you as the study of design alternatives for Market St. proceeds.

SM:kk

cc: Jerry Groomes
George Penn
Glen Schmidt, Schmidt Design Group

City of San Diego
MEMORANDUM



Memo/Sue McDevitt/SEDC
Market Street Corridor

June 8, 1992
Page 2

FILE NO.: MARKETST.RZ
DATE: June 8, 1992
TO: Sue McDevitt, Project Manager, Southeast Economic
Development Corporation (M.S. 68)
FROM: Frank Belock, Deputy Director, E&D/Engineering Design
SUBJECT: MARKET STREET CORRIDOR

cc: R. Zaino
J. Jacobs
J. Groomes
J. Levy

The attached preliminary streetscape design for the section of Market Street between I-805 and 42nd Street has been reviewed and we have the following list of comments and questions:

1. Are the traffic volumes low enough to allow the reduction of four lanes down to two lanes?
2. Per City standards, all driveways should have a standard driveway section (G-14), not curb returns. Driveways should start at the new curb line.
3. New curb radius may not be adequate for truck turning.
4. Possible drainage problems at corners.
5. The proposed modifications will also reduce the effective width of the side streets, thus affecting the traffic flow on these streets.
6. Possible sight distance problems at driveways in relation to light standards and street trees.
7. Will there be some striping that will prevent someone from driving in parking areas and running into end curbs?
- ✓ 8. Are you proposing to use decorative pavement in crosswalks?

It is hoped that the above will help you in the final design of the Market Street project. We would like to discuss this project with you as soon as you have had the opportunity to review our comments.


Frank Belock, Jr.

RZ/JJ:dh

Attachment



THE CITY OF
SAN DIEGO

CITY OPERATIONS BUILDING • 1222 FIRST AVENUE • SAN DIEGO, CA 92101-4155

ENGINEERING
and
DEVELOPMENT
DEPARTMENT

Mr. Reynaldo Pisano, Chair
Mount Hope Neighborhood/
Helix Heights Residence Association
509 41st Street
San Diego, CA 92102

TR 186290.c
APR 2 1992

APR 16 1992

Dear Mr. Pisano:

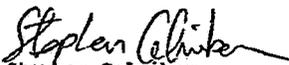
Thank you for your letter of March 20, 1992, presenting the Mount Hope/Helix Heights Residents Association's preference of the proposed striping alternatives for Market Street. Interestingly, the alternative the residents Association selected was also preferred by the Southeast Development Corporation and by our own staff.

However, a possible stumbling block to proceeding with the Market Street study is the condition attached by the Residents Association. We are unable to accommodate the request for painted crosswalks on Market Street. Attachment 1, a discussion paper, explains the problems with painted crosswalks and how they usually worsen pedestrian safety.

The proposed restriping plan will improve pedestrian safety without painted crosswalks because the pedestrian-vehicle conflict area is reduced. This is illustrated by the sketch in Attachment 2.

We look forward to working with the Residents Association and to fulfilling the request for the Market Street study. If the request for crosswalks is withdrawn, we will be able to proceed. If you have any questions or would like to discuss this matter, please contact me at 236-6037 or Jon Hannasch at 236-7760.

Sincerely,


Stephen Celniker
Senior Traffic Engineer

SPC:jah

cc:Sue McDevitt
attachments

UNIFORM TRAFFIC CONTROL

The purpose of a traffic control device is to help insure roadway safety by providing for the orderly and predictable movement of all traffic. To be effective, a traffic control device should meet the basic requirement of conveying a clear, simple meaning. Uniformity of meaning is vital to effective traffic control devices.

Uniformity of traffic control devices simplifies the task of the road user because it aids in recognition and understanding. Simply stated, uniformity means treating similar situations in the same way. The use of uniform traffic control devices does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a nonstandard device. In fact, the misappropriated use may be worse, in that such misuse may result in disrespect at those locations where the device is needed.

The City of San Diego conforms to the Manual on Uniform Traffic Control Devices for Streets and Highways issued by the Federal Highway Administration. The Manual refers to the general meanings for colors that have been identified as being appropriate for use in conveying traffic control information. The color orange is reserved for construction and maintenance warning; the color yellow is used for general warning; and white is used for regulation.

CROSSWALK INSTALLATIONS

Only under the most unusual circumstances would we recommend the installation of a marked crosswalk without the protection afforded by a signalized intersection.

At first glance, this policy may seem unfavorably biased in favor of the motorists. A closer look, however, into the nature of traffic accidents involving pedestrians, exposes an alarming fact: six times as many pedestrians are injured or killed while using marked crosswalks than those simply crossing the street at an unmarked location.

Even allowing that three times the number of people use marked crosswalks than unmarked crossings, it remains that someone attempting to cross the street stands double the chance of being involved in an accident while using a marked crosswalk.

Studies of pedestrian accidents conducted in San Diego and other west coast cities suggests that the poor safety record of marked crosswalks is due not to a particular configuration or location is a misconception that painted crosswalk will improve the safety of the pedestrian even though the records do not support this premise. The law states that motorists must yield to pedestrians attempting

to cross the street whether they are using a marked crosswalk or not. It also requires pedestrians to exercise due caution for their own safety. Crossing the street, therefore, is legally a shared responsibility of the motorist and pedestrian.

Unfortunately, Many pedestrians tend to have a false sense of security when using marked crosswalks. A marked crosswalk gives many pedestrians a truly false sense of security, normal caution and common sense are discarded, with often tragic results.

On the other hand, we have found that pedestrians who cross the street at locations without marked crosswalks are more cautious, more patient and more willing to wait for sufficient gaps in traffic to safely cross the street.

For these reasons, the City has eliminated marked crosswalks at many unsignalized intersection throughout the City as a means to reduce pedestrian accidents. At the same time, the City has also embarked on a program to install crosswalks at all signalized intersections to further encourage pedestrian use at those locations. This program has been very successful in reducing the number of pedestrian accidents in San Diego, with the City winning numerous national awards for its pedestrian safety program. This program has also been adopted by the State of California and other western states.

Attachment 1

Attachment 1



THE CITY OF

SAN DIEGO

CITY OPERATIONS BUILDING • 1222 FIRST AVENUE • SAN DIEGO, CA 92101 -4154
TELEPHONE: (619) 236-6520

ENGINEERING AND
DEVELOPMENT
DEPARTMENT

TR 176900

March 3, 1992

Mr. Reynaldo Pisano, Chair
Mount Hope Neighborhood/
Helix Heights Residence Association
509 41st Street
San Diego, CA 92102

Dear Mr. Pisano:

The City of San Diego's Traffic Engineering staff has developed three alternative striping plans for Market Street, in the Mount Hope neighborhood. Sketches of the three alternative striping plans are attached.

We are requesting community input and preferences on these alternatives, prior to implementation. If you have any questions regarding this issue, please contact me at 236-6037, or Jon Hannasch at 236-7760.

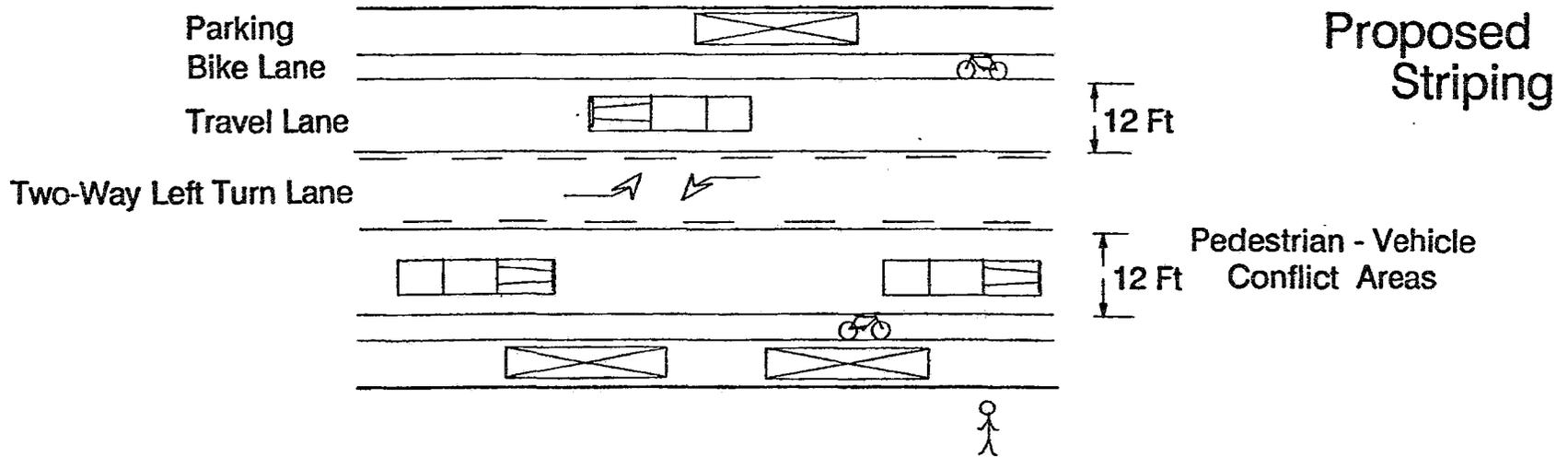
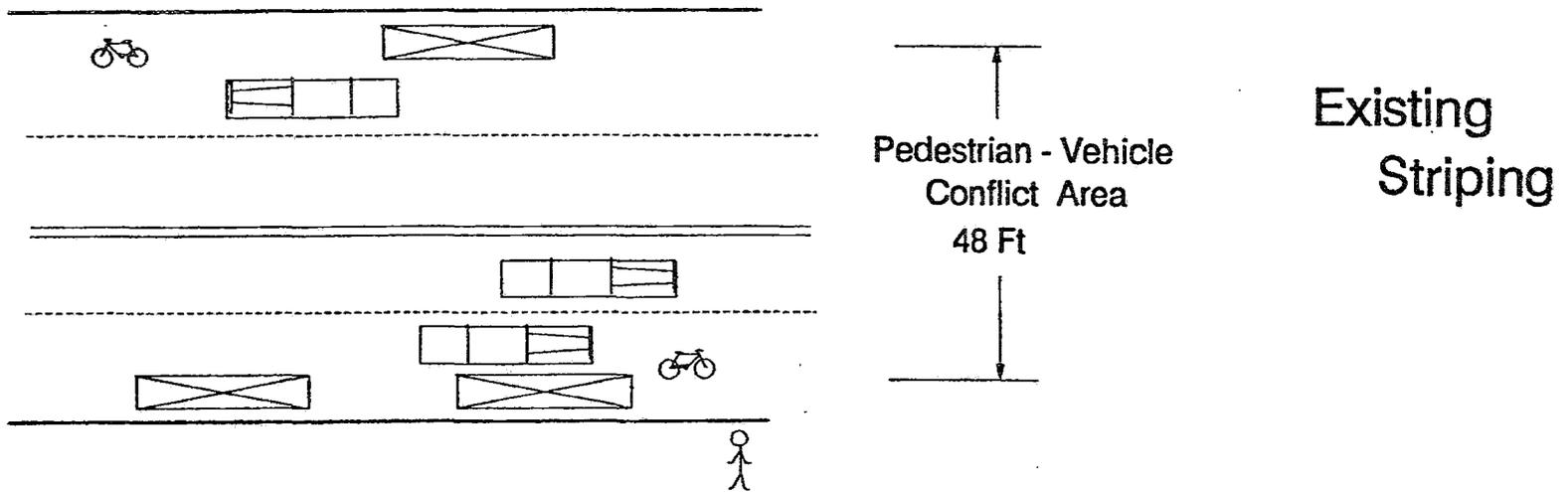
Sincerely,

Steve Celniker
Senior Traffic Engineer

JAS:jah

Attachment

cc: Gary Halbert
David Sorenson
Brian Fish, SEDC

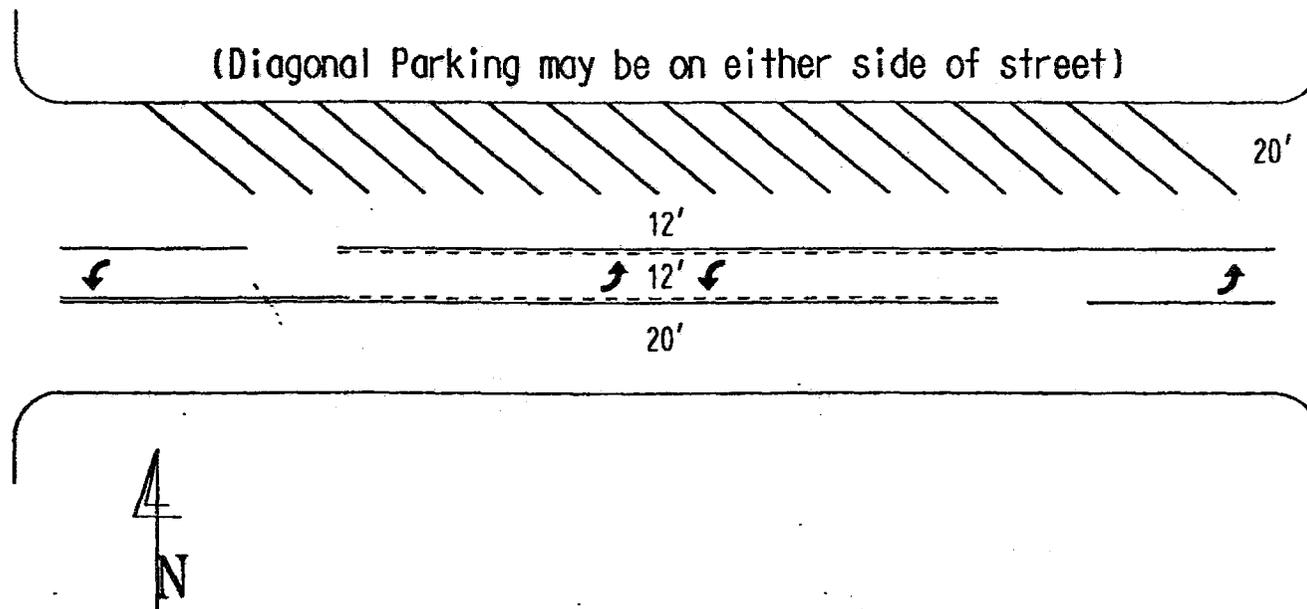


-  Pedestrian
-  Bicycle
-  Parked Vehicle
-  Vehicle

Market Street

Typical Street Section

(Alternative 2)



CITY OF SAN DIEGO
M E M O R A N D U M

FILE NO: [DSK] NEW CONSTRUCTION/memo to Sue McDevitt
DATE: March 27, 1992
TO: Sue McDevitt, S.E.D.C., M.S. 68
FROM: Bob Medan, Deputy Fire Marshal, Fire Department
SUBJECT: Market Street Project

A review of the proposed narrowing of Market Street at 42nd Street, Toyne Street, and Denby Street by the use of curb popouts cannot be approved as currently designed.

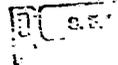
Emergency vehicle access would be hampered by the reduced turn radius created by extending the existing curbs further out into Market Street. Fire Department apparatus would be forced to begin their 90° turns from the opposite side of Market Street (driving against oncoming traffic) or making their turns from the appropriate traffic lane and driving over curbs and sidewalks.

Additionally, a two-foot clearance must be maintained from the curbface and any obstruction on the sidewalk. This allows apparatus bumpers to ride over the sidewalk where streets are too narrow for a completely unobstructed turn.

Please feel free to contact me at 533-4457 if you need further assistance with this project.

R.D. Medan

R.D. Medan
Deputy Fire Marshal



MAR 31 1992

BUSINESS AND COMMUNITY REVIEW AND COMMENTS

Comments from the review process initiated by the distribution of the May 1993, "Preliminary Streetscape Design Guidelines for the Market Street Corridor" are incorporated into this section. As mentioned previously, the comments, ideas and suggestions provided by the community have been incorporated into this final design guideline booklet.

STREETSCAPE DESIGN GUIDELINES COMMUNITY MEETING

Macedonia Baptist Church
6/22/93 - 6:30 p.m.

MEETING SUMMARY

GLEN SCHMIDT

- Implement Master Plan
- Practical and cost effective ways to move forward
- Theme - streetscape design theme that is interesting and exciting.

EDDIE EDWARDS

- "Weaving of Cultures. Understanding what we have in common.
- Weaving textiles tells a lot about the sharing with each others culture.
- Art educates and eliminates boundaries.
- Beauty, identity, dollars.
- Gifts are marketable.
- Community with identity - diverse business community.
- Build from within.

GLEN SCHMIDT

Opportunities for artists to take part in the revitalization.

Elements (see "Guidelines Booklet")

1. Narrow street - traffic reduce traffic to 3 - lanes and widen sidewalk
2. Planting of Carrotwood + Jacarandas trees to highlight the comers
3. Bus Stops - (4) stops will get shelter
4. Sidewalks
5. Furnishings
6. Lighting- Extra - white light decorative lighting
7. Artwork
8. Utilities and Drainage- discussed how improvements will affect utilities.

COMMENTS FROM RESIDENTS:

Graffiti and vandalism

- Use wrought iron instead of flat surfaces
- Decorative cast iron - expensive to weld if broken. Takes a specialist - spot welding.

Tree grates

- Prefers overhead signage or lighting. Grates not visible on the ground. Put money into other elements and maintenance. Maintenance assessment dist. is a must.

Tree Trimming

- Church is currently paying for street lights. Safety issue as the trees block the light. 235-1155 number for tree maintenance for 4168 Market St.

Island at I-805 - vehicles cut across, low shrubs recommended - no trees. Future funding - (avoid CDBG for art) look for other sources. Pursue city art program for art funding.

News stands - People shake quarters out of news stands - should be bolted down.

Entry monuments /lights-Blue color for poles - vitality. Go beyond city standards.

Traffic signals - adding needs to be priority. Speed of traffic hinders economic development.

- ADD: Raven 41st or Morrison
- ADD: Signage #s of pedestrians (Tricia McColl) uphill battle
- Decorative pavements p.25 -Gives a positive look.
How to mitigate
 1. friction - bands create roughness
 2. maintenance - cut and patch
- Final draft should address this.

Building articulation

Facade articulation - increase this - adds character.

Incorporate art work on buildings. Ceramic tile - mosaic treatment. Bands/doors/windows/bottom 4' of buildings.

MR. EVANS

- When are we going to start?
- Where - I-805 to 41st, then Boundary.
- Light at 42nd changes too infrequently. R.P. will call traffic 525-8650.
- Benches on street corners:
- How to keep undesirables from using benches?
- Future amenities but want to plan for them now in the guidelines.
- Example of planning in action- E.G. Gaslamp - sidewalk cafes undesirable. Have left because of redevelopment.
- Incremental steps must be taken.
- Tree Theme - save existing trees - 17 years to mature. Difficult to save as construction is necessary throughout the corridor to meet building elevations.
- Reverse "popouts" - a consideration - cut into private property and landscape these areas at corners.
- This community must go forward - let Council District Office know funding needed. Call council continually:
policing narcotic teams, etc.
There is no end - just the beginning

EDDIE EDWARDS

Example provided regarding 32nd & Island: was a drug den. Strength & pride changed it.
Neighborhood Watch - those on corners will make undesirable element leave.
Eliminated drug paraphernalia, dope sale and hookers near King Elementary. It worked there will work in this neighborhood.

RESIDENT COMMENTS:

- When is this going to get started?
- Developers - have any come forward? No as no funding available
- Gompers sited as an example.
- Pursue other funding.
- Suggested Call 4th District Office to gain support for project

PHASES:

- Implementation in phases. Development depends on users.
- When do we get out of the planning phase and into the action phase?
- Can come to Projects Committee - Board of Directors to make statements.
- Future discussion and input to SEDC, Project and Board.
- Do people like it? Do people want it? YES...
- Better than what we have, lets go forward

REYNALD PISANO, CHAIR
MT. HOPE/HELIX HEIGHTS RESIDENTS ASSOCIATION

COMMENTS TO SUE MCDEVITT 6/22/93:

1. p.5 Paragraph 5. Larger speed limit signs and warning signs to slow down the traffic should be put in now - a recommendation for immediate action.
 - I'd like to add a sentence to this effect - it could dovetail with the re study - which should also be mentioned.
2. p.8 Paragraph 5 Concern about putting trees in the island due to people running into them and sight distance problems.
 - A sentence by Tricia could be added to this page to address the concern.
3. p.8 Paragraph 2. Is there any way existing trees can be saved?
 - Emphasize ill health of existing trees, size of new trees and irrigation, fertilization and trimming of new trees.
4. p. 10 Paragraph 3. What about vandalism to shelters?
 - ADD: Residents and business owners, call SEDC at 236-7345 to report. Gannet Advertising will come out the same day to repair.
5. p.12 Paragraph 3. Add: a paragraph to address the possibility of "pop in's" - acquiring a bit of private property at corners (especially where parking lots exist) for trees and furnishings.
6. p.14 Paragraph 5 or 6. Emphasize that wrought iron enclosures will be bolted down and they are less likely to be a target for graffiti because no flat surface is available. Replacement could be expensive but is balanced by sturdiness.
 - Add a note that more cost effective alternatives may be explored
7. p. 16 Paragraph 3. Recommended color of light poles and fixtures - sky blue (for vitality).
8. p.17. Add a paragraph regarding articulation of architecture through artwork as an emphasis.
 - p.19. Entry monuments - primary and secondary could be painted sky blue to match lights.
9. p. 20. Please address issue of secondary poles looking too weak and easy to break.
10. p.24. Robb Zaino Nov. 14, Paragraph 1. Warrants for traffic signals.
 - Can we make p5, Paragraph 4 "To increase public safety....? A little stronger with regards to demanding additional traffic signals?
11. p.26 #4 Traffic Eng.
 - Any way we can add to p.5 more (additional) ways to slow down traffic?
12. p.32 Paragraphs 2 & 3. Can we address crosswalks more clearly?
Can you give me a date for submission of final document?