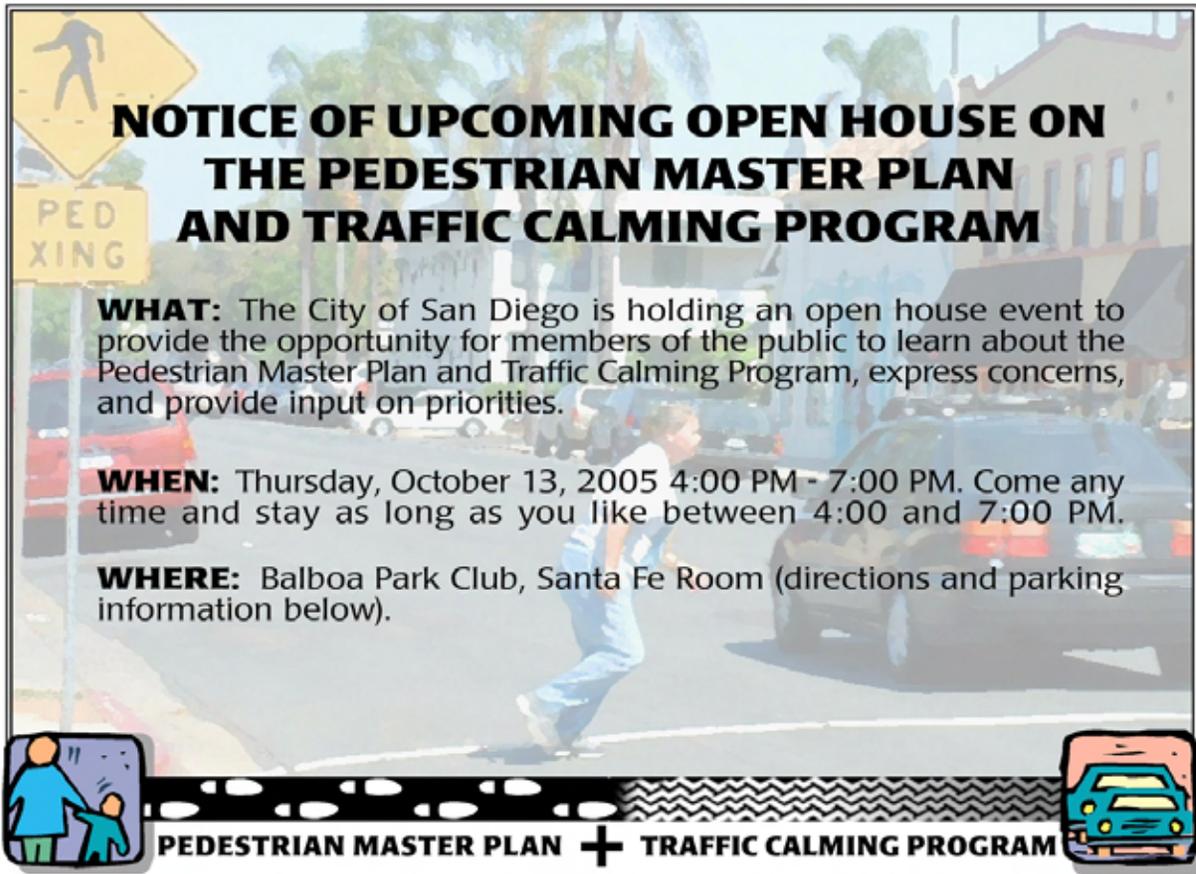


Appendix B has been included to document the results of the public input process. It includes all of the results of the community wide public open house including results of the original issues and solutions matrices that have been adjusted for Chapter 3 based on this input. Below is the flyer that was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



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

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

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

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

 **PEDESTRIAN MASTER PLAN** + **TRAFFIC CALMING PROGRAM** 

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

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



Directions & Parking:

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

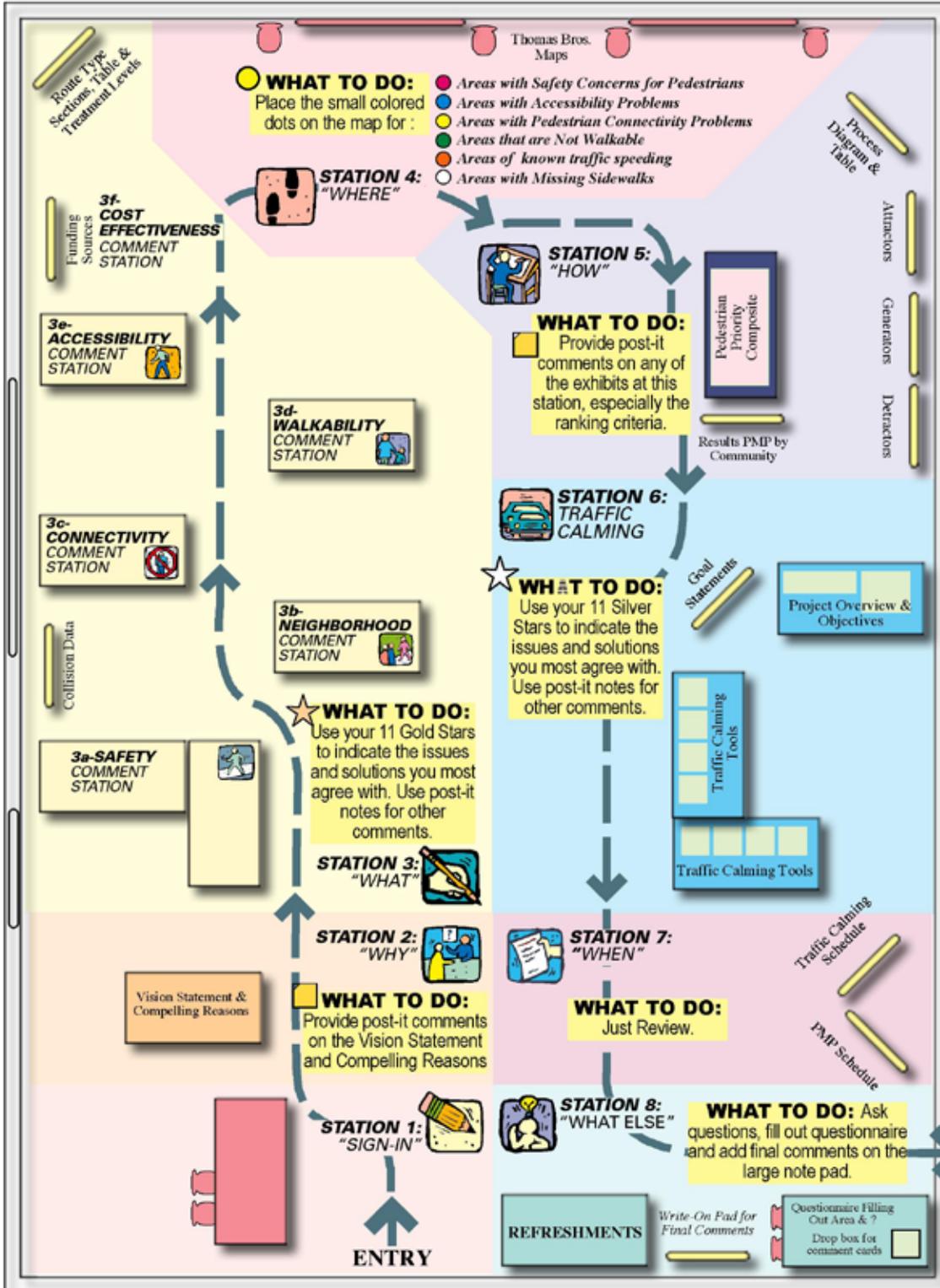


OPEN HOUSE INSTRUCTIONS



PEDESTRIAN MASTER PLAN + TRAFFIC CALMING PROGRAM

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





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





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

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

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

Collision Map (Station 3a - Safety)

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

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

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

Location Map Comments (Station 4 "Where?")

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



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

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

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

GIS Generator Model (Station 5 - How?)

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

GIS Detractor Model (Station 5- How?)

1. Need sidewalks on Mission Bay Drive

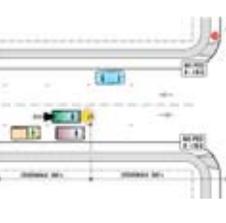
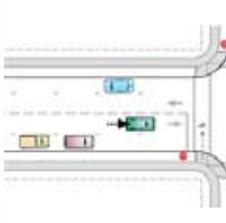
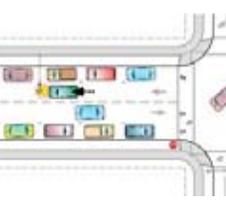
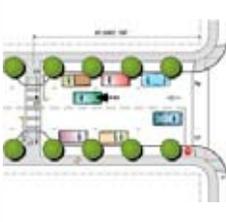
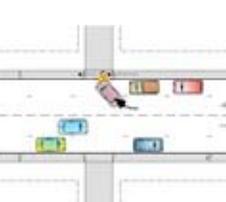
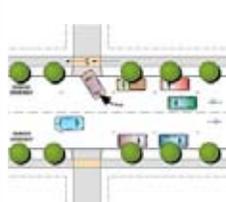
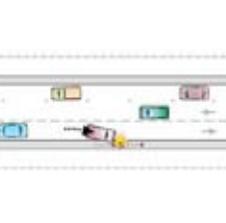
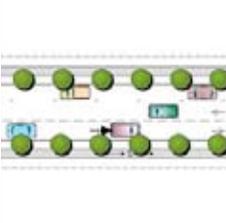
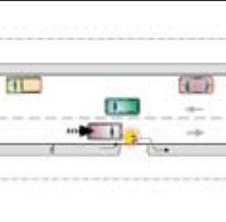
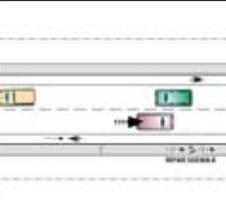
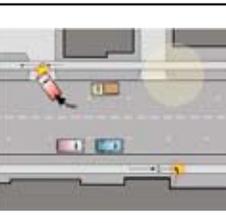
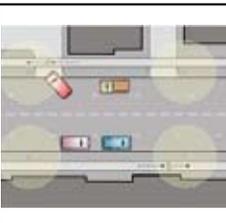
GIS Composite Model (Station 5 - How?)

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

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

1. Can't count on uncertain federal grant money. What local funding plans will be implemented if no funding from federal sources?
2. Where is the accountability mechanism? Plans are fine, but with no specific means for community/city to ensure something gets done OR a legitimate reason is provided for inaction, these plans lack teeth.
3. Stop deleting roads.
4. Design roads (new roads) with lower design speed
 - a. Can reduce road width
 - b. Slow traffic
 - c. Focus on pedestrian by implementing calming measures
 - d. Great job on overall presentation
5. This is a great idea. How will it be implemented? Will it become just another study to gather dust? No study/plan is good without funds. It doesn't seem like SD is going to have any money anytime soon.
6. Ensure representation from all sectors in the community (e.g. socio-economic, ethnic (monolingual). More residents. So something (Don't just study the problem and think of solutions, implement something)
7. Reduce street racing by re-instating a more controlled race track for the youth you are attracted to this activity. Use some funds for this rather than just punitive approaches as this may only cause the problem to be resurfacing where it is least controllable and dangerous to pedestrians.
8. Thank you for having this open house!
9. Advise business community that increased foot traffic increases visibility and increases income.

SAFETY RELATED ISSUES ALONG STREET SEGMENTS Pedestrian Issues and Solutions

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

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

☆☆☆☆☆☆☆☆ (7)

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

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ (35)

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

☆☆☆☆☆☆☆☆☆☆ (8)

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ (13)

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ (9)

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

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ (17)

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



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

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



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



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

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



"Major intersections need to include some or all of the following: median refuges, pedestrian pop-outs, highly visible crosswalks, countdown signals, and all four intersection segments with pedestrian access. Busy roadway segments should include some or all of the following: non-contiguous sidewalks with parkways and trees, barriers (for speeds above 45 mph) and crossing points no more than 300 feet apart."



"Solutions need to be incorporated at the land planning or site planning stage to assure a good local housing and jobs mix, access to local services, transit access, and safe routes to schools and parks. A more diverse and 'fine-grained' mixed use land pattern is needed. Smart growth policies and funding need to be concentrated in areas where the connectivity to local destinations can be within a one mile radius."



"Gaps in existing walkway systems must be connected and should be paid for by adjacent new development, public projects or adjacent property owners. In residential areas where sidewalks may not be required, attention should be given to the adjacent higher volume streets where connections are needed to give pedestrians the ability to reach community attractors."



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



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

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

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"Need more trees."

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

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

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

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

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

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"Alleys as speed ways."

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

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

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"Major issue in Old Town."

"Need more public restrooms."

"Definitely need more trash and recycling receptacles."

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

"Restaurants in Gaslamp need less sidewalk space."

