College Area Pedestrian Plan

Pedestrian Master Plan – Phase 4

College Area Description

The College Area Community is located in the central part of the City of San Diego, along the southern rim of Mission Valley and approximately eight miles northeast of the downtown area. It is a residential community, which is also home to San Diego State University. The San Diego Trolley passes through the community with two stations: one on campus at SDSU and one opposite Alvarado Hospital on Alvarado Road.

The College Area community is developed predominantly with single-family houses in subdivision patterns reflective of the hills and canyons within the community. When entering the community from the north or west, the streets rise sharply. Commercial development in the community tends to be oriented to the automobile, with parking lots fronting the street and driveways that interrupt sidewalks.

El Cajon Boulevard is a historic commercial district through the College Area community. Fairmount Avenue and Montezuma Road are characterized by canyon walls with native vegetation on both sides of the street. Collwood Boulevard also runs through a canyon with steep hillsides.

Almost all of the neighborhood streets have mature trees planted either in the public right-of-way or on private property adjacent to the sidewalks. Montezuma Road, west of College Avenue, has tall mature palm trees planted along the right-of-way.

Community Outreach

The project was presented to the College Area Community Planning Group in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

A total of 18 surveys were completed online for the College area community. Survey respondents indicated that they mostly walk for recreation or exercise, with fewer than half walking for shopping or errands. Their key concerns were **missing sidewalks**, **wide streets that are difficult to cross**, and **insufficient lighting**. They pointed out issues with walking along and crossing **Montezuma** and **El Cajon Boulevard**, and expressed **safety concerns about crime**.

College Area residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including 17 for the College community.

Open House surveys for the College Area Community indicated that over half the respondents (9 people) were satisfied with the identified Improvement Areas and the recommended improvements. Respondents made several suggestions for improvements including extending the Improvement Area for Montezuma west to Fairmount. Montezuma Road was mentioned most frequently as a priority, including improvements at the intersection with College and Safe Routes to School improvements around Hardy Elementary School. El Cajon was also a priority for these respondents, with support for further study along this corridor.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit C-1**.

Route Types

All roadways within the College Area Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the College Area: District, Corridor, Connector and Neighborhood. **Exhibit C-2** illustrates the Route Type Classifications defined within the College Area Community.

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

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

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

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

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the College Area Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the College Area Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a

result of the existing conditions needs assessment and input from the community. **Exhibit C-3** illustrates the College Area Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the College Area Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the College Area Community, ten Improvement Areas were defined, which are illustrated in **Exhibit C-4** and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
C-1: West El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation and walkability issues. Implement intersection improvements to address connectivity and walkability issues.	**30**
C-2 East El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.	**12**
C-3 69th Street Corridor Improvements	Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.	**19**
C-4 Hardy Elem. School	Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards.	**15**
C-5 Montezuma Place Walkability Enhancements	Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.	**13**
C-6 Montezuma Road at College Avenue Intersection Improvements	Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.	**18**
C-7 Montezuma Road Feasibility Assessment Multi-Use Trail	Conduct a feasibility study to implement a multi-use trail on the north side of Montezuma Road.	**2**
C-8 70th Street Transit Access Improvements	Improve access to transit and connectivity by completing sidewalk and evaluating for a new traffic signal at Saranac Street.	**11**

Improvement Area	Recommendations	Priority Score
C-9 **Saranac Street Safety Improvements**	Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.	**9**
C-10 **67th Street Accessibility Improvements**	Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.	**17**

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Exhibit C-1: Missing Sidewalk and Curb Ramps

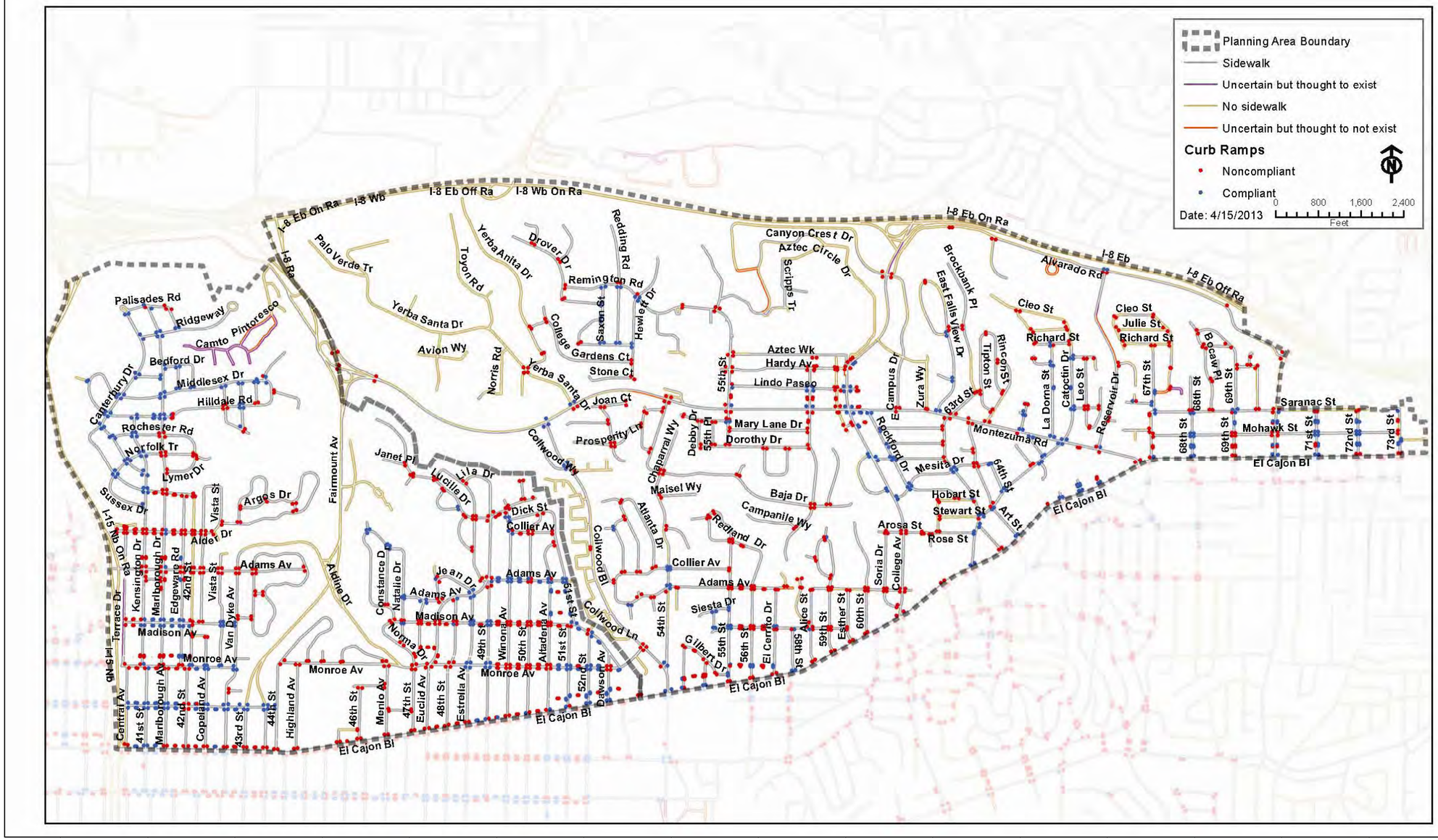


Exhibit C-2: Route Type Classifications

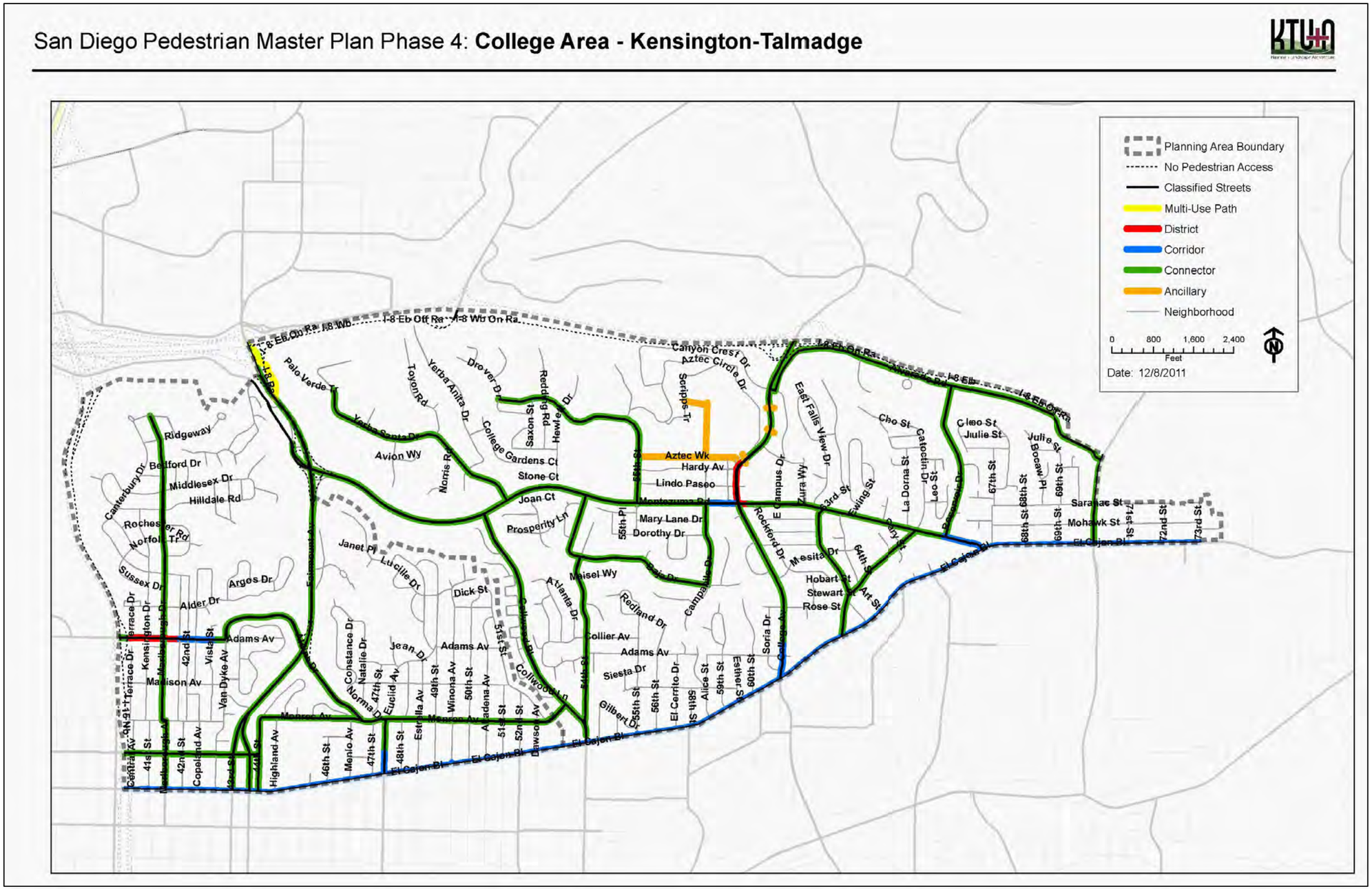
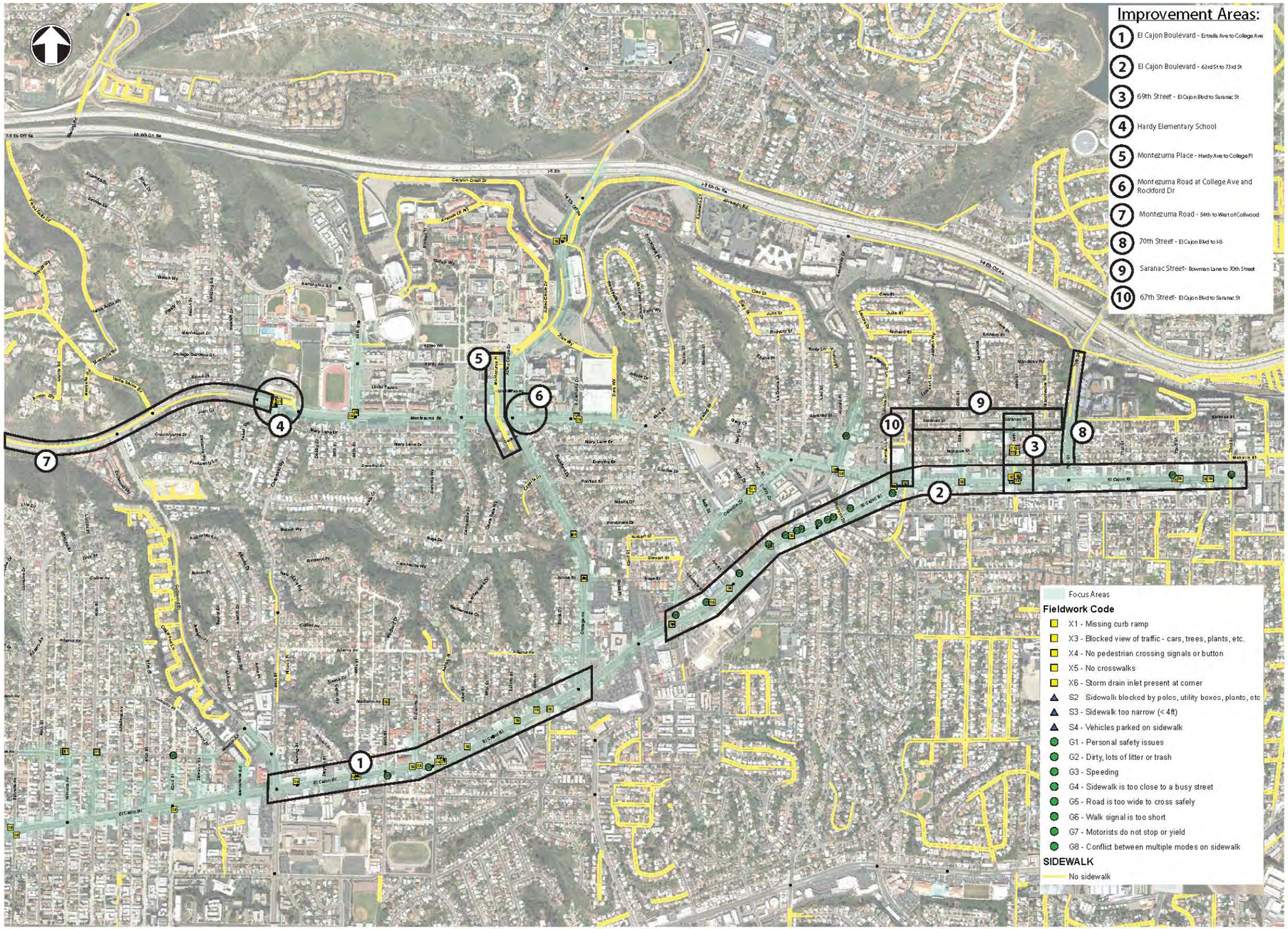
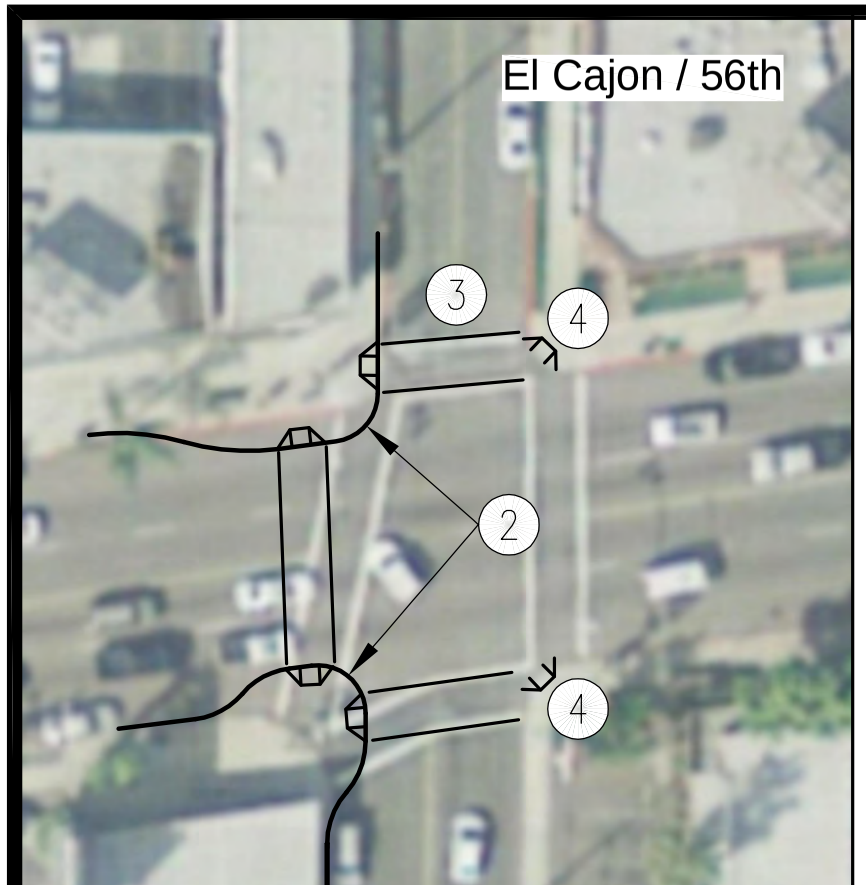


Exhibit C-3: Focus Area

Exhibit C-4: Improvement Areas



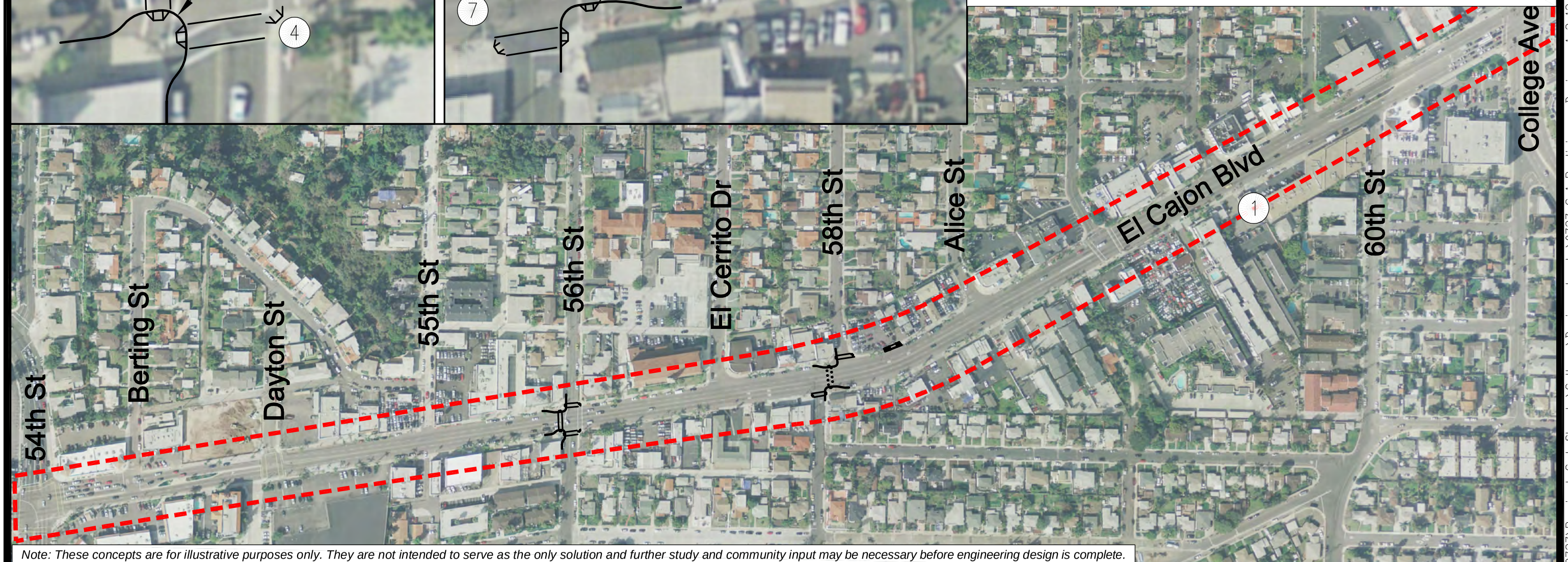


Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement intersection improvements to address connectivity and walkability issues.

1. Conduct a Corridor Mobility Study to evaluate multimodal improvements
2. Implement curb extensions with ADA curb ramps at 56th St
3. Restripe crosswalks at 56th St
4. Install ADA compliant curb ramps at 56th St
5. Replace existing marked crosswalk with enhanced marked crosswalk at 58th St
6. Implement curb extensions with ADA compliant curb ramps on El Cajon Blvd at 58th St
7. Install ADA compliant curb ramps and marked crosswalks on 58th St
8. Complete sidewalk and implement ADA driveway on El Cajon Blvd

(See Table C-1 for more detailed descriptions)

NOT TO SCALE

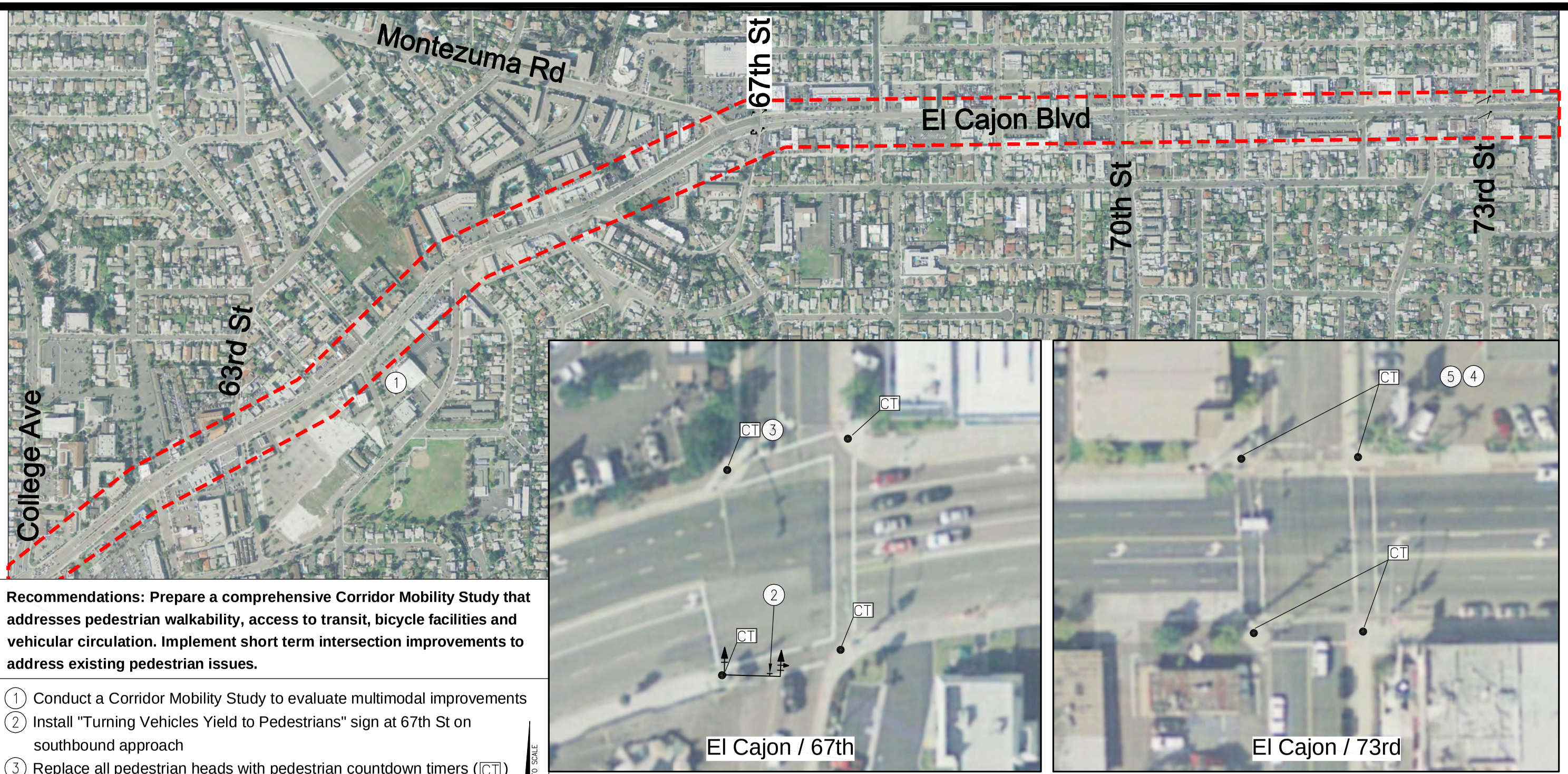


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-1

West El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4



El Cajon / 67th

El Cajon / 73rd

Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.

1. Conduct a Corridor Mobility Study to evaluate multimodal improvements
2. Install "Turning Vehicles Yield to Pedestrians" sign at 67th St on southbound approach
3. Replace all pedestrian heads with pedestrian countdown timers (CT) at 67th St
4. Modify signal timing to add lead pedestrian interval at 73rd St
5. Replace all pedestrian heads with pedestrian countdown timers (CT) at 73rd St

(See Table C-2 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA C-2

East El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4

Recommendations: Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.

1. Evaluate feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps on west leg across El Cajon Blvd
2. Implement curb extensions on El Cajon Blvd
3. Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns
4. Install additional street lights on El Cajon Boulevard at 69th St
5. Install marked crosswalks and ADA ramps at 69th St
6. Install "No Pedestrian Crossing" signs at 69th St
7. Implement sidewalk on 69th with ADA ramps at alley
8. Repaint all faded school pavement markings on 69th St
9. Replace marked school crosswalk with raised school crosswalk at Mohawk and 69th
10. Implement curb extensions on all corners of intersection with ADA compliant ramps at Mohawk and 69th St

(See Table C-3 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA C-3

69th Street Corridor Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school area signage to meet current CA MUTCD standards.

1. Restripe marked crosswalks with retroreflective paint
2. Replace pedestrian heads with countdown timers (CT)
3. Install ADA compliant curb ramps
4. Update or relocate light pole on Montezuma Road
5. Restripe crosswalk across school driveway and install ADA compliant curb ramps
6. Update School Speed Limit Assembly C (CA) signage and pavement markings east and west of intersection

(See Table C-4 for more detailed descriptions)

NOT TO SCALE

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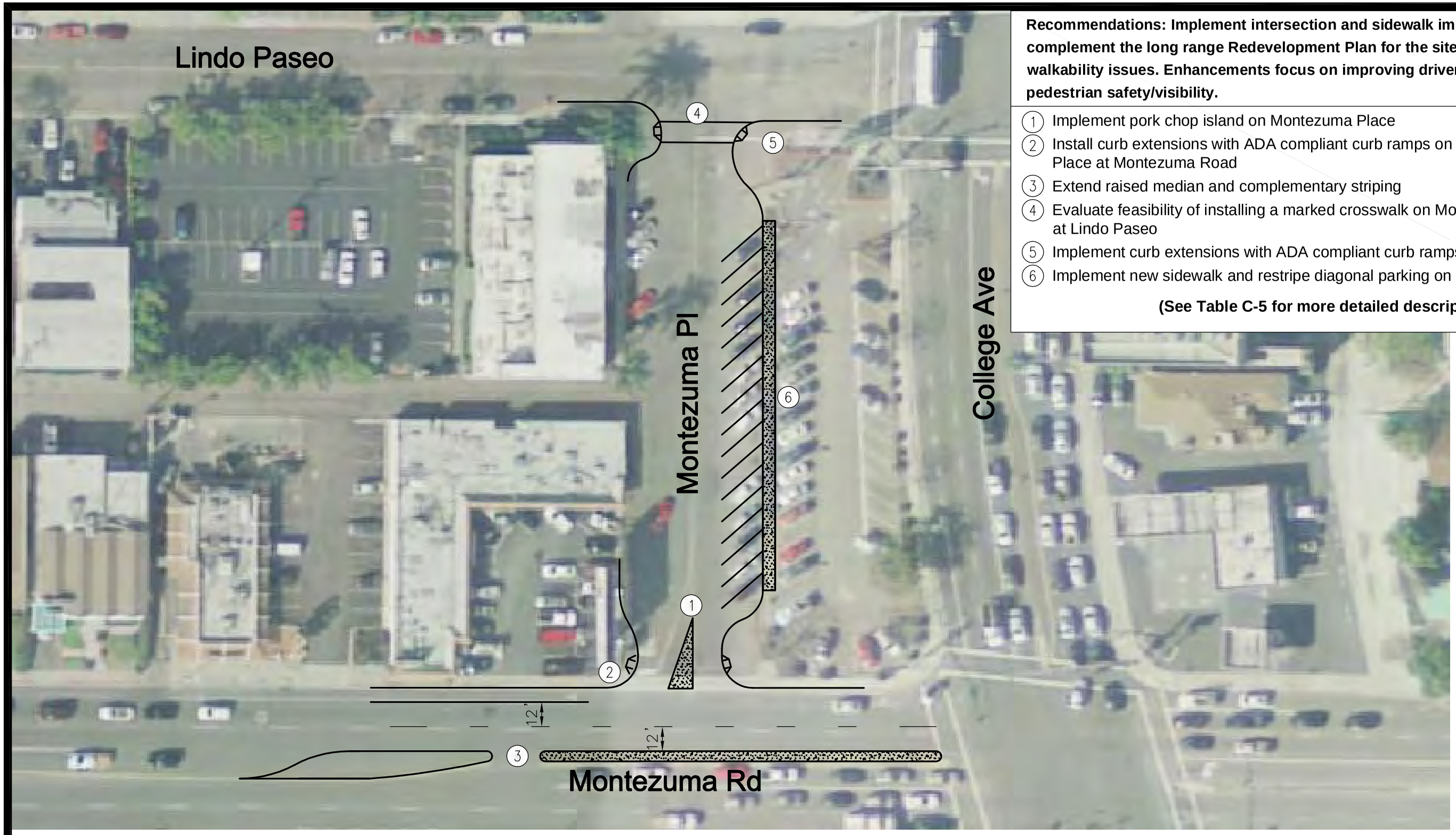
IMPROVEMENT AREA C-4

Safe Routes to School Improvements at Hardy Elementary School

Pedestrian Master Plan - Phase 4



Recommendations: Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.

1. Implement pork chop island on Montezuma Place
2. Install curb extensions with ADA compliant curb ramps on Montezuma Place at Montezuma Road
3. Extend raised median and complementary striping
4. Evaluate feasibility of installing a marked crosswalk on Montezuma Place at Lindo Paseo
5. Implement curb extensions with ADA compliant curb ramps at Lindo Paseo
6. Implement new sidewalk and restripe diagonal parking on Montezuma Place

NOT TO SCALE

(See Table C-5 for more detailed descriptions)

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IMPROVEMENT AREA C-5

Montezuma Place Walkability Enhancements

Pedestrian Master Plan - Phase 4

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Recommendations: Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.

1. Replace existing pedestrian heads with countdown timers (CT) at College Ave
2. Extend raised median on Montezuma Road
3. Install "No Pedestrian Crossing" signs on median
4. Reimplement corner at Rockford Dr and install ADA compliant curb ramps

(See Table C-6 for more detailed descriptions)

NOT TO SCALE

Montezuma Road

College Ave

Rockford Dr

CT

STOP

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-6

Montezuma Road at College Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-6 Preliminary Design - 1-10-13.dwg 08/13/13 - 12:02pm KRDWLEY

Recommendations: Conduct a feasibility study to construct a multi-use trail on the north side of Montezuma Road.

1. Conduct a feasibility assessment and preliminary design for multi-use trail.

(See Table C-7 for more detailed descriptions)

NOT TO SCALE

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IMPROVEMENT AREA C-7

Montezuma Road Multi-use Trail Feasibility Assessment

Pedestrian Master Plan - Phase 4

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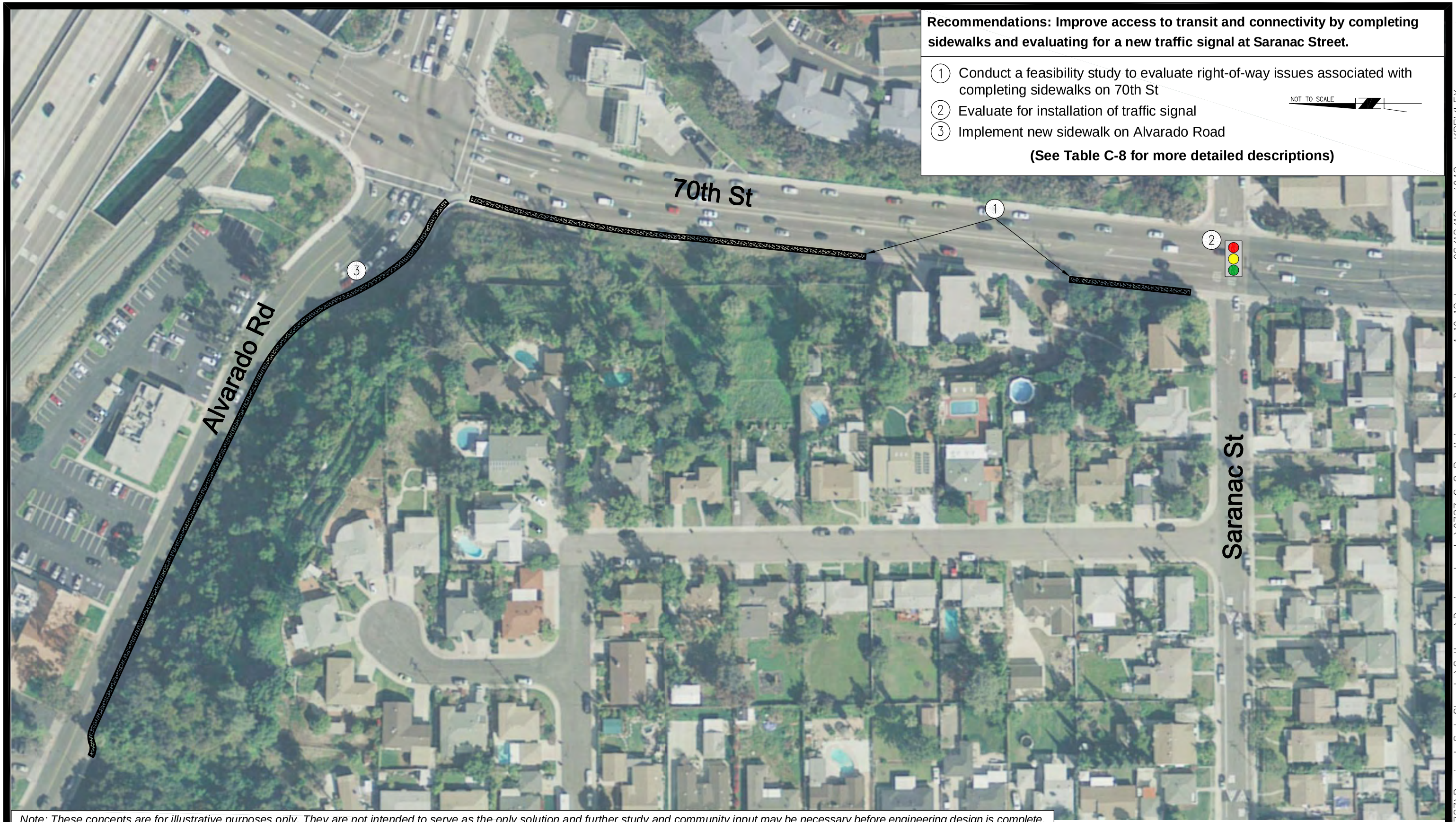

Recommendations: Improve access to transit and connectivity by completing sidewalks and evaluating for a new traffic signal at Saranac Street.

1. Conduct a feasibility study to evaluate right-of-way issues associated with completing sidewalks on 70th St
2. Evaluate for installation of traffic signal
3. Implement new sidewalk on Alvarado Road

NOT TO SCALE

(See Table C-8 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-8

70th Street Transit Access Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.

1. Conduct speed survey and traffic calming assessment along Saranac St
2. Install traffic calming west of 68th St (as appropriate)
3. Implement curb extensions with ADA compliant curb ramps at 69th St
4. Install a marked school crosswalk across south leg of Saranac St and 69th St intersection

(See Table C-9 for more detailed descriptions)

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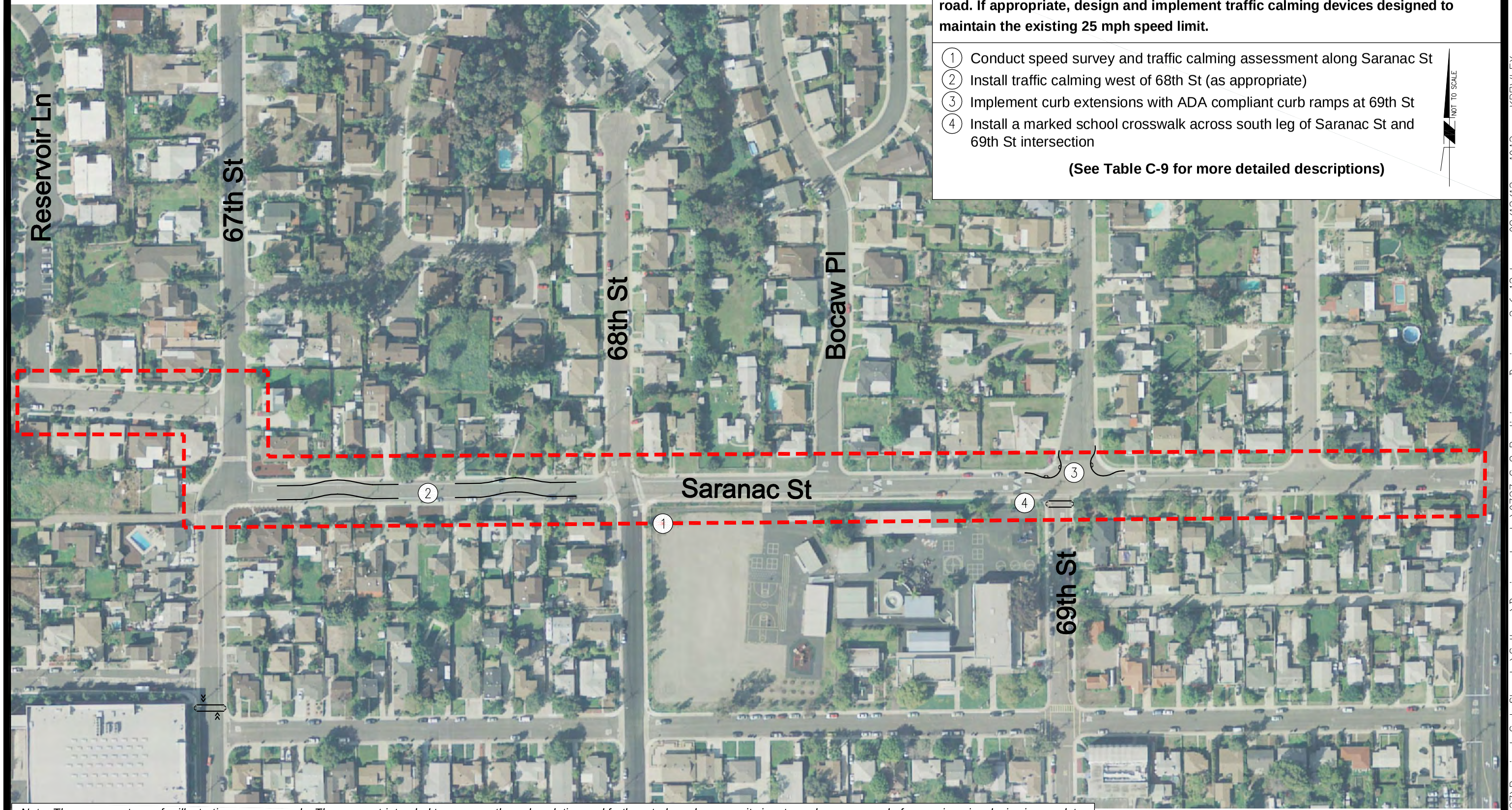

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IMPROVEMENT AREA C-9

Saranac Street Safety Improvements

Pedestrian Master Plan - Phase 4

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Recommendations: Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.

1. Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps
2. Implement missing sidewalk north of Mohawk on west side of 67th with ADA compliant curb ramps
3. Evaluate the feasibility of installing a raised enhanced crosswalk on 67th St between offset legs of Mohawk St with ADA compliant curb ramps

NOT TO SCALE

(See Table C-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-10

67th Street Accessibility Improvements

Pedestrian Master Plan - Phase 4

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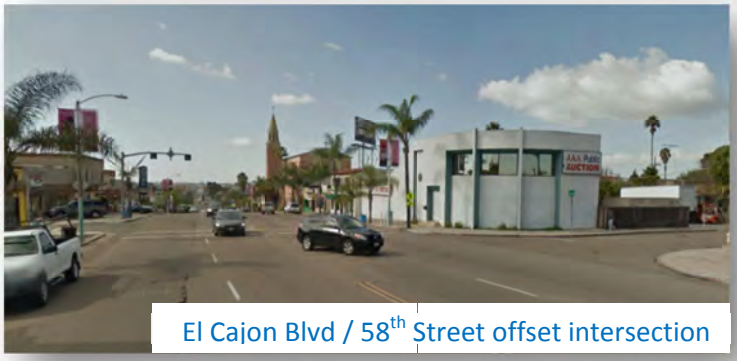
Improvement Area C-1:

West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Purpose & Need:

El Cajon Boulevard has a posted speed limit of 35 mph and carries between 25,000 and 30,000 vehicles per day. There is also a 25 mph school zone near 54th Street for Horace Mann Middle School. Although sidewalks are provided on both sides of the street, the environment is not welcoming to pedestrian activity. Sidewalks are adjacent to the high speed road and parked cars often block view of pedestrians waiting to cross El Cajon Boulevard. Short street blocks, high density land use and frequent transit stops support pedestrian activity in this area. Transit Routes 1 and 15 serve this corridor with 15-minute headways on the weekdays and 20 to 30 minute headways on the weekends. A Corridor Mobility Study should be conducted to address key pedestrian issues including reducing pedestrian crossing distances, improving pedestrian visibility at intersections, and improving access to transit. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented at 56th Street and 58th Street to address existing pedestrian issues.

El Cajon Blvd / 56th Street



El Cajon Blvd / 58th Street offset intersection

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues. The table below provides potential improvements that should be considered.

Table C-1: West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard from 54th St to College	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	S, C, W, A	Identify comprehensive mobility solutions.	$350,000
Intersection Improvements:				
El Cajon Blvd and 56th Street	2) Implement curb extensions with ADA compliant curb ramps on northwest corner and southwest corner.	A, W	Decrease crossing distance and improve pedestrian visibility	$30,000
	3) Restripe crosswalks on south, east, and west legs of intersection to align with new curb extensions.	C, W	Straighten the crosswalks to make a more direct path	$1,500
	4) Install ADA compliant curb ramps on northeast and southeast corners.	A	Improve accessibility at intersection	$12,000
El Cajon Blvd and 58th Street	5) Replace existing marked crosswalk with enhanced marked crosswalk. Include highly reflective paint and in-pavement flashers.	S	Improve pedestrian visibility at this uncontrolled marked crosswalk	$15,000
	6) Implement curb extensions with ADA compliant curb ramps at each end of existing marked crosswalk.	W, S, A	Reduce crossing distance and improve visibility of pedestrians	$42,000
	7) Install ADA compliant curb ramps and marked crosswalks across north and south legs of 58th.	A, W	Define pedestrian path of travel along El Cajon Blvd and improve ADA access	$12,750
	8) Complete sidewalk east of 58th St on El Cajon and implement ADA compliant driveway.	A	Improve ADA access along El Cajon Blvd	$45,000
TOTAL ESTIMATED COST				**$508,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-2:

East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Purpose & Need:

The eastern corridor study for El Cajon Boulevard includes an area that is less dense than the western corridor, with longer street blocks and closer proximity to the SDSU campus. Activity centers along the corridor include The College Center Shopping Center, College Heights Library, various auto repair shops and car dealerships, and various strip malls. The posted speed limit through this area is 35 mph with average daily traffic ranging from 20,000 to 28,000 vehicles per day. Sidewalks are provided but walkability is still uninviting with long street blocks, no marked crosswalks outside of signalized intersections and a lack of a clear path of travel around SDSU. MTS Route 1 serves this corridor with 15 minute headways on the weekdays and 30 minute headways on the weekends. MTS Route 14 serves this corridor with one hour headways on the weekdays only. Both land use and transit activity support the need for pedestrian enhancement. A five year accident history shows that a total of 11 pedestrian-involved accidents have been reported along this corridor. Key pedestrian issues include frequency of marked crossings and vehicle-pedestrian conflicts at intersections. A Corridor Mobility Study is recommended to address corridor-wide improvements for all modes. However, intersection improvements at 67th Street and 73rd Street would address immediate safety concerns where multiple pedestrian-involved accidents have been reported in the past 5 years.

El Cajon Blvd / 67th Street

El Cajon Blvd / 73rd Street

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In addition, short term improvements should be implemented at the intersection of El Cajon Boulevard / 67th Street and El Cajon Boulevard / 73rd Street to address existing pedestrian issues. The table below provides potential improvements that should be considered.

Table C-2: East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard from College to Eastern City Limits	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	A, C, S, W	Identify comprehensive mobility solutions	$350,000
Short term focused improvements:				
El Cajon Blvd / 67th Street	2) Install "Turning Vehicles Yield to Pedestrians"(R10-15) on southbound approach.	S	Increase vehicle awareness of pedestrians	$250
	3) Replace all pedestrian heads with pedestrian countdown timers.	S, A	Reduce potential for pedestrians to cross at end of phase	$21,000
El Cajon Blvd / 73rd Street	4) Modify signal timing to add lead pedestrian interval.	S	Allow pedestrians to cross before vehicle indication turns green to minimize pedestrian-vehicle conflicts	$1,000
	5) Replace all pedestrian heads with pedestrian countdown timers.	S, W	Reduce potential for pedestrians to cross at end of phase	$21,000
TOTAL ESTIMATED COST				**$393,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-3:

69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Purpose & Need:

69th Street runs north-south and provides access to Harriet Tubman Village Charter School, residential neighborhoods, and commercial centers on El Cajon Boulevard. One block south of the school 69th Street intersects with El Cajon Blvd, a four-lane high-volume road with on-street parking on both sides, no marked crosswalks and poor visibility. There is no sidewalk provided on the west side of 69th Street just north of El Cajon Boulevard, and several curb ramps are missing or non-compliant along the corridor. This project would improve pedestrian safety, improve visibility and connectivity at the intersections.

Mohawk Street / 69th Street – school crossing

69th St north of El Cajon Blvd – no sidewalk on west side

Recommendations:

Prepare plans and implement intersection and corridor improvements in order to improve pedestrian safety, visibility, and connectivity at identified intersections. The table below provides potential improvements that should be considered.

Table C-3: 69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard at 69th Street	1) Evaluate the feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps	S, A	Improve visibility of pedestrians crossing El Cajon Boulevard	$17,500
	2) Implement curb extensions on south leg of El Cajon Boulevard if marked crosswalk is installed.	S, W	Improve visibility of pedestrians and reduce crossing distance	$48,000
	3) Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns, if marked crosswalk is installed. Provide gap in median for pedestrians.	A, S, W	Provide refuge island for pedestrians and reduce crossing distance; prohibit NB left turns to reduce pedestrian-vehicle conflicts at proposed crosswalk	$15,000
	4) Install additional street lights at intersection.	S	Improve visibility of pedestrians	$6,000
	5) Install marked crosswalks across north and south legs at 69th Street. Install ADA compliant curb ramp to align with crosswalks.	W, S, C	Provide ADA compliant crossings and establish path of travel through the intersection	$12,750
	6) Install "No Pedestrian Crossing" sign on east leg if marked crosswalk is installed on west leg.	S	Channelize pedestrians to new marked crosswalk	$500
69th Street north of El Cajon Blvd	7) Implement sidewalk on west side of street from El Cajon Boulevard to existing sidewalk at alley. Provide ADA compliant curb ramps at alley.	A	Provide ADA compliant walkway on west side of 69th Street	$37,500
	8) Repaint all faded school crossing pavement markings along 69th Street.	S	Improve driver awareness in school zone	$1,000
69th Street / Mohawk Street	9) Replace existing marked school crosswalk on north side of intersection with a raised school crosswalk.	A	Reduce speeds and improve driver awareness in school zone	$18,000
	10) Implement curb extensions on all corners of the intersection with ADA compliant ramps to align with the crosswalks.	S	Improve visibility around parked cars and reduce vehicular speeds	$72,000
TOTAL ESTIMATED COST				**$228,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-4:

Safe Routes to School Improvements at Hardy Elementary School (Montezuma Road at 54th Street)

Purpose & Need:

Montezuma Road at 54th Street, a busy intersection with high traffic speeds, serves as the main entrance to Hardy Elementary School. Although there are crosswalks provided on three legs, there are no curb ramps on the north leg and non-compliant ramps on the east and south legs. The crosswalk paint is faded and the unprotected left turn for the southbound vehicles creates potential pedestrian-vehicle conflicts in the western crosswalk. The sidewalk along the north side of Montezuma Road is obstructed by a light pole with an above ground foundation with little clearance for pedestrians. This project would update signage, curb ramps, and crosswalks to improve pedestrian safety in the area. Sidewalk widening and intersection improvements are also suggested to improve pedestrian circulation.

Montezuma / 54th Street – entrance to school

Obstructed sidewalk and lack of proper curb ramps

Recommendations:

Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards. The table below provides potential improvements that should be considered.

Advance school signage – not compliant with 2010 MUTCD

Table C-4: Safe Routes to School Improvements at Hardy Elementary (Montezuma Road at 54th Street)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma / 54th Street	1) Restripe marked crosswalks with retro-reflective paint.	S	Improve visibility of pedestrians	$1,500
	2) Replace all pedestrian heads with countdown timers.	S	Prevent pedestrians from crossing at end of phase	$18,000
	3) Install ADA compliant curb ramps at crosswalks.	A	Provide access at curb for all users	$12,000
Montezuma Road	4) Update light pole to underground foundation or relocate to back of sidewalk.	A, W	Eliminate obstruction on sidewalk	$6,000
	5) Restripe crosswalk across school driveway and install ADA compliant curb ramps.	C	Provide clear connection from intersection to school entrance walkway	$7,500
	6) Update School Speed Limit Assembly C (CA) signage with fluorescent yellow green sign and install school pavement markings.	S	Meet current CA-MUTCD standards and improve visibility of pedestrians	$700
TOTAL ESTIMATED COST				**$45,700**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-5:

Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Purpose & Need:

Montezuma Place connects Montezuma Road and Lindo Paseo, an active part of the SDSU campus with the Greek student housing, retail uses, SDSU Transit Center, and SDSU campus. This street is parallel to College Avenue and is an access road through a large parking lot. Despite being perceived as safer than College Avenue due to lower traffic volumes, there is no clear path of travel along Montezuma Place into SDSU. No sidewalks are provided on Montezuma Place and the diagonal parking makes pedestrian visibility very poor. Improvements at this location address near term safety solutions for pedestrians.

Montezuma Place / Lindo Paseo – wide intersection

Montezuma Rd / Montezuma Place vehicles do not yield to pedestrians

Although the site is currently used as parking, the College Community Redevelopment Project sites a mix of uses for this site including very high density residential, retail and office. The redevelopment project also includes pedestrian plazas and walkways that appear to be in line with existing infrastructure. Due to changes in redevelopment, funding for the project is uncertain and a implemention date is undetermined. Recommendations listed above for this location do not conflict with, but complement the long range plan for this site.

Recommendations:

Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site to address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility. The table below provides potential improvements that should be considered at this location.

Montezuma Place – no clear path for pedestrians

Table C-5: Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road at Montezuma Place	1) Implement a pork chop island on north leg of intersection to enforce right turn only.	S	Reinforce restricted turning movements for vehicles to right in right out only	$24,750
	2) Install curb extensions on the north leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	S, W	Provide buffer between parked cars and pedestrians crossing the driveway	$36,000
	3) Extend raised median west on Montezuma Road and complete complementary left-turn striping to west. Restripe travel lanes if necessary to maintain 12-foot lanes.	S, W	Create right turn only in/out of Montezuma Place to decrease ped/vehicle conflicts	$27,200
Montezuma Place at Lindo Paseo	4) Evaluate feasibility of installing a marked crosswalk on south leg.	C	Create clear path of travel for pedestrians	$2,500
	5) Implement curb extensions across the south leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	C, S, W	Decrease the crossing distance for pedestrians and increase visibility	$36,000
Montezuma Place	6) Implement sidewalk on east side in front of diagonal parked cars and restripe existing parking.	S, W	Create clear path for pedestrians outside of vehicular parking area	$18,425
TOTAL ESTIMATED COST				**$144,925**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-6:

Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Purpose & Need:

Montezuma Road is a wide, high-volume street that hosts an abundance of student life including Greek housing, the Chabad House (part of the Jewish Student Life of San Diego), residence halls, and apartment complexes. Many of these housing units are on opposing sides of the street and results in jaywalking. One pedestrian fatality was recorded in the past five years on this corridor to the east of Rockford Drive on Montezuma Road. Pedestrian trips are also frequent to and from the Aztec Student Union on the SDSU campus, which is located a few blocks north of Montezuma Road on College Avenue. The intersection of Montezuma Road / College Avenue and Montezuma Road / Rockford Drive is a hub for pedestrian activity and provides access to the college campus as well as many eateries. This project proposes recommendations to improve pedestrian safety at the intersections.

Montezuma Rd at Rockford Dr

Montezuma Rd at College Avenue

Recommendations:

Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips. The table below summarizes the potential improvements.

Table C-6: Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road at College Avenue	1) Replace existing pedestrian heads with countdown timers.	S, W	Decrease potential for pedestrians to start walking at the end of pedestrian phase	$24,000
Montezuma Road at Rockford Drive	2) Extend raised median to the east, past Rockford Drive.	S	Restrict left turns in and out of Rockford Drive to improve safety at intersection	$22,500
	3) Install "No Pedestrian Crossing" signs on median at Rockford Drive.	S	Direct pedestrians to cross Montezuma Road at College Avenue	$500
	4) Reimplement southwest corner and install ADA compliant curb ramps.	S, W	Reduce crossing distance and reduce vehicular turning speed	$21,000
TOTAL ESTIMATED COST				**$68,000**

[1] A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area C-7:

Montezuma Road Multi-use Trail Feasibility Assessment (West of Collwood Boulevard to 54th Street)

Purpose & Need:

This segment of Montezuma Road connects the College Area community to the communities of Kensington and Talmadge as well as Grantville. The community has initiated a plan to add a multi-use path along the north side of Montezuma Road to improve pedestrian and bicycle connectivity. The segment currently has sidewalk on the south side and bicycle lanes on both sides. This project would assess the feasibility of installing a multi-use trail on the north side of the street.

Westbound on Montezuma Road

Recommendations:

Pedestrian and bicycle connectivity would be improved by implementing a multi-use path along Montezuma Road. Feasibility assessment is recommended to evaluate the potential impacts, costs, and constraints associated with the proposed plan of installing a multi-use trail.

Share The Road sign on Montezuma Road before Fairmount

Table C-7: Montezuma Rd Multi-Use Trail Feasibility Assessment (W. of Collwood Blvd to 54th St)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road West of Collwood Blvd. to 54th Street)	Conduct a feasibility assessment and preliminary design for multi-use trail.	C, W	Improve connectivity and recreational amenities in the community	$350,000
TOTAL ESTIMATED COST				**$350,000**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-8:

70th Street Transit Access Improvements

Purpose & Need:

70th Street connects the College Area neighborhoods to the Trolley station located west of 70th Street on Alvarado Road. There are missing or incomplete sidewalks along 70th Street between El Cajon Boulevard and Alvarado Road. Crossing 70th Street is challenging due to speed of traffic, lack of gaps, and topography. This project would assess the feasibility of completing the sidewalks and improving the visibility of pedestrians at the intersection of 70th Street / Saranac Street. Improved street lights, curb extensions, and other pedestrian features are needed to improve overall walkability.

Recommendations:

Improve access to transit and connectivity by completing sidewalk and evaluating additional improvements for pedestrian visibility. The table below provides potential improvements in this improvement area.

West side of 70th Street

70th Street south of Alvarado Road

Table C-8: 70th Street Transit Access Improvements

Location	Description	Goal [1]	Objective	Est. Cost
70th Street	1) Conduct a feasibility study to evaluate ROW issue associated with completing missing sidewalks.	A, C	Improve connectivity and access to transit	$50,000
70th Street / Saranac Street	2) Evaluate for the installation of a traffic signal.	A, S	Improve circulation of pedestrians crossing to transit stop with a pedestrian phase at signal	$5,000
Alvarado Road	3) Implement new sidewalk on Alvarado Road west of 70th Street.	C, W	Provide connected pedestrian path of travel	$630,000
TOTAL ESTIMATED COST				**$685,000**

[1] A = Accessibility; C = Connectivity; S = Safety; W = Walkability

Improvement Area C-9:

Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Purpose & Need:

This section of Saranac Street runs through a residential area with fronting homes and provides access to Harriet Tubman Village Charter School. Residents expressed concern about the lack of street lights, high traffic speeds, and pedestrian safety. Currently vehicles have an uncontrolled path of travel east to west with no stop signs or signals along Saranac Street from 67th Street to 70th Street. Speed humps have been installed on Saranac Street to help reduce traffic speeds. A speed survey should be conducted to determine the existing traffic speed on the road and a traffic calming plan should be developed to reduce speeds to 25 mph.

Saranac Street / 67th Street

Saranac Street / 69th Street

Recommendations:

Conduct a speed survey to determine existing traffic speed on road. A traffic calming plan should be designed to reduce traffic speeds to 25 mph. Since speed humps have been installed, it is anticipated that horizontal deflection may be needed to further reduce travel speeds. The table below provides potential improvements for this improvement area.

Table C-9: Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Location	Description	Goal (1)	Objective	Est. Cost
Saranac Street (Reservoir Lane to 70th Street)	1) Conduct speed survey and traffic calming assessment.	S	Identify traffic calming tools to maintain 25 mph speed	$20,000
	2) Install traffic calming as identified in traffic calming assessment west of 68th Street.	S	Maintain consistent 25 mph travel speed in Saranac Street	$40,000
Saranac Street / 69th Street	3) Implement curb extensions with ADA compliant curb ramps.	S, W	Reduce vehicle turning speeds and reduce pedestrian crossing distance at skewed intersection	$36,000
Saranac Street	4) Install a marked school crosswalk across south leg.	C	Improve school walkability and safety	$750
TOTAL ESTIMATED COST				**$96,750**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

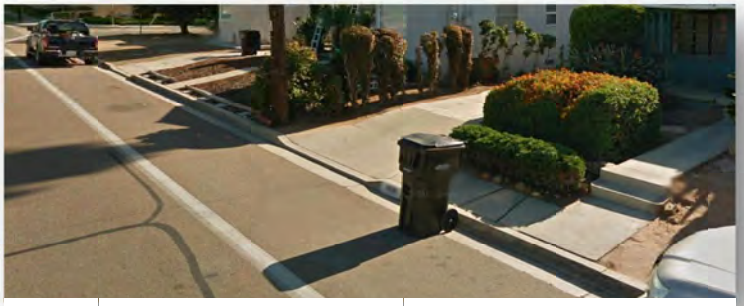
Improvement Area C-10:

67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Purpose & Need:

This segment of 67th Street connects the residential area to surrounding commercial uses. Residents expressed concern existing sidewalk conditions such as gaps in the sidewalk which result in non ADA compliant conditions, as well as missing curb ramps along routes between residential and commercial areas. In order to improve pedestrian safety and connectivity, feasibility of implementing a raised marked crosswalk on the north leg of 67th Street / Mohawk Street intersection should be evaluated. The gap in the sidewalk on the east side of 67th Street should be implemented to provide a continuous path of travel.

67th Street / Mohawk



67th Street south of Saranac Street

Recommended Improvements:

Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses. The table below provides potential improvements that should be considered.

Table C-10: 67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Location	Description	Goal [1]	Objective	Est. Cost
67th Street (El Cajon Boulevard to Saranac Street)	1) Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps.	A,C	Provide ADA compliant walkway on east side of 67th Street	$37,500
	2) Missing southwest north of Mohawk St. on west side of 67th St to Saranac St. with ADA compliant curb ramps	A	Provide ADA compliant walkway	$34,500
67th Street / Mohawk Street	3) Evaluate the feasibility of installing a raised enhanced crosswalk on Mohawk St. with ADA compliant curb ramps.	A, S	Improve pedestrian visibility, accessibility, and safety	$8,500
TOTAL ESTIMATED COST				**$80,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability