



Chapter
1

Introduction

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

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

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

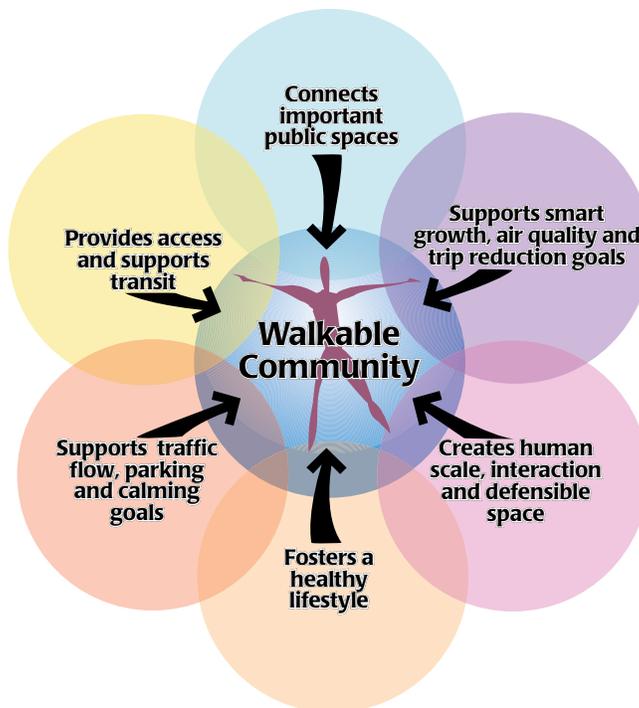
1.1 PLAN PURPOSE

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

Specific master plan objectives include:

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

Figure 1: Walkable Community Benefits





1.2 PLAN VISION STATEMENT

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

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

1.3 PLAN GOALS AND OUTCOMES

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

1.3.1 Safety

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



1.3.2 Accessibility

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



1.3.3 Connectivity

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



1.3.4 Walkability

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



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

1.3.5 Neighborhood Quality

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



1.3.6 Alternative Transportation

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



1.3.7 Cost Effectiveness

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



1.4 PROCESS

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

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

1.4.1 General Public Input

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

1.4.2 Pedestrian Working Group (PWG) Input

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

1.4.3 Staff and Departmental Input

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



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

Pedestrian Master Plan, City of Portland, Oregon

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

...side step



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



**...foot
note...**

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

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

1.4.4 Public Open House Input

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

1.4.5 Questionnaire Input

A questionnaire concerning pedestrian issues was developed with extensive PWG input and distributed and accessed primarily via a web page that constantly tallied the results. The questionnaire’s primary focus was to gather opinions on what pedestrian facilities were needed and how to prioritize them by asking respondents “to help define pedestrian needs in your community and to prioritize pedestrian projects for funding.” More than 350 questionnaires were completed through November, 2005. Full responses, including all comments, can be found in the Appendix C. Though this is not a random sampling or significant enough of a distributed survey for scientific purposes, it does represent a good cross section of those that self-select to take the survey from a group that is genuinely interested in improving pedestrian facilities.

1.5 THE PMP AND OTHER CITY OF SAN DIEGO DOCUMENTS

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

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

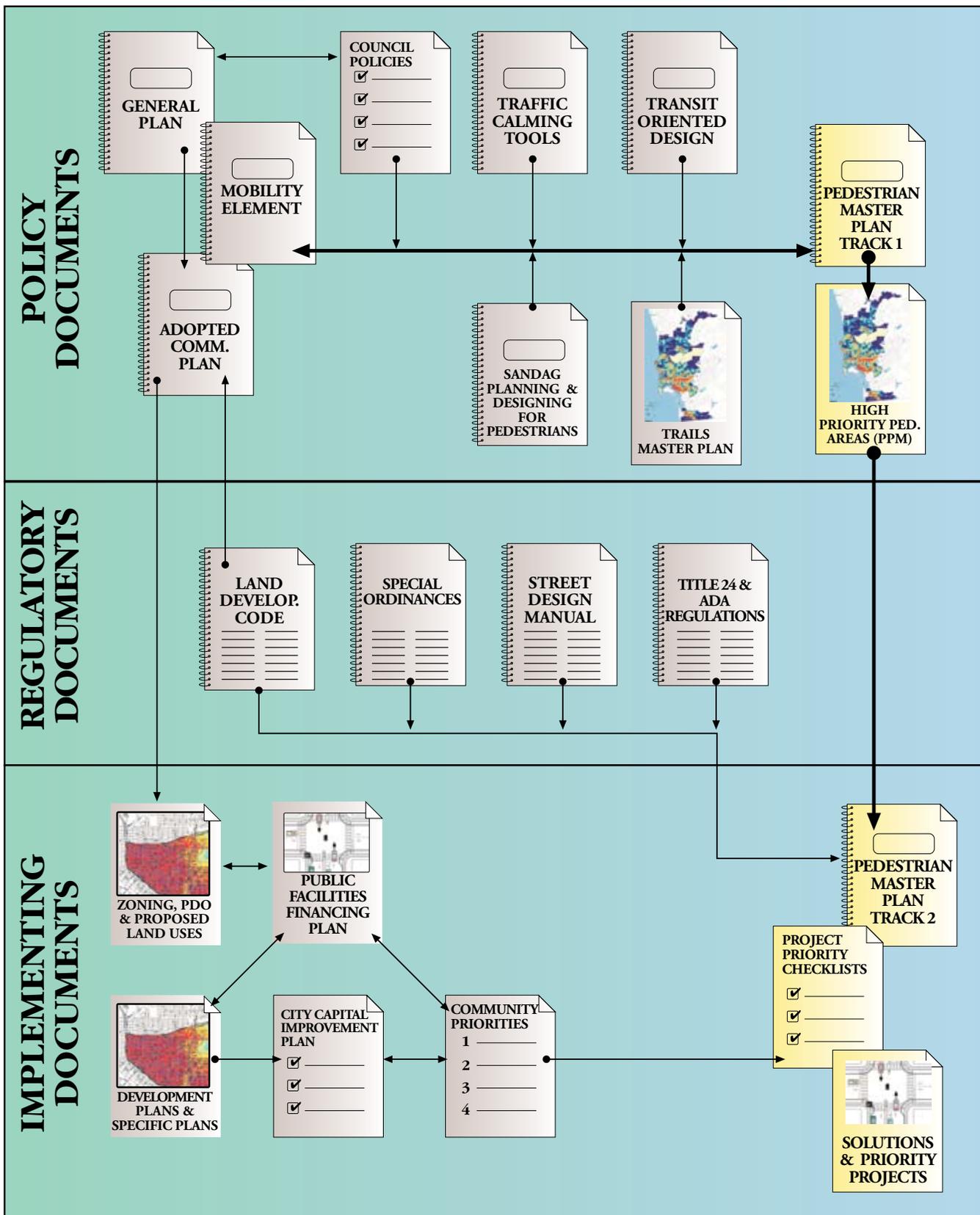
Volume Two of the PMP (to be produced in various phases in the future) should be considered an implementing document. It describes the types of improvements that should be accomplished for each community in the City of San Diego. The recommendations suggested in Volume 2 are partly guided by a variety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

1.6 WHAT THE PMP IS NOT INTENDED TO ACCOMPLISH

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

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

Figure 2: Relationship between the PMP and other City Documents





1.7 HOW TO USE THIS DOCUMENT

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



CHAPTER 2

PLAN CONTEXT

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



CHAPTER 3

ISSUES AND POTENTIAL SOLUTIONS

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



CHAPTER 4

ROUTE TYPES & TREATMENTS

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



CHAPTER 5

PEDESTRIAN PRIORITY MODEL (PPM)

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



CHAPTER 6

PEDESTRIAN PROJECT PRIORITIES

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



CHAPTER 7

FUNDING SOURCES

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



CHAPTER 8

MAINTENANCE ISSUES

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



CHAPTER 9

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



APPENDICES

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