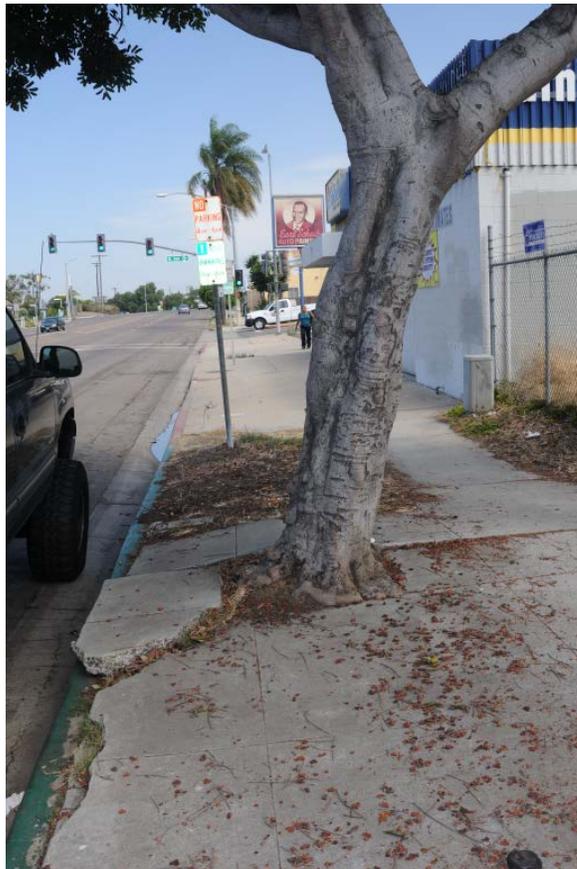


Mobility Solutions for Environmental Justice Communities

# Existing Conditions Report and Mobility Barriers Assessment

February 2016



Funded by the Caltrans  
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# Executive Summary

The California Department of Transportation (Caltrans) awarded the San Diego Association of Governments (SANDAG) and the City Heights Community Development Corporation (CHCDC) a grant to study and analyze mobility needs and develop practical solutions for overcoming mobility barriers for environmental justice (EJ) communities. The project focuses on the community of City Heights in San Diego as a case study of EJ communities. City Heights is characterized by its culturally and ethnically heterogeneous population, high percentage of low income persons, low educational attainment, and a large youth population (under 18 years old). These characteristics along with the unique geography of the area have contributed to a long history of mobility challenges experienced by those living in City Heights.

The project identifies key barriers to mobility experienced by City Heights community members, and provides a Toolkit with possible solutions to improve mobility. Areas of study include socio-economic and cultural characteristics, access to transit, available transit services, active transportation infrastructure, and transportation demand management programs. The Existing Conditions Report and Mobility Barriers Assessment utilize demographic data, transit data, and testimonies from community members to identify mobility barriers as they relate to the above areas of study.

Mobility challenges facing of the people who live in City Heights inform the development of a toolkit comprised of possible solutions that can be used to meet the unique mobility needs of EJ communities. Best practices research is also incorporated in the Mobility Solutions Toolkit (Toolkit). In addition to the Toolkit, the project provides a Playbook that can be used as a community engagement tool. The Playbook informs individuals of the importance of mobility, mobility barriers they may face, and first steps in enhancing mobility in their community. Both the Toolkit and the Playbook can be utilized by community members and leaders of City Heights, other EJ communities in the region, and EJ communities throughout the state.

## **Detailed Overview**

The Existing Conditions Report and Mobility Barriers Assessment includes the following sections:

### ***Section 1 - Project Approach***

This section identifies the resources and methods used in assessing existing conditions and mobility barriers within the City Heights community.

### ***Section 2 - Community Attributes***

This section provides a summary of the demographic, socio-economic, and commuting characteristics of City Heights along with activity centers and regional destination locations.

### ***Section 3 - Mobility Infrastructure***

This section provides an inventory and assessment of the existing transportation system in City Heights including transit services, active transportation, transportation demand management programs, and other transportation services.

### ***Section 4 - Planning Documents, Reports, and Planning Efforts***

This section identifies planning documents, reports, and current planning efforts affecting City Heights and analyzes their relevance to the project.

# Project Approach

In order to identify and understand the mobility barriers experienced by people living in City Heights, the project analyzes the mobility needs of community members, available transportation services, and existing infrastructure. By juxtaposing mobility needs and existing conditions within City Heights, the project seeks to identify any deficiencies of current transportation systems in meeting the unique mobility needs of the community.

The project utilizes demographic data, geographic information, and community input (solicited through focus group meetings and community workshops) to develop an understanding of the mobility needs of City Heights community members. Transit ridership data and various planning documents inform a survey of available transportation services, including local bus and *Rapid* routes, active transportation facilities, and social services transportation. Lastly, the project analyzes planning documents and current planning efforts to further develop the context of the City Heights community as it relates to mobility choices and barriers.

The following subsections identify the resources and methods utilized in assessing existing conditions and mobility barriers within the City Heights community.

## Demographic Data

This report analyzes demographic data to identify and understand key socio-economic attributes of the City Heights community and provide context for the mobility needs of community members. Population and housing data for the Community Planning Area of City Heights was gathered from SANDAG Current Estimates (data extracted on May 2015). Specifically this report examines the following demographic and socio-economic estimates: race, ethnicity, age, housing, and household income. Other demographic data was gathered from the U.S. Census Bureau's 2009-2013 American Community Survey (ACS) Five-Year Estimates. This report examines the following census topics for the fifteen census tracts within City Heights: language spoken at home, English usage, employment status, poverty, and commuting. This report also identifies the above characteristics for the San Diego region to provide a better understanding of the City Heights community as compared to the region as a whole.

## Geographic Information

This report utilizes geographical information system to allow for the visualization of socio-economic data, local and regional activity centers, ridership data, and mobility infrastructure, including existing transit routes and bicycle facilities.

## Community Input

Focus group meetings and community workshops provide two different forums in which to engage with the community. Focus group meetings provide the opportunity for community members to share personal experiences and knowledge in an intimate setting, which allows for a deeper, more meaningful investigation of the day-to-day mobility needs of the community, and the mobility barriers experienced by its members. Additionally, focus groups provide a level of accountability in ensuring project goals are met and project outcomes, such as the mobility solutions presented in the Toolkit, are appropriate for the community's needs. Community workshops provide the opportunity for additional voices to be heard and allows for collaboration among participants in synthesizing varying perspectives into a unified vision for the community. Participation at community workshops by community members and leaders of other San Diego communities allow for further consensus-building and the development of a shared vision among EJ communities within the San Diego region. Community engagement through workshops similarly provides accountability in ensuring project goals and outcomes are shared among EJ communities within the region, and therefore have broader applicability. Ensuring the applicability of project outcomes in meeting the needs of EJ communities within the San Diego region is

critical in ensuring replicability of the project statewide, and garnering community collaboration on future proposed planning efforts within the local community.

This project utilized the relationship and reputation CHCDC has developed with City Heights community members to ensure appropriate engagement with the community. The experiential and anecdotal data gathered from focus group participants represent critical data points that serve to both add to the body of knowledge collected and “ground truth” or anchor project findings by asking focus group participants to gauge the feasibility of proposed solutions.

CHCDC conducted focus group outreach through multiple strategies: ongoing relationship-building through existing community groups, tabling at local fairs, forming a new project-learning partnership at the local high school, and conducting one-on-one interviews with community leaders. The goal of forming a focus group that was representative of the neighborhood’s current socio-economic diversity and mode choices was crucial for exploring the wide-ranging mobility needs of EJ communities. CHCDC selected focus group participants who are representative of the City Heights community in relation to age, ethnicity, disability status, and travel behavior. The final composition of the focus group included 11 City Heights community members and 1 teacher who works at the local high school, but does not reside within the community. All modes of travel were represented and evenly distributed: two participants primarily walk, three participants primarily bike, two participants primarily ride transit, and five participants primarily travel by car. Further, the focus group included three youth, one college student, six adults, and two seniors. The two seniors also have a disability: one is blind, and the other uses a wheelchair. Most participants are Hispanic (mirroring the neighborhood’s ethnic breakdown) and there are one Asian, one East African, and two White participants.

The four focus group meetings were planned with ease of accessibility in mind. Meetings were held at a location within the neighborhood and easily accessed via transit. Further, the meetings were held in the evening, after typical work hours; and culturally-appropriate refreshments and language interpretation was provided (interpretation was provided in Spanish for two participants.) Childcare was offered, but not needed. The focus group meetings began with introductions and an ice breaker to help the group warm up, as many participants did not know each other. Facilitation was conducted by CHCDC staff to keep conversation moving, but staff operated primarily as note-takers and listeners. Imagery from the neighborhood was provided on PowerPoint slides to help facilitate conversation about mobility barriers and solutions. Notes from the four focus group meetings are attached as Appendix A.

Two community workshops were facilitated with two distinct goals. The first workshop discussed mobility barriers and solutions around the San Diego County region. The second workshop presented the draft findings of the Mobility Solutions Toolkit to the public and solicited feedback on the development of the Playbook.

Community Workshop No. 1 was presented at a standing meeting of SANDAG’s Community-Based Outreach partners, the network of community-based organizations contracted with SANDAG to perform public outreach throughout the regional planning process. This meeting was attended by ten outreach partners representing eight different non-profit agencies working with environmental justice communities throughout San Diego County. These organizations are uniquely situated to know the concerns of their respective communities, and as such, provided robust input around mobility barriers and solutions.

Community Workshop No. 2 served to report back to the community-based outreach partners on how their feedback was incorporated into the Toolkit and to explore how different agencies might use the Playbook. This meeting was attended by nine outreach partners representing seven different non-profit agencies. Each agency agreed the Playbook can be a useful outreach and education tool – especially for those agencies that have leadership training as a component of their work. Notes from the two community workshops are attached as Appendix B.

## **Transit Ridership Data**

This report analyzes transit ridership data provided through SANDAG's Passenger Counting Program (PCP) and Metropolitan Transit System (MTS) performance data for transit services serving the City Heights community. SANDAG PCP data includes data collected through automated passenger counters, installed on all MTS operated buses and some contracted routes, as well as through manual passenger counts. The project analyzes the following 2014-2015 PCP and MTS performance data: average weekday boardings, passengers per service hour, operating cost per passenger, subsidies per passenger, and farebox recovery rates.

## **Planning Documents and Planning Efforts**

This report analyzes planning documents and current planning efforts to further develop the context of the City Heights community as it relates to mobility choices and barriers. There are several existing plans and reports that address mobility issues in City Heights. The following reports were reviewed to obtain information pertaining to existing and future mobility infrastructure in City Heights.

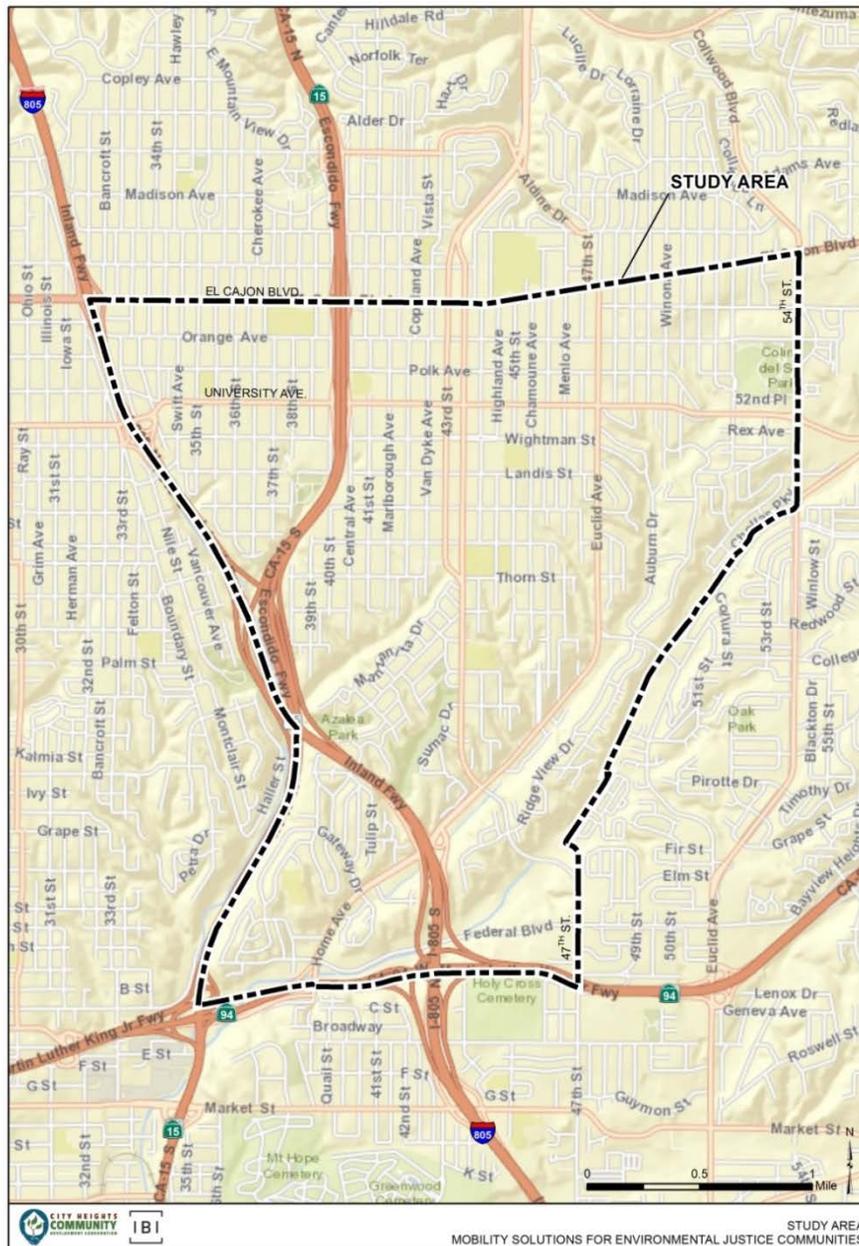
- 2014 Regional Transportation Improvement Program Projects (September 2014)
- SANDAG Draft San Diego Forward: The Regional Plan (April 2015)
- The 2014 – 2018 Coordinated Plan (July 2014)
- Regional Complete Streets Policy (December 2014)
- San Diego Region Smart Growth Map (October 2014)
- Riding to 2050: San Diego Regional Bike Plan (April 2010)
- Regional Bike Plan Early Action Program (September 2013)
- City of San Diego Bicycle Master Plan Update (December 2013)
- City of San Diego Pedestrian Master Plan Volume 2A – Urban Core Communities (April 2015)
- Mid-City Communities Plan (September 2003)

Additional planning studies conducted in City Heights were also reviewed. These planning studies are listed in Section 4 and summarized in Appendix C.

# Community Attributes

City Heights is an EJ community in the City of San Diego. It is bordered by Interstate 805 (I-805) and State Route 15<sup>1</sup> (SR 15) to the west, El Cajon Boulevard to the north, 47th Street/54th Street to the east and State Route 94 (SR 94) to the south (Figure 1). The area is primarily residential with commercial corridors along El Cajon Boulevard and University Avenue.

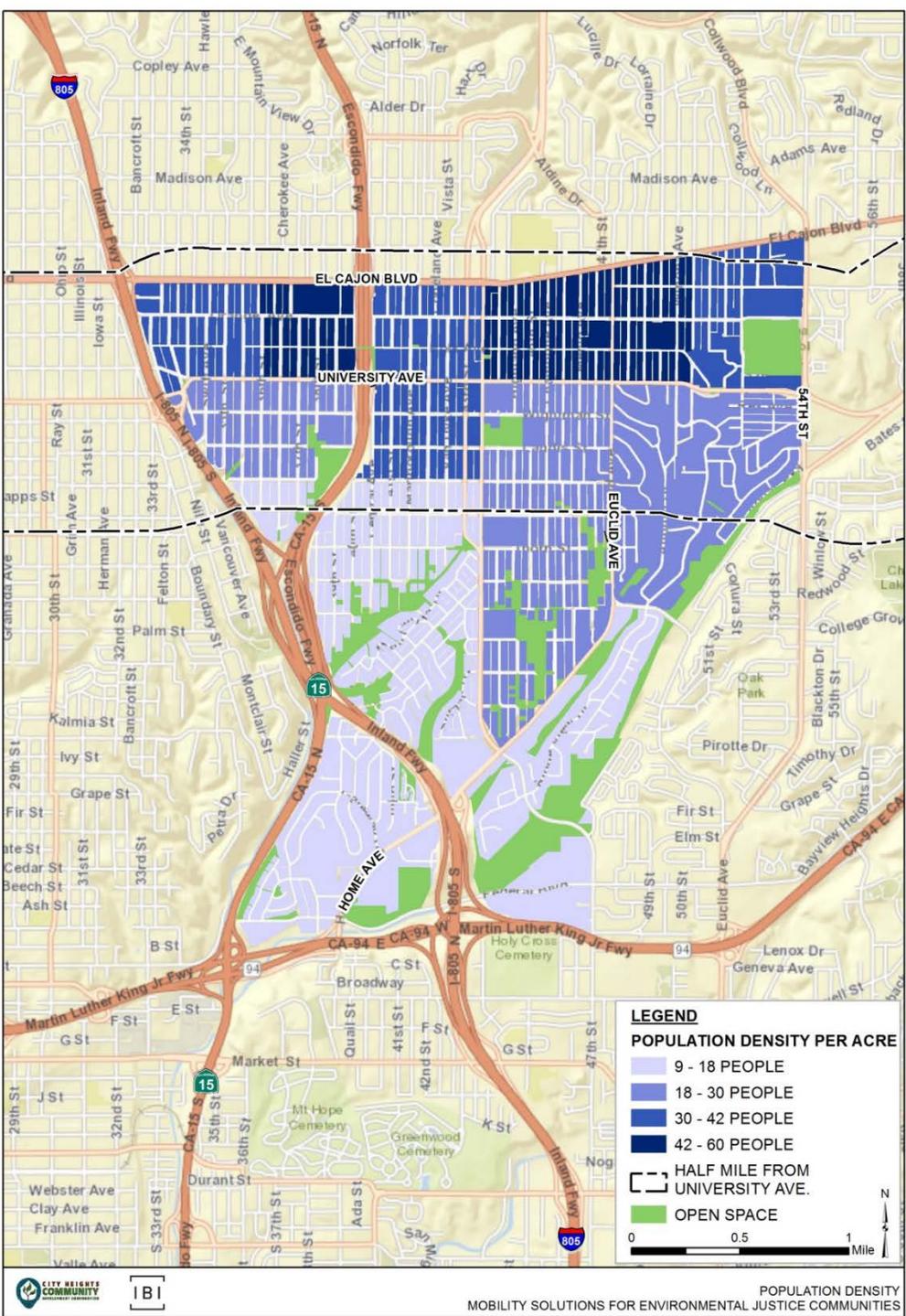
**Figure 1 – Community of City Heights**



<sup>1</sup> SR 15 joins Interstate 15 (I-15) at the junction at Interstate 8 (I-8). SR 15 extends south from I-8 to Interstate 5 (I-5), approximately 12 miles from the United States-Mexico Border. At its south end, SR 15 begins at 32nd Street near Harbor Drive. I-15 extends north from I-8.

The population is concentrated in the northern portion of the community, with the majority of people living within a half mile from University Avenue (Figure 2).

**Figure 2 – City Heights Population Density**



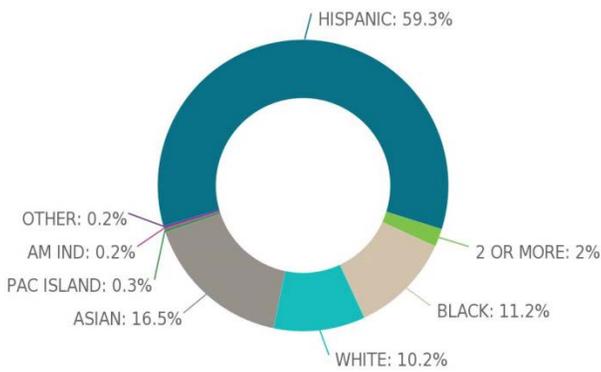
# Community Demographics

## Race, Ethnicity, and Refugee Status

According to SANDAG Current Estimates, City Heights has a population of 75,813. Hispanics account for 59.3 percent of the population in City Heights. Asians and Blacks account for another 16.5 percent and 11.2 percent, respectively. Whites represent only 10.2 percent of the population in City Heights. The San Diego region, by contrast, is a majority-minority county meaning no single race or ethnic group makes up more than 50 percent of the population. As such the ethnic breakdown of the region differs significantly from that of City Heights. Whites represent the largest share of the population at 46.9 percent followed by Hispanics who account for 33.5 percent of the total population in the region. Asians and Blacks account for 11 percent and 4.3 percent, respectively. Figure 3 shows the ethnic breakdown of City Heights and the San Diego region.

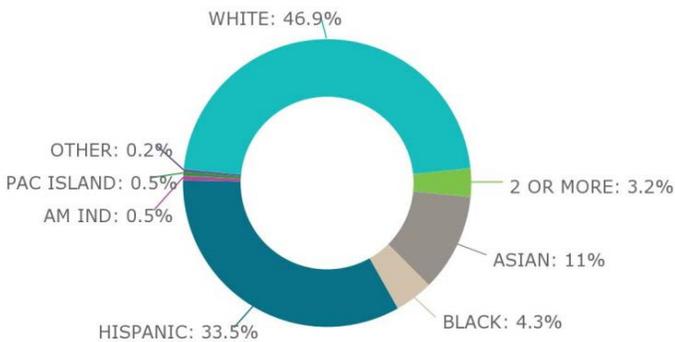
**Figure 3 – Ethnicities of City Heights and the San Diego Region**

### City Heights



Ethnicity	Population
Hispanic	44,969
White	7,756
Black	8,504
American Indian	166
Asian	12,522
Pacific Islander	227
Other	161
Two or More	1,508
<b>Total Population</b>	<b>75,813</b>

### San Diego Region



Ethnicity	Population
Hispanic	1,068,456
White	1,498,290
Black	137,300
American Indian	14,767
Asian	352,338
Pacific Islander	14,921
Other	7,231
Two or More	101,059
<b>Total Population</b>	<b>3,194,362</b>

Source: SANDAG Current Estimates (data extracted on 05/2015)

City Heights is home to a large refugee population. Refugees are a subset of the population typically not captured within demographic data due to their residency status. Further, as refugees naturalize and gain residency, they may not readily identify with census-defined ethnic categories. Data from Resettlement Agencies (RAs)<sup>2</sup> provide a better understanding of the refugee population, including their numbers and countries of origin. There are four RAs in the San Diego region: International Rescue Committee (IRC), Alliance for African Assistance, Jewish Family Service of San Diego, and Catholic Charities of San Diego. The IRC has an office located within City Heights; however, all four RAs have placed and assisted refugees in resettling in City Heights.

Based on available data for the five-year period of 2010 to 2015, over 2,700 refugees have been resettled in City Heights. These refugees represent over 45 different countries of origin located predominately in East Africa, the Middle East, Southeast Asia, Central Asia, Central America, and South America. The top five countries of origin based on the number of refugees resettled in City Heights are Somalia, Burma, Vietnam, Mexico, and Ethiopia. Table 1 shows the number of refugees resettled in City Heights from 2010 to 2015 by country of origin.

**Table 1 – Refugees Resettled in City Heights by Country of Origin**

<b>Country of Origin</b>	<b>No. of Refugees</b>	<b>Country of Origin</b>	<b>No. of Refugees</b>
Somalia	816	Laos	9
Burma	426	Cuba	5
Vietnam (VM)	395	Iran	4
Mexico	248	Rwanda	4
Ethiopia	202	Sierra Leone	4
Sudan	82	Syria	4
Congo, DR	71	Colombia	3
Other	61	Guatemala	3
Cambodia	59	Hong Kong	3
Uzbekistan	45	Nepal	3
Kenya	38	Egypt	2
Haiti	32	El Salvador	2
Bhutan	27	Kosovo	2
Eritrea	25	Peru	2
Burundi	24	Cameroon	1
Thailand	24	Germany	1
Afghanistan	22	Jordan	1
Liberia	14	Nigeria	1
Congo	13	Senegal	1
Iraq	13	United Kingdom	1
Philippines	12	Yugoslavia	1
Uganda	12	Unknown Origin	1
China	11		
Honduras	9		
		<b>Grand Total</b>	<b>2,739</b>

<sup>2</sup> RAs are nonprofit organizations that provide sponsorship and initial resettlement services for refugees entering the United States. These services may include cultural orientation, counseling, English language training, financial management training, job skills training, and job placement.

## Language

City Heights is a linguistically heterogeneous community. The most prevalent language spoken by people living in City Heights is Spanish, which is reflective of the large Hispanic population in the area. The top languages spoken in City Heights other than Spanish are English, Vietnamese, various African languages, Cambodian, Chinese, and Laotian. According to the 2009-2013 ACS Five-Year Estimates, all of these language groups individually account for more than 1 percent of the languages spoken by people living in City Heights. All other languages combined account for 4.1 percent of the languages spoken in City Heights. Considering the refugee population, different languages may include specific dialects from refugees' countries of origin. Table 2 shows the top languages spoken in City Heights.

**Table 2 – Language Spoken at Home in City Heights**

Language	Percentage
Spanish	49.4%
English	29.3%
Vietnamese	7.8%
African languages	4.4%
Cambodian	2.4%
Chinese	1.5%
Laotian	1.1%
All other languages	4.1%

*Source: U.S. Census Bureau, 2009-2013 American Community Survey, Table B16001*

According to the 2009-2013 ACS Five-Year Estimates, 31.3 percent of people living in City Heights speak English less than well. Comparatively, 16.3 percent of people living in the San Diego region speak English less than well.

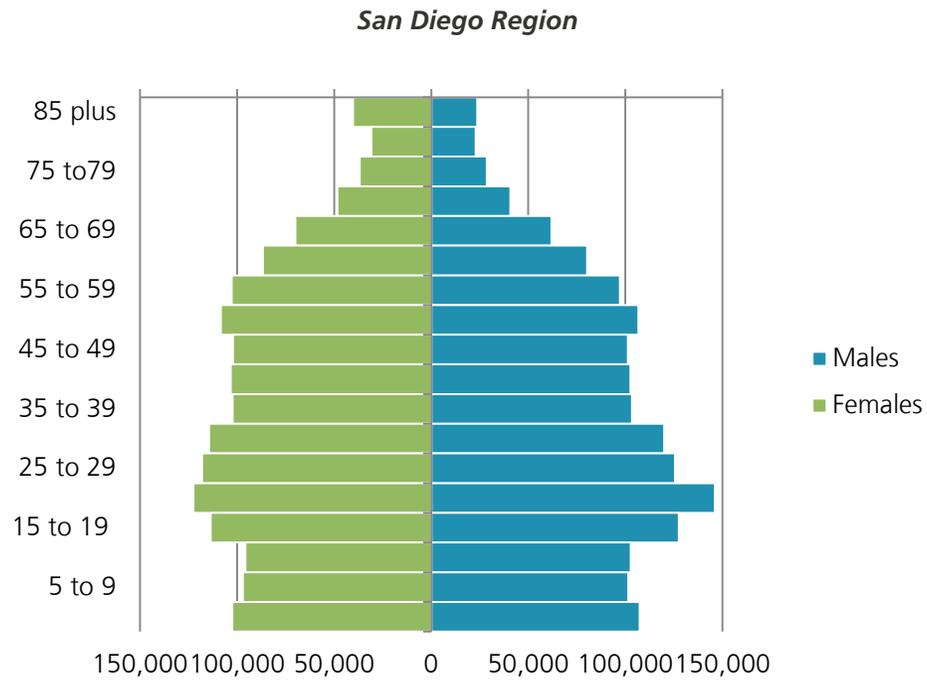
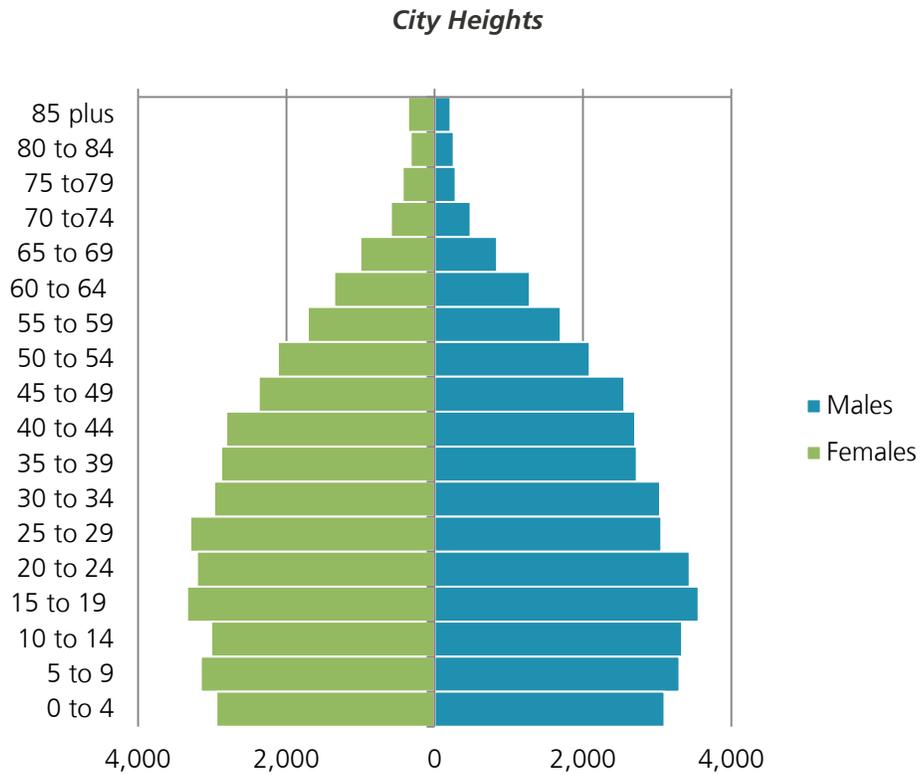
Language presents a barrier for some City Heights community members in accessing transit. Information for MTS transit services is available in English and also in Spanish in many cases. Those individuals speaking languages other than English and Spanish may have challenges navigating the transit system due to language barriers. Focus group participants highlighted the need for multi-lingual transit maps and other informational material so that a broader population can access transit.

## Age

City Heights has a large youth population. According to SANDAG Current Estimates, 30 percent of people living in City Heights are under the age of eighteen. The San Diego region, by contrast, has a smaller youth population – only 23 percent. Figure 4 shows the age breakdown by gender for City Heights and the San Diego region.

Focus group participants expressed the importance of access to education and safe routes to schools for the youth population. Unreliability of transit causes some students to be late to school while poorly maintained streets and sidewalks present safety concerns for parents allowing their children to walk or bike to school. Other mobility barriers include long, multi-leg commutes by transit to educational institutions outside of the City Heights neighborhood, such as any of the universities or community colleges in the San Diego region.

Figure 4 – Age Breakdown of City Heights and the San Diego Region

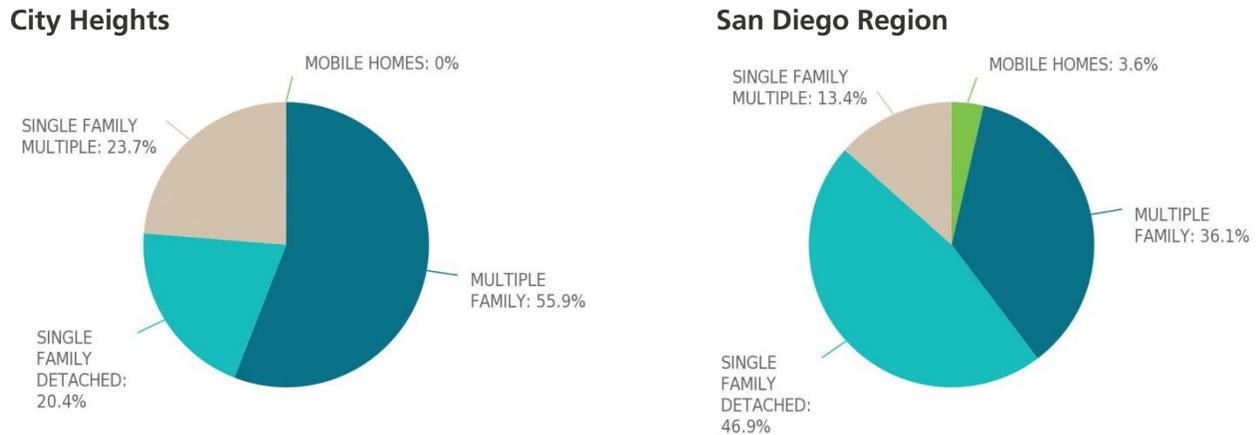


Source: SANDAG Current Estimates (data extracted on 05/2015)

## Housing and Household Characteristics

City Heights is fairly dense in terms of population and housing units. Of the 23,865 housing units in City Heights, multi-family homes account for over 56 percent. The San Diego region, by comparison, has a much smaller share of multi-family homes – only 36 percent. Figure 5 shows a breakdown of housing types for City Heights and the San Diego region.

**Figure 5 – Housing Types for City Heights and the San Diego Region**



Source: SANDAG Current Estimates (data extracted on 05/2015)

The average persons per household in City Heights is 3.29 as compared to 2.76 for the San Diego region. Households in City Heights are significantly larger than in the San Diego region as a whole.

According to the 2009-2013 ACS Five-Year Estimates, 16.8 percent of households in City Heights do not have access to a vehicle. By contrast, only 6.2 percent of households in the San Diego region do not have access to a vehicle.

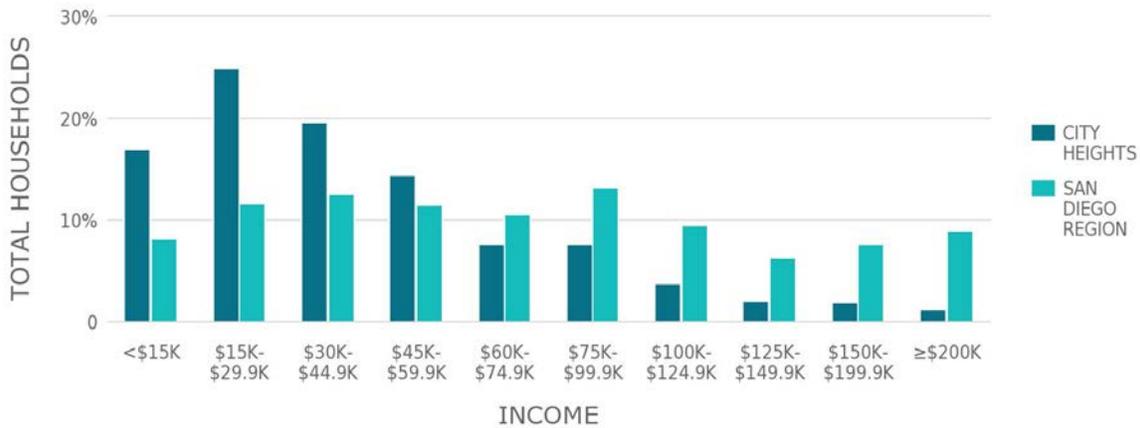
The housing profile and household characteristics of City Heights paint a picture of the family structure for many people living City Heights. Mobility needs for City Heights community members, therefore, may include the mobility needs of the entire family or multiple people. Traveling as a group presents different challenges than traveling as an individual. In focus group meetings, participants voiced the mobility needs of not only themselves, but also those of their children, members of their extended family, and neighbors, with whom they travel or share mobility resources (e.g. shared rides or shared car).

## Income and Poverty

The median household income for City Heights is nearly half that of the San Diego region. According to SANDAG Current Estimates, the median household income<sup>3</sup> is \$36,139 for City Heights compared to \$68,711 for the San Diego region. Figure 6 shows a comparison of households by income category between City Heights and the San Diego region. Approximately 42 percent of City Heights households earn less than \$30,000 annually and only 16 percent earn over \$75,000 annually. For the region, these statistics are nearly reversed. Approximately 20 percent of households in the San Diego region earn less than \$30,000 annually and 46 percent earn over \$75,000 annually.

<sup>3</sup> Median household income for 2014 in 2010 dollars and adjusted for inflation.

**Figure 6 – Household Income for City Heights and the San Diego Region**



Source: SANDAG Current Estimates (data extracted on 05/2015)

Compared to the San Diego region, City Heights has a larger percentage of its population living in poverty. According to the 2009-2013 ACS Five-Year Estimates, 64.7 percent of individuals in City Heights are living at 200 percent<sup>4</sup> below the federal poverty level. At the larger geographic scale, only 32.7 percent of individuals in the San Diego region are living at the same poverty level.

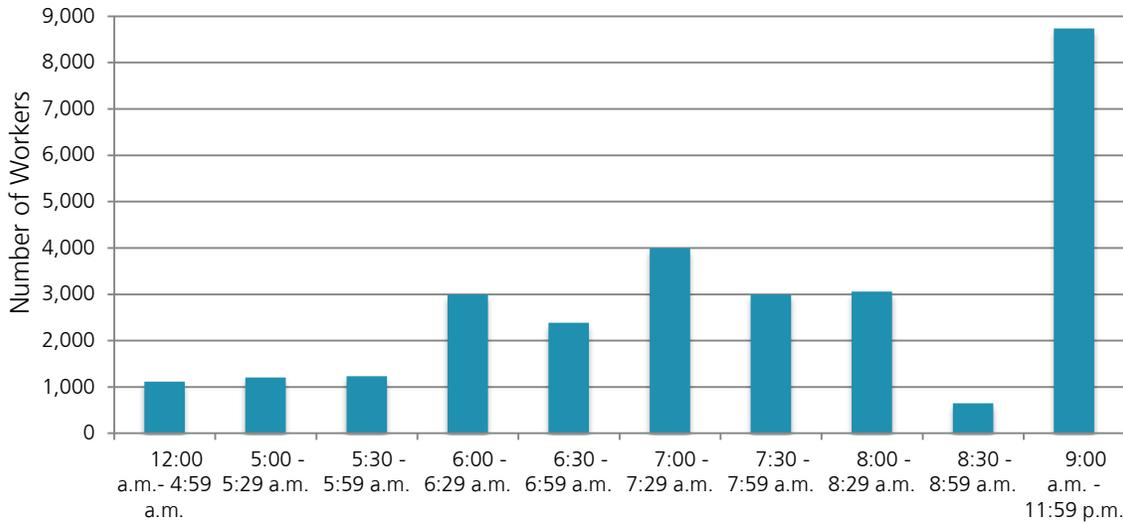
Focus group participants highlighted cost as a prohibitive factor in accessing mobility resources. Low income persons often must be strategic about how to allocate income towards regular expenses such as those associated with housing, healthcare, food, daycare, and other basic needs. Mobility, while still essential, may be compromised due to financial limitations and its lower precedence compared to other essential needs. Considering household characteristics described above, mobility expenses may be compounded for City Heights community members who travel as a family or in groups. Focus group participants highlighted that the cost of a parent riding transit with three children over the age of five, which would amount to \$20 (four day passes at \$5 each), is comparable to half a tank of gas. Other modes of transportation such as taxis, transportation network companies (e.g. Uber and Lyft), or carsharing services (e.g. Car2Go or Zipcar) are considered by focus group participants as too expensive or not financially sustainable.

**Travel Behavior**

The data shown in Figure 7 indicates there are a large number of City Heights commuters who are departing for work outside of peak morning commute hours (after 9 a.m.). This suggests that many people living in City Heights are not likely to have a typical 9 a.m. to 5 p.m. job, and therefore have commuting needs outside of traditional peak periods (6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.).

<sup>4</sup> The ratio of income to poverty of 200 percent is used by SANDAG for regional planning due to the higher cost of living experienced in the San Diego region. Cost of living expenses are not accounted for in calculating the federal poverty thresholds for individuals or families.

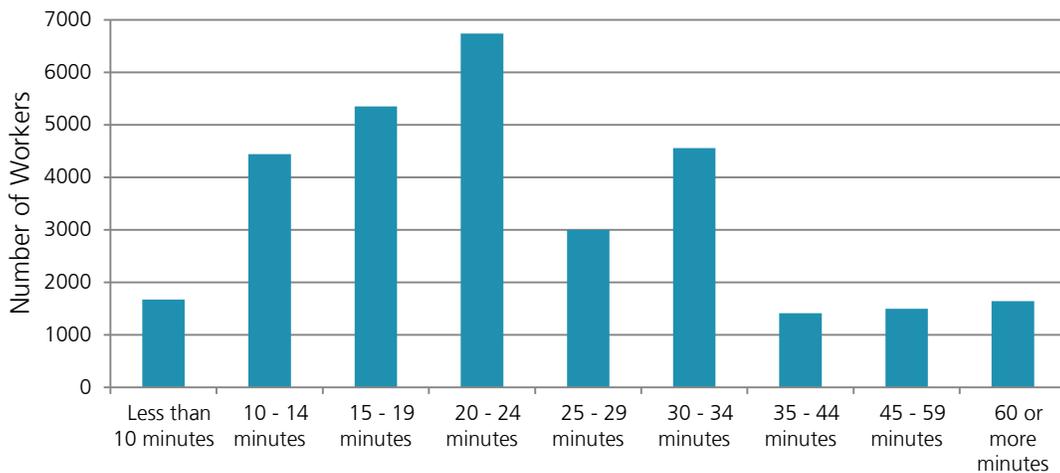
**Figure 7 – Times Leaving to go to Work**



Source: U.S. Census Bureau, 2009-2013 American Community Survey, Table B08302

Figure 8 reports the average commute times for people living in City Heights. The majority of people live within a 24-minute commute of their place of work (similar to the San Diego region’s residents).

**Figure 8 – Travel Time to Work for City Heights Community Members**

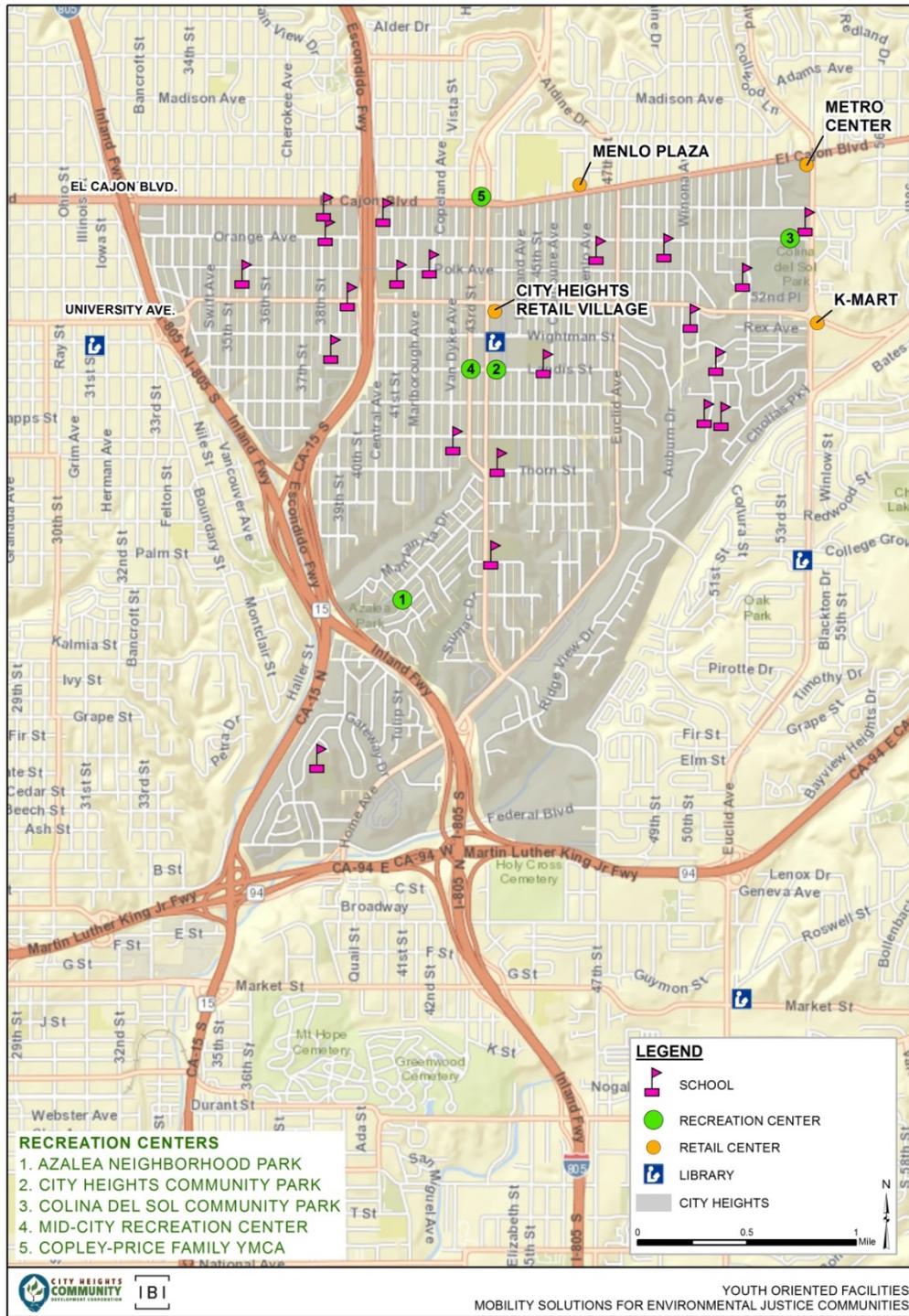


Source: U.S. Census Bureau, 2009-2013 American Community Survey, Table B08303

## Activity Centers and Regional Destinations

There are a number of schools, libraries, shopping centers, and recreational facilities in City Heights. Focus group participants discussed the need for safe routes to these destinations, particularly schools, parks, and recreation centers. Other activity centers in the community include government services, grocery stores, and retail centers, which account for the majority of non-employment travel destinations. Figure 9 depicts key activity centers in City Heights.

Figure 9 – City Heights Activity Centers



Focus group participants highlighted the importance of accessibility to activity centers within the San Diego region as well. There are several destinations outside of City Heights that are frequented by City Heights community members. These destinations are listed in Table 3.

**Table 3 – Regional Destinations**

<b>Name</b>	<b>Type</b>	<b>Location</b>
City College	Education	Downtown San Diego
Mesa College	Education	Clairemont Mesa
UCSD	Education	La Jolla
SDSU	Education	College Area
Rady’s Children’s Hospital	Health	Serra Mesa
Fashion Valley/ Mission Valley Mall	Retail	Mission Valley
Plaza Bonita Mall	Retail	National City
Parkway Plaza	Retail	El Cajon
University Town Center	Retail/Employment	University City
Balboa Park	Recreational	San Diego
Kearny Mesa	Employment	Kearny Mesa
Sorrento Valley	Employment	Sorrento Valley
Downtown San Diego	Employment	Downtown San Diego

# Mobility Infrastructure

An inventory and assessment of the existing infrastructure and transportation system in City Heights provides a picture of the mobility environment in which community members travel for day-to-day activities.

## Roadway System

Freeways, arterials, and major roadways (Figure 10) all serve the City Heights community. City Heights is accessible via three freeways: SR 15, I-805, and SR 94. Other major roadways within City Heights include El Cajon Boulevard, University Avenue, Home Avenue, Fairmount Avenue, Euclid Avenue, and 54th Street.

SR 15 bisects the City Heights neighborhood, it provides connections north to Mid-City, Mission Valley, Kearny Mesa, Mira Mesa, Rancho Bernardo, Escondido and other communities along I-15. To the south, SR 15 connects to the 32nd Street Naval Base and industrial centers along Harbor Drive. Interchanges within City Heights are located at University Avenue, El Cajon Boulevard, and SR 94. Years of community activism has shaped the architectural design of the segment of SR 15 running through City Heights. Such elements as verticle retaining walls, art, and a park deck are all a result of civic engagement in the planning process.

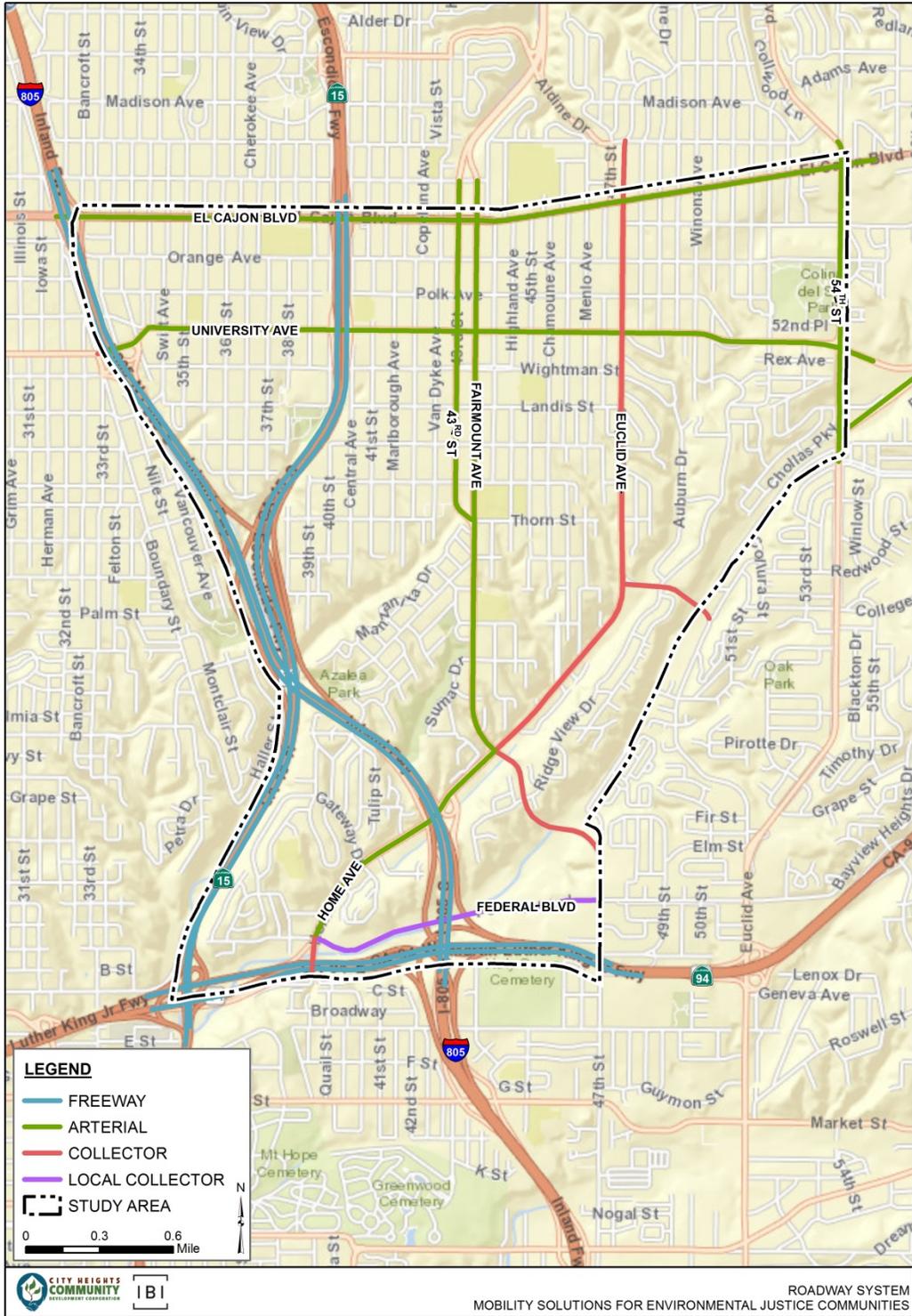
I-805 runs along the western portion of City Heights providing access north to Mid-City, Mission Valley, Kearny Mesa, University City, and Sorrento Valley. To the south, it connects to the inland portion of South Bay communities, including National City, Chula Vista, San Ysidro, and the Otay Mesa U.S.-Mexico Port of Entry. Interchanges within City Heights are located at El Cajon Boulevard, University Avenue, SR 15, Home Avenue, and SR 94.

SR 94 forms the southern border of City Heights. To the east, it connects to La Mesa, Spring Valley, Rancho San Diego, and Lemon Grove. To the west, it connects to Golden Hill and Downtown San Diego. Interchanges within City Heights include I-805, SR 15, Home Avenue, and Euclid Avenue.

El Cajon Boulevard and University Avenue are major east-west connectors through City Heights. El Cajon Boulevard provides connections east to the College Area and La Mesa and west to University Heights. University Avenue provides connections east to Lemon Grove and La Mesa and west to Hillcrest and Mission Hills. Both arterials serve as major commercial corridors within the community.

Home Avenue, Euclid Avenue, Fairmount Avenue, and 54th Street are major north-south connectors through City Heights. Home and Euclid Avenues bisect the community. Home Avenue, which becomes Euclid Avenue just north of Menlo Avenue, provides connection between the community of Talmadge just north of El Cajon Boulevard and SR 94 to the south. Euclid Avenue continues south of SR 94 until State Route 54 and provides connection to the Euclid Avenue Trolley Station and National City. Fairmount Avenue provides access from I 8 to SR 94. 54th Street forms the eastern boundary of the community and provides connection between El Cajon Boulevard and SR 94.

Figure 10 – City Heights Roadway System



## Transit Services

### *Fixed Route Transit*

City Heights falls within the MTS service area. The community is serviced by ten MTS bus routes: Local Routes 1, 7, 10, 13, 955, and 965; Express Route 60; and *Rapid* Routes 215 and 235 (Table 4; Figure 11). There are two transit hubs in City Heights: Boulevard Transit Plaza and the City Heights Transit Plaza. Boulevard Transit Plaza is located at the interchange of El Cajon Boulevard and SR 15 and is served by five routes. City Heights Transit Plaza is located at the interchange of University Avenue and SR 15 and is served by six routes. These hubs are key transfer locations between local bus routes along these two arterials and regional routes that operate along SR 15 and connect City Heights to regional job centers in Kearny Mesa, University City, and other communities along the I-15 corridor.

**Table 4 – Bus Routes Serving City Heights**

<b>Route</b>	<b>Bus Service</b>	<b>Destination</b>
1	Local	Hillcrest – Grossmont Trolley Station
7	Local	La Mesa – Downtown San Diego
10	Local	University & College – Old Town Transit Center
13	Local	Kaiser Hospital/Grantville Trolley – 24th Street Trolley Station
60	Express	University Town Center via Kearny Mesa – Euclid Avenue Trolley Station via Kearny Mesa
215	<i>Rapid</i>	San Diego State University (SDSU) Transit Center – Downtown San Diego
235	<i>Rapid</i>	Downtown San Diego – Escondido Transit Center
955	Local	SDSU Transit Center – 8th Street Trolley Station
965	Local	Azalea Park – Home Avenue – City Heights Retail Village – I-15

Figure 11 – City Heights Bus Routes

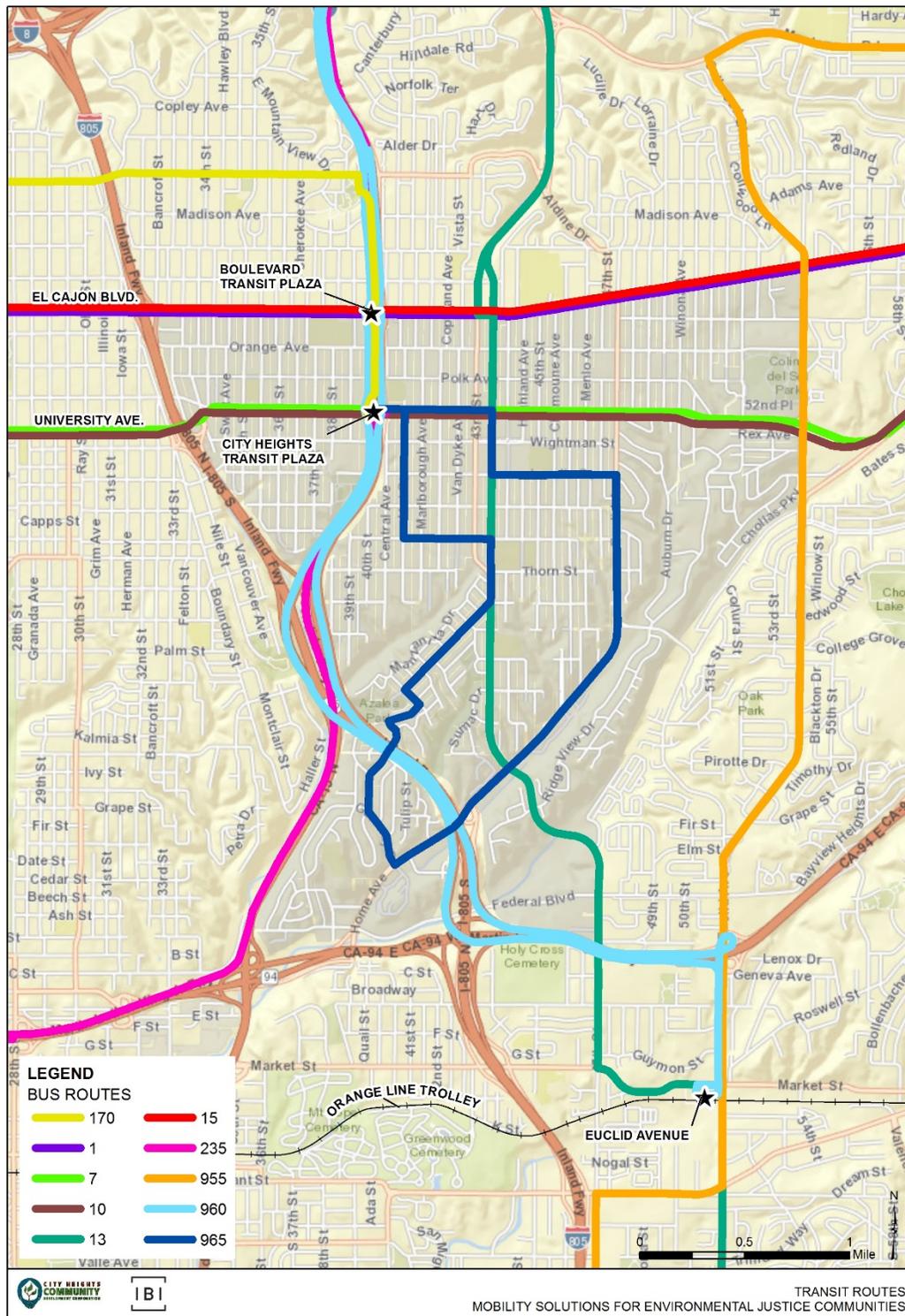
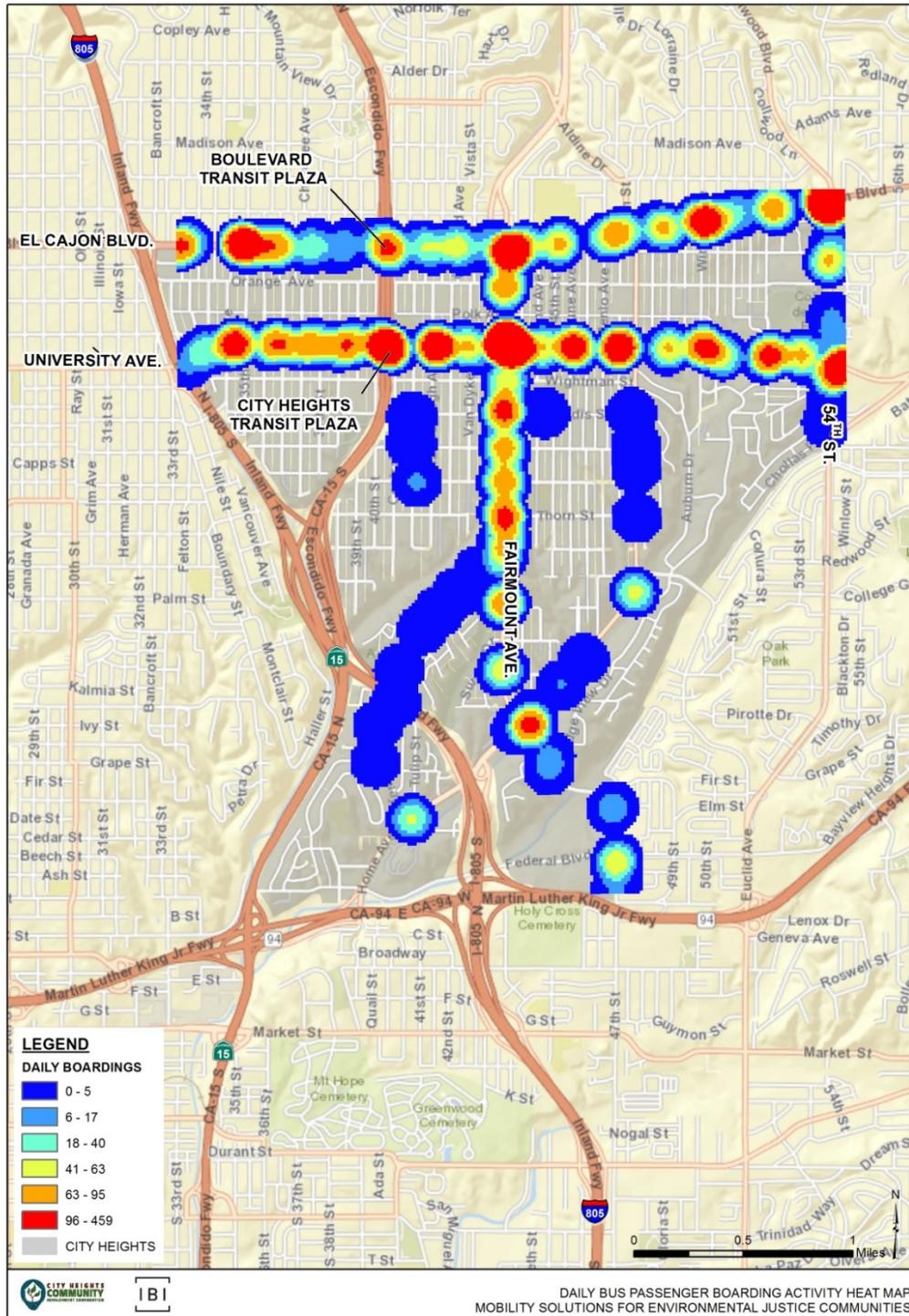


Figure 12 shows passenger boarding activity at bus stops in City Heights on a typical weekday. Areas with the greatest number of passenger boardings are located primarily at major intersections and are served by more than one bus route with frequent service.

**Figure 12 – Bus Stop Passenger Boarding Activity**



Source: MTS Automatic Passenger Counting, Spring 2014- Early 2015, Daily Averages

Table 5 shows passenger activity for the ten busiest bus stops in City Heights. The table includes routes served at each stop.

**Table 5 - Transit Intersections with More than 1,000 Daily Boardings/Alightings in City Heights**

Intersection	Routes	Boardings (On)	Alightings (Off)	Total
University Avenue/Fairmount	7, 10, 13	1,976	1,827	3,803
City Heights Transit Plaza	7, 10, 60, 235, 965,	1,498	1,078	2,576
El Cajon Boulevard/54th Street	1, 215, 955	1,036	1,008	2,044
University Avenue/54th Street	7, 10, 955	924	894	1,818
Boulevard Transit Plaza	1, 60, 170, 215, 235	1,028	986	2,014
El Cajon Boulevard/43rd Street	1, 13, 215	987	827	1,814
El Cajon Boulevard/ Winona Avenue	1, 215	639	568	1,207

Source: SANDAG Passenger Counting, Spring 2015, Daily Averages

Bus service frequency varies by route. Tables 6 through 8 provide a summary of service frequency, operating statistics, and night time services by route.

**Table 6 – Service Frequency (minutes)**

Route	Areas Served	Peak 7 a.m. – 9 a.m.	Base 9 a.m. – 6 p.m.	Night After 7 p.m.	Weekend Base
<b>1</b>	Hillcrest – Grossmont Trolley	15	15	30	30
<b>7</b>	La Mesa - Downtown	12	12	12	12
<b>10</b>	University & College - Old Town Transit Center	15	15	15	20
<b>13</b>	Kaiser Hospital/Grantville Trolley - 24th Street Trolley	15	15	30	30
<b>60</b>	University Towne Center (UTC) via Kearny Mesa - Euclid Avenue Trolley Station via Kearny Mesa	15	n/a*	n/a*	n/a*
<b>955</b>	SDSU Transit Center - 8th Street Trolley	15	15	30	20
<b>965</b>	Azalea Park - Home Ave - City Heights Retail Village - I-15	30	35	35	35
<b>215</b>	SDSU - Downtown	10	15	30	15
<b>235</b>	Downtown San Diego - Escondido Transit Center	15	30	30	30

\*Route runs during weekday peak hours only

**Table 7 - Route Statistics (2015)**

Route	Average Weekday Passengers	Average Weekday Passengers per Hour	Subsidy per Passenger	Cost Per Passenger	Farebox Recovery
1	4,856	30.3	\$0.85	\$1.78	52.2%
7	10,852	43.0	\$1.66	\$2.68	38.0%
10	5,336	41.0	\$1.82	\$2.81	35.3%
13	7,045	45.5	\$1.59	\$2.53	37.3%
60	376	30.9	\$2.81	\$3.73	24.5%
215	6,475	34.0	\$2.37	\$3.39	30.1%
235	4,177	21.2	\$4.37	\$5.43	19.5%
955	5,168	37.0	\$0.65	\$1.55	58.1%
965	310	18.4	\$1.68	\$2.65	36.7%

Source: MTS Policy 42 Performance Monitoring Report FY 2015: July 2014 – June 2015

**Table 8 - Night Service**

Route	Service After 8 p.m.			Service After 10 p.m.			Service After Midnight		
	Mon-Fri	Sat.	Sun.	Mon-Fri	Sat.	Sun.	Mon-Fri	Sat.	Sun.
1	Y	Y	Y	Y	Y	N	N	N	N
7	Y	Y	Y	Y	Y	Y	Y	Y	N
10	Y	Y	Y	Y	Y	Y	Y	Y	N
13	Y	Y	Y	Y	Y	N	N	N	N
60	N	N	N	N	N	N	N	N	N
955	Y	Y	Y	Y	Y	N	Y	N	N
965	Y	N	N	N	N	N	N	N	N
215	Y	Y	Y	Y	Y	Y	Y	Y	Y
235	Y	Y	Y	Y	Y	Y	N	N	N

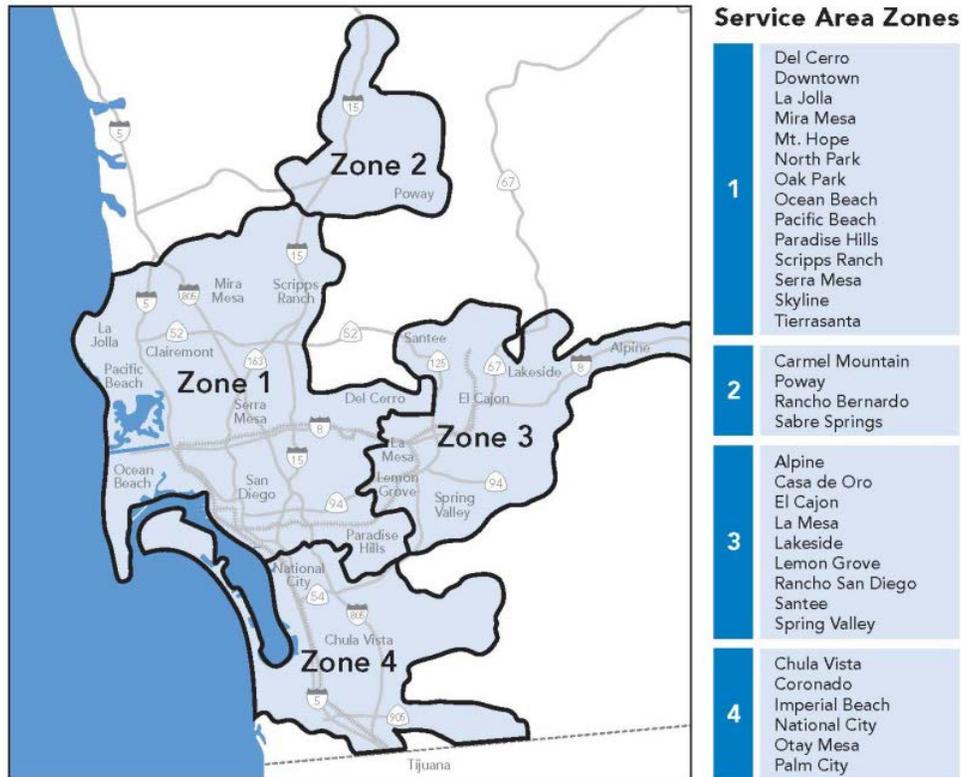
**Paratransit**

MTS also operates a complementary paratransit service called MTS Access. MTS Access utilizes wheelchair lift-equipped buses, which provides transportation to transit riders whose disabilities prevent them from using fixed route bus or Trolley services. MTS Access operates within a three-quarter mile radius of a nearby bus or Trolley line and offers an origin to destination service within this service area. The MTS Access service area is divided into four zones. Passengers may be required to transfer to another vehicle for interzonal travel. City Heights is located in Zone 1. Figure 13 depicts a map and list of the communities within each MTS Access service zone.

To be eligible to use MTS Access services, prospective passengers must complete an application and receive Americans with Disabilities Act (ADA) certification. Individuals may be granted unrestricted, restricted, or temporary access to MTS Access services or may be found ineligible. Reservations for MTS Access are accepted from two days in advance until 5 p.m. the day prior to travel. MTS Access may offer a pick-up time within one hour of requested pick-up times so passengers must plan accordingly. Also, paratransit vehicles may arrive up to twenty minutes after the scheduled pick-up time. MTS Access provides curb-to-curb service. However, passengers requiring a higher level of assistance may request reasonable accommodations that can be provided to assist their transportation. Additionally, passengers may reserve a seat for one companion (ADA certified or not) to ride with

them. The one-way fare for MTS Access is \$4.50. Fares for MTS Access may be paid in cash or using tickets sold in ten-pack ticket books and available for purchase at the MTS Transit Store.

**Figure 13 - MTS Access Service Area Zones**



**Fares and Transit Passes**

Transit services in the San Diego region have different one-way fares depending on service type and transit rider (Table 10). MTS offers a discounted one-way fare on all fixed-route bus services for seniors, disabled individuals, and individuals receiving medicare (SDM). Additionally, up to two children ages five and younger may ride free with each paying adult. One-way fares may be paid in cash using fareboxes inside the bus. Neither the farebox nor the bus driver can make change; therefore, exact change is needed to avoid overspending on one-way fares. There are also no free transfers to or from the Trolley or other buses. Focus group participants noted the financial burden of riding transit for low income families travelling together. This burden is especially apparent when a single parent is travelling with multiple children.

MTS offers regional day passes, which allow unlimited access to the trolley, local bus, express, and *Rapid* routes on the day of purchase. Regional day passes cost \$5 and must be loaded on a Compass Card, the plastic “smart card” used as transit passes by both transit operators in the San Diego region, MTS, and North County Transit District (NCTD). Compass Cards are utilized by tapping the cards on validators located inside buses and at Trolley and rail platforms. Compass Cards are sold at the MTS Transit Store, NCTD Transit Centers, select grocery stores, and ticket vending machines located at all Trolley and rail platforms. There is an additional \$2 fee for first-time purchase of a Compass Card. Day passes purchased without the use of a Compass Card will have a \$2 fee added to the cost of the day pass.

In addition to day passes, Compass Cards may be loaded with monthly or 30-day passes. Like one-way fares, there are discounted monthly passes for SDM as well as youth ages 6 to 18 (Table 10). Monthly passes are available for purchase online or starting on the 20th of the month for the next month’s use and ending on the 15th of the month of use. A monthly pass is only valid for the calendar month for which it was purchased regardless of when the pass was purchased during the purchase window. For example, if a pass is purchased on

February 9, the pass is valid for 20 days and is invalid after February 28. Focus group participants commented that this aspect of the monthly pass is confusing, especially for limited-English speakers.

Table 10 shows the one-way fares and monthly passes for transit services serving City Heights.

**Table 10 - Fares by Route Type**

Route(s)	Bus Service	One-Way	One-Way SDM	Regional Monthly	Youth Monthly	SDM Monthly
1, 7, 10, 13, 955, 965	Local	\$2.25	\$1.10	\$72	\$36	\$18
60	Express	\$2.50	\$1.25	\$72	\$36	\$18
215	Rapid	\$2.25	\$1.10	\$72	\$36	\$18
235	Rapid	\$2.50	\$1.25	\$72	\$36	\$18

## Active Transportation

### Walking

Many segments of sidewalks in City Heights are in need of repair (Figure 13). Poorly lit, cracked, uneven, and missing sidewalks present walking hazards for people of all ages, but particularly for children, seniors, and individuals with disabilities. Focus group participants provided anecdotes of neighbors and other City Heights community members with disabilities being forced to use the street because sidewalks are in disrepair and not wheel-chair accessible.

**Figure 13 - Example of Cracked Sidewalks in City Heights**



Street lighting in the neighborhood is sparse and when present consists of large, overhead street lights, which are inappropriately scaled for the benefit of people walking. Focus group participants noted lack of appropriate lighting as a deterrent to walking at night. Additionally, focus group participants cited low hanging branches and overgrown landscaping as another impediment to walking.

Focus group participants stated that there is an insufficient number of crossings across El Cajon Boulevard and University Avenue. Safety concerns as expressed by the focus group participants are echoed in Circulate San Diego’s Vision Zero<sup>5</sup> white paper, which includes an analysis of pedestrian collision history for 1998-2013 for the City of San Diego. This analysis identifies the top ten most dangerous intersections within the City of San Diego as measured by total vehicle-pedestrian collisions. Three of the ten intersections identified are located in City Heights. Table 9 provides the complete list of the top-ranked, high-collision intersections in the City of San Diego, with the three intersection in City Heights bolded.

**Table 9 - Most Dangerous Intersections in the City of San Diego**

<b>Rank</b>	<b>Intersection</b>	<b>Total Vehicle-Pedestrian Collisions</b>	<b>Neighborhood</b>
1	5th Avenue & Broadway	21	Downtown
2	University Avenue & Marlborough Avenue	20	City Heights
3	University Avenue & 52nd Street	18	City Heights
4	University Avenue & Park Boulevard	16	Hillcrest
5	B Street & 5th Avenue	13	Downtown
5	B Street & 12th Avenue	13	Downtown
7	Euclid Avenue & Naranja Street	12	Southeastern San Diego
7	University Avenue & Menlo Avenue	12	City Heights
7	Mission Boulevard & Garnet Avenue	12	Pacific Beach
10	G Street & 5th Avenue	11	Downtown
10	Grand Avenue & Cass Street	11	Pacific Beach
10	6th Avenue & Broadway	11	Downtown
10	El Cajon Boulevard & 30th Street	11	North Park

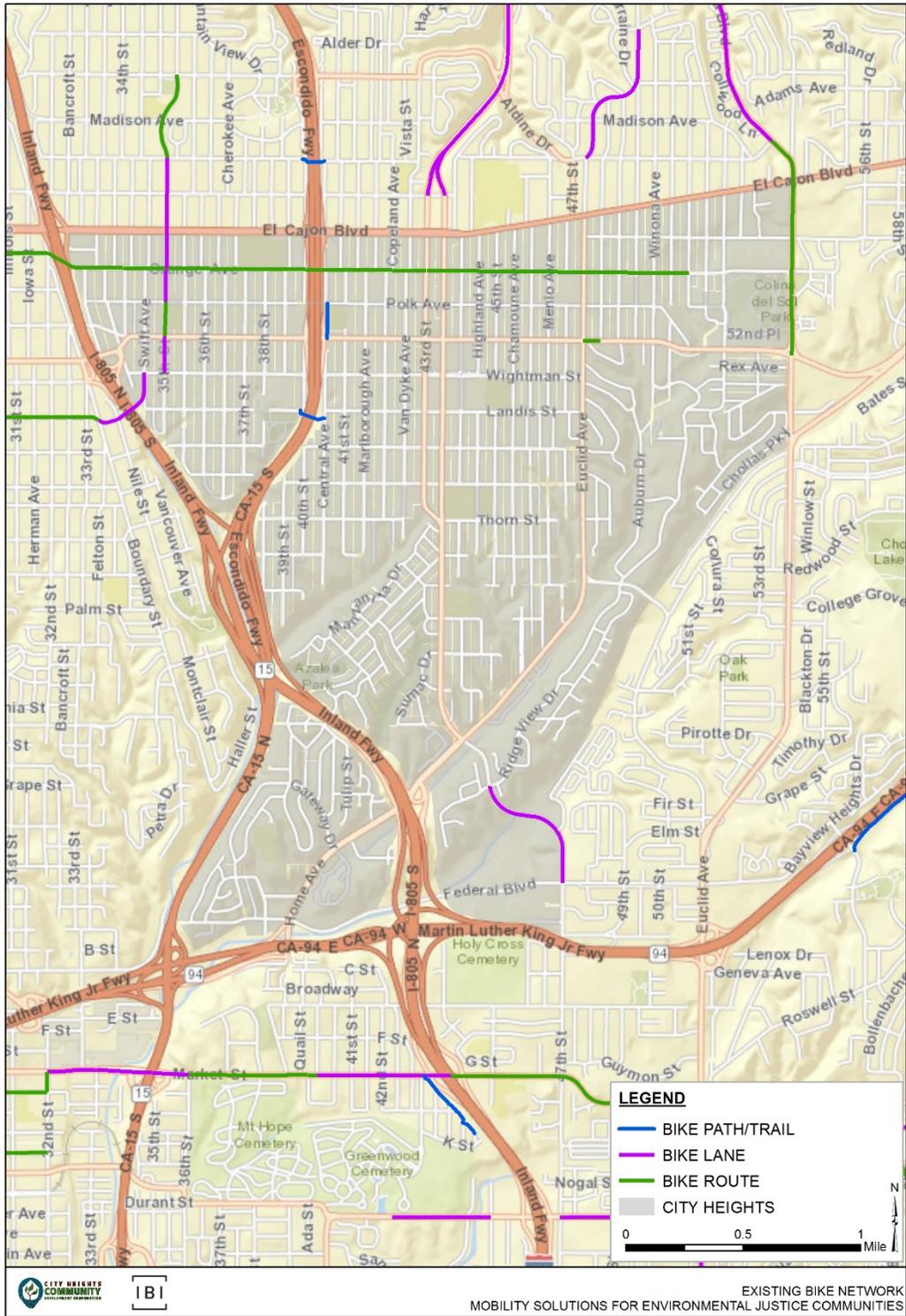
### **Biking**

There are intermittent bike paths, routes, and lanes throughout City Heights. As a result, a complete bike network does not yet exist (Figure 14). Uneven surfaces also present safety issues for people biking. Focus group participants mentioned the need for more flexibility for transporting bikes on buses and the need for more bike facilities, including bike lanes in City Heights.

DecoBike is a privately owned bikesharing company that operates a bikesharing program in areas of San Diego in partnership with the City of San Diego. The program allows people to rent a bike for any length of time and return the bike at any DecoBike station. The first 30 minutes costs users \$5. A one hour rental is priced at \$7 and a two hour rental is priced at \$12. Each additional 30 minutes past two hours costs \$5. DecoBike also offers 1 week and 1 month rental terms, which provides users unlimited 30 minute rides, and annual memberships. DecoBike stations are primarily concentrated in Downtown San Diego. There are also stations located in the neighborhoods of Little Italy, Hillcrest, North Park, Ocean Beach, Mission Beach, and Pacific Beach, near the San Diego airport and Liberty Station, and in Balboa Park. There are no DecoBike stations located in City Heights.

<sup>5</sup> Circulate San Diego is a nonprofit organization formed through the merger of Walk San Diego and Move San Diego. Circulate San Diego advocates for more transportation choices in San Diego communities. Vision Zero is a campaign to reduce all traffic fatalities to zero by 2025. Vision Zero has been adopted by Chicago, San Francisco, and New York City, among other cities nationwide.

Figure 14 - Existing Bike Facilities in City Heights



## Other Transportation Services

Private transportation services that operate in City Heights include taxis and transportation network companies, such as Uber and Lyft. While focus group participants noted the large role that taxis play in the community, with City Heights being the home of many taxi drivers, participants also expressed several concerns regarding the use of taxis. Taxis are more expensive than other modes of transportation, and focus group participants voiced distrust of taxi drivers who may price gouge or take a roundabout route to destinations. Focus group participants highlighted that vulnerability is exacerbated for non-English speaking or foreign-born community members due to language barriers and unfamiliarity of the surrounding area. Focus group participants cited taking taxis only for emergency purposes or trips to the airport. Uber, Lyft, and other transportation network companies were similarly perceived by focus group participants as being too expensive.

There are no carsharing services readily available in City Heights. Car2Go, a point-to-point carsharing service, operates in San Diego. However, the Car2Go home area does not include City Heights. Car2Go members can travel outside of the home area, but must start and end their trip inside the home area. Similarly, there are no ZipCar locations in City Heights.

Other transportation services available in City Heights include medical, senior, and disabled services provided by social services agencies. La Maestra Community Health Centers has one of its six health clinics located in City Heights and provides transportation to and from the clinic for patients who do not have access to or are unable to use other means of transportation. Sharp Healthcare has a similar transportation service for its patients in accessing their health centers. Other social services transportation providers serving City Heights include ElderHelp, Senior Transportation Network, Alliance for African Assistance, San Diego Regional Center, City Link Foundation, and Full Access and Coordinated Transportation, among others. Program requirements and cost to use these services varies.

# Relevant Plans and Planning Efforts

There are several existing plans and planning efforts that address mobility issues in City Heights. These planning documents were reviewed to obtain information pertaining to existing and future mobility infrastructure in the study area.

## **2014 Regional Transportation Improvement Program**

The 2014 Regional Transportation Improvement Program (RTIP) is a multi-billion dollar, five-year program of major transportation projects funded by federal, state, local, and private monies. The RTIP incrementally fulfills the 2050 Regional Transportation Plan (2050 RTP), the long-range transportation plan for the San Diego region. The RTIP is a short-term, prioritized program designed to implement the region's overall strategy for providing mobility and improve the efficiency and safety of the transportation system.

Among the \$12.6 billion worth of projects are the following projects, which will serve City Heights covering FY 2015 through FY 2019. Projects that have been completed as of the end of FY 2015 (June 30, 2015) are asterisked.

### ***Transit***

- *Rapid 215* – SDSU to Downtown San Diego\*
- *Rapid 235* – Escondido to Downtown San Diego\*
- Mid-City Centerline Transit Stations – Freeway-level transit stations along SR 15 at University Avenue and El Cajon Boulevard

### ***Managed Lanes***

- I-805 – Four managed lanes from SR 94 to Carroll Canyon Road
- SR 15 Mid-City Centerline – Two transit lanes from I-805 to I-8 for *Rapid* Routes 235, 280/290, 653, and Airport Express Route to the cross-border facility in Otay Mesa
- SR 94 – Two Managed Lanes from I-5 to SR 125

### ***Active Transportation***

- SR 15 Commuter Bikeway – Adams Avenue to Camino Del Rio South
- University Avenue Mobility Project – Enhanced pedestrian crossings and installation of a transit/bicycle right turn only lane
- Euclid and Market Complete Streets Master Plan

### ***Other Local Projects***

- Complete Boulevard Planning Study – planning study on multi-modal infrastructure improvements on El Cajon Boulevard between Highland Avenue and 50th Street
- SR 94/Euclid Avenue Interchange Improvements
- Local street improvements – roadway improvements, new sidewalk and drainage improvements including curbs and gutters on Cherokee Street and Home Avenue

## San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (Regional Plan) incorporates the Regional Transportation Plan, Sustainable Communities Strategy, and Regional Comprehensive Plan into one overarching blueprint for the region's future. It combines the big-picture vision for how the San Diego region will grow over the next 35 years with an implementation program to help make that vision a reality.

The Regional Plan proposes a strategy for a more sustainable future, including investment in transportation projects that will provide more travel choices, protect the environment, create healthy communities, and stimulate the economy. More than \$200 billion will be invested in the regional transportation network between now and 2050 to provide more transit services, expand San Diego's active transportation network, and build more Express Lanes to support transit operations and carpooling.

Included in the roughly \$200 billion investments are the following projects, which will serve City Heights and go into effect sometime between now and 2050.

### **Transit**

- Mid-City Centerline Transit Stations – Freeway-level transit stations along SR 15 at University Avenue and El Cajon Boulevard
- Trolley 560 – SDSU to Downtown San Diego via El Cajon Boulevard (transition of *Rapid* Route 215 to Trolley)
- Trolley 562 – San Ysidro to Carmel Valley via National City/Chula Vista via Highland Ave/4th Ave, Southeast San Diego, Mid-City, Mission Valley, and Kearny Mesa
- *Rapid* 10 – La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town
- *Rapid* 11 – Spring Valley to SDSU via Southeast San Diego, Downtown, Hillcrest, Mid-City
- *Rapid* 550 – SDSU to Palomar Station via East San Diego, Southeast San Diego, National City
- *Rapid* 650 – Chula Vista to Palomar Airport Road Business Park via I-805/I-5 (Peak Only)
- *Rapid* 653 – Mid-City to Palomar Airport Road via Kearny Mesa/I-805/I-5
- *Rapid* 688 – San Ysidro to Sorrento Mesa via I-805/I-15/SR 52 Corridors (Peak Only)
- *Rapid* 689 – Otay Mesa Port of Entry to UTC/Torrey Pines via Otay Ranch/Millennia, I-805 Corridor (Peak Only)
- *Rapid* 690 – Mid-City to Sorrento Mesa via I-805 Corridor (Peak Only)

### **Managed Lanes**

- I-805 – Four managed lanes from SR 94 to Carroll Canyon Road
- SR 15 Mid-City Centerline – Two transit lanes from I-805 to I-8 for *Rapid* Routes 235, 280/290, 653, and Airport Express Route to the cross-border facility in Otay Mesa
- SR 94 – Two Managed Lanes from I-5 to SR 125

### **Managed Lanes Connectors**

- SR 15/I-805 - North to North and South to South
- SR 15/SR 94 – South to West and East to North
- I-805/SR 94 - North to West and East to South

## **Active Transportation**

- City Heights/Encanto/Lemon Grove Bikeway
- City Heights – Fairmount Corridor
- North Park – Mid-City Bikeway Project
- SR 15 Commuter Bikeway – Adams Avenue to Camino Del Rio South
- Other local bike projects
- Local pedestrian/safety/traffic calming projects
- Regional bicycle and pedestrian programs
- Regional Safe Routes to School implementation

## **The 2014-2018 Coordinated Plan**

The Coordinated Plan provides a five-year blueprint for the implementation of public transit and social service transportation concepts described in the long-range SANDAG 2050 RTP. The Coordinated Plan evaluates transportation services; identifies gaps in service; and establishes a regional strategy to provide transportation to the most sensitive population groups in the county, which includes seniors, individuals with disabilities, and persons with limited means, among other recognized transportation-disadvantaged population groups.

The Coordinated Plan identifies City Heights as an area representing a gap in transportation services for individuals whose income level is below the 150 percent poverty-line threshold as defined by the U.S. Census Bureau. Therefore, City Heights has a large density of low income individuals living beyond a half-mile radius of transit. Similarly, City Heights represents a gap in transportation services for individuals with disabilities where a large density of disabled persons lives beyond the half-mile transit service area. Strategies to address these gaps include the coordination of transportation resources, mobility management, and voucher programs. The Coordinated Plan prioritizes strategies for project funding.

The following includes the Very High to High priority strategies for meeting the transportation needs of low income individuals and individuals with disabilities.

- Develop or expand transit in areas with little or no other transportation choices (or replace services that have been cut in those areas, such as transit or school bus transportation). Examples include:
  - Increased frequencies
  - Extended hours of service
- Develop or expand transportation solutions in areas with sufficient densities to support transit or coordinated services. Examples include:
  - Volunteer driver programs
  - Car loan services
  - Shuttles
  - Taxi vouchers
  - Travel training programs (public transportation driver sensitivity training, peer-to-peer travel training program, etc.)
  - Mobility management
- Increase inter-agency coordination efforts to maximize existing capacity and reduce program costs. Examples include:
  - Develop centralized ride scheduling, voucher programs, dispatching, and mobility management/brokerage
  - Provide travel training to encourage more individuals to ride regular transit

- Increase coordination of resources such as vehicles, vehicle maintenance, drivers, driver training programs, insurance coverage, ride subsidies, dispatching equipment, software, gas cards for volunteers, etc.
- Support collaborations between nonprofit and private organizations to assist with transit pass subsidies
- Increase work-based transit service hours of operation to assist nontraditional work schedules
- Improve accessibility to encourage more low income individuals and disabled individuals to ride public transit. Examples include:
  - Improve marketing of 511 and other similar services to better advertise transit and other specialized transportation programs
  - Develop or enhance volunteer driver programs, including the support of volunteer driver coalitions
  - Improve accessible travel information and services for visitors and residents, including increased language requirements and automated auditory destination cues at transit stops
  - Travel training programs (public transportation driver sensitivity training, peer-to-peer travel training, regional travel training program, etc.)
  - Expand paratransit eligibility beyond the 3/4-mile boundary
  - Decrease ADA paratransit waiting time period for pick-ups and drop-offs
  - Improve accessibility for individuals with disabilities through the provision of travel training for paratransit users to encourage more individuals to ride regular fixed-route transit, improved accessible travel paths to transit stops and stations, and retrofitting of existing bus stops to ensure accessibility and ADA compliance.
- Provide door-to-door (and door-through-door, when necessary) for trips such as nonemergency medical transportation, in circumstances where paratransit is insufficient, inappropriate, or unavailable.
- Improve first-mile, last-mile strategies to better connect to transit. Examples include:
  - Shuttles, taxi vouchers, volunteer driver programs
  - Develop carsharing/bikesharing choices and other feeder services (shuttle) that better connect to fixed route transit

## **Regional Complete Streets Policy**

The Regional Complete Streets Policy guides the work of SANDAG staff as they develop transportation projects around the region to ensure SANDAG projects contribute to creating a transportation system that is safe, useful, and attractive for all modes of travel. It also encourages and supports a Complete Streets approach by local jurisdictions. For City Heights, this means all new projects in City Heights developed by SANDAG will take into account the City Heights Community Plan, the community's active transportation plans, and any corridor or specific area plans developed by the community that express the community's vision for a local transportation network that serves everyone in the community. Under the Regional Complete Streets Policy, SANDAG will develop a process for collaboration and cost sharing with cities and local communities like City Heights so SANDAG can help them realize the kind of transportation system they envisioned in their community plans.

## **San Diego Region Smart Growth Concept Map**

The San Diego Region Smart Growth Concept Map (SGCM) stems from the Regional Comprehensive Plan (RCP), which provides a vision for the region based on smart growth and sustainability. The RCP identifies seven categories of smart growth place types and establishes land use and transportation targets for each place type. Existing/planned smart growth areas are those that meet these targets whereas potential smart growth areas are those that do not meet these standards, but have future potential.

The SGCM identifies two areas within City Heights that are existing/planned smart growth areas. The area bounded by El Cajon Boulevard and University Avenue from the I-805 to 54th Street is classified as a town center. Town centers are characterized by suburban downtowns; low- and mid-rise residential, office, and commercial

buildings; some employment; and transit service served by corridor/regional transit lines and local services or shuttle services. The City Heights town center area is served by existing high-frequency local bus and *Rapid* services and is planned to be served by additional *Rapid* services and light rail transit.

The area bounded by 43rd Street and Fairmount Avenue from Thorn Street to Wightman Street is classified as a mixed-use transit corridor. A mixed-use transit corridor is characterized by areas with concentrated residential and mixed-use development along a linear transit corridor; and a variety of low-, mid-, and high-rise buildings with employment, commercial, and retail businesses. The City Heights mixed-use transit corridor is served by existing high-frequency local bus and is planned to be served by *Rapid* services. It is also one of the heaviest pedestrian-use areas in the City Heights community.

## **Riding to 2050: San Diego Regional Bike Plan**

Riding to 2050: San Diego Regional Bike Plan (Bike Plan) proposes a vision for a diverse regional bike system of interconnected corridors, support facilities, and programs to make biking a convenient form of transportation for everyday travel. The plan is intended to guide the development of the regional bike network through the year 2050.

The Bike Plan presents an interconnected network of bike corridors that will enable community members to bike safely on more direct and convenient routes within and between major regional destinations and activity centers. It also supports implementation of both the RCP and the RTP.

The Bike Plan outlines a range of recommendations to facilitate accomplishing the regional goals of increasing the number of people who bike and frequency of bicycle trips for all purposes, encouraging the development of Complete Streets, improving safety for bicyclists, and increasing public awareness and support for bicycling in the San Diego region. The recommendations include bicycle infrastructure improvements, bicycle related programs, implementation strategies, and policy and design guidelines.

## **Regional Bike Plan Early Action Program**

The Regional Bike Plan Early Action Program (EAP) is a \$200 million initiative to dramatically expand the bike network throughout the San Diego region in order to make riding a bike a safer, easier, and more attractive travel choice for people of all ages and abilities. The Bike EAP builds on the Riding to 2050: San Diego Regional Bike Plan, helps to fulfill the vision laid out in the 2050 RTP, and is an important component of the Regional Plan.

Over a ten-year period, the EAP will implement high-priority projects, execute supporting programs outlined in the Bike Plan, and continue to fund local bike and pedestrian projects through a competitive grant program. Of the approximately 40 bike projects are the following projects, which will serve City Heights.

- SR 15 Commuter Bikeway – Adams Avenue to Camino Del Rio South
- North Park – Mid-City Bikeway Project
- Terrace Drive/Central Avenue – Adams Avenue to Wightman Street
- City Heights /Encanto/Lemon Grove Bikeway
- City Heights – Fairmount Corridor

## **City of San Diego Bicycle Master Plan Update**

The updated City of San Diego Bicycle Master Plan provides a framework for making cycling a viable mode of transportation. Through proposed projects, policies, and programs, the Plan seeks to expand the existing bikeway network, address constrained areas, improve intersections, provide for greater local and regional connectivity, and encourage more people to bicycle more often, particularly for trips of less than five miles.

The Plan identifies City Heights as an older urban neighborhood that has minimal bicycle facilities and high intra- and inter-community demand for bicycling. Most streets in older urban neighborhoods, such as City Heights,

include on-street parking and exhibit narrow curb-to-curb street widths that cannot accommodate bike lanes and would require reengineering. One of the few existing bike facilities in City Heights is a bike route along Orange Avenue. Bike routes, or Class III bikeways, provide shared use with motor vehicle traffic within the same travel lane. For reference, Class I bikeways (bike paths) are paved right-of-way for exclusive use by bicyclists, pedestrians, and users of non-motorized modes of travel and that are physically separated from vehicular travel. Class II bikeways (bike lanes) are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel.

Proposed improvements for the City consist of bikeway network facilities, intersection and other spot improvements, and bicycle support facilities, including bike parking, programs, signage, and maintenance. Of the 40 high-priority projects for implementation, the following 5 projects serve City Heights.

- 54th Street: Montezuma Road to El Cajon Boulevard and Collwood Boulevard: Monroe Avenue to 54th Street – Upgrade existing Class III bicycle facilities to Class II facilities
- El Cajon Boulevard: Utah Street to 43rd Street and 43rd Street: Meade Avenue to El Cajon Boulevard – Provide Class II bicycle facility on El Cajon Boulevard from Utah Street to 43rd Street and Class III bicycle facility along 43rd Street from Meade Ave to El Cajon Boulevard
- University Avenue: Utah Street to Fairmount Avenue – Provide Class II bicycle facility
- University Avenue: Fairmount Avenue to La Mesa City Limits – Provide Class II bicycle facility
- Wightman Street: Swift Avenue to Fairmount Avenue – Provide Class II bicycle facility

## **City of San Diego Pedestrian Master Plan**

The City of San Diego Pedestrian Master Plan establishes guidelines for the planning and implementation of pedestrian improvements citywide. The Plan seeks to identify and prioritize pedestrian projects that enhance safety, accessibility, connectivity, and walkability in each of San Diego’s community planning areas. City Heights ranks 4th out of the 56 community planning areas in the City of San Diego for high density of pedestrian priority. High-priority pedestrian areas indicate areas where pedestrians are likely to be (either currently or if walkway improvements were implemented). The Plan identifies 18 focus areas within City Heights that represent high-priority routes and areas for potential pedestrian environment improvement. Proposed improvements include reduced crossing distances at intersections, high visibility crossing treatment, improved accessibility conditions, traffic calming measures, and other measures to reduce pedestrian-motorist conflicts.

Pedestrian improvements are proposed at the following focus areas.

- El Cajon Boulevard from I-805 southbound (SB) to I-805 northbound (NB) ramps
- El Cajon Boulevard from 33rd Street to Cherokee Avenue
- El Cajon Boulevard from Cherokee Avenue to 39th Street; and Orange Avenue from Cherokee Avenue to 39th Street
- El Cajon Boulevard from I-15 SB to I-15 NB ramps; 40th Street from El Cajon Boulevard to Orange Avenue; and Orange Avenue from I-15 SB to I-15 NB ramps
- El Cajon Boulevard from Central Avenue to Van Dyke Avenue
- El Cajon Boulevard from 44th Street to 54th Street
- Orange Avenue from Swift Avenue to Cherokee Avenue
- Orange Avenue from Central Avenue to Van Dyke Avenue
- 52nd Street from Trojan Avenue to Polk Avenue; and Orange Avenue from 51st Street to 54th Street
- University Avenue from I-805 SB to I-805 NB ramps
- University Avenue from Swift Avenue to 40th Street
- University Avenue from I-15 SB to I-15 NB ramps

- University Avenue from Central Avenue to Van Dyke Avenue
- University Avenue from 44th Street to 54th Street
- El Cajon Boulevard from Van Dyke Avenue to 44th Street; Orange Avenue from Van Dyke Avenue to Fairmount Avenue; University Avenue from Van Dyke Avenue to 44th Street; 43rd Street from El Cajon Boulevard to Landis Street; and Fairmount Avenue from El Cajon Boulevard to Landis Street
- 43rd Street from Landis Street to Fairmount Avenue; and Fairmount Avenue from Landis Street to Maple Street
- Fairmount Avenue from Maple Street to Home Avenue
- 54th Street from El Cajon Boulevard to University Avenue

Additionally, the Plan identifies 26 improvement areas within these focus areas. Proposed improvements include signal improvements, turn restrictions, curb extensions, median installation or upgrade, crosswalk improvements, signage enhancement, bus station improvements, access management, and landscaping.

Pedestrian improvements are proposed at the following intersections or corridors.

- Fairmount Avenue and El Cajon Boulevard
- Fairmount Avenue and University Avenue
- University Avenue at 43rd Street
- 40th Street and El Cajon Boulevard
- 43rd Street and El Cajon Boulevard
- Fairmount Avenue and Orange Avenue
- Euclid Avenue and University Avenue
- 35th Street and El Cajon Boulevard
- Euclid Avenue and El Cajon Boulevard
- Wabash Avenue and University Avenue
- Swift Avenue and University Avenue
- 52nd Street and University Avenue
- Fairmount Avenue and Redwood Street/Poplar Street
- 36th Street and El Cajon Boulevard
- Menlo Avenue and El Cajon Boulevard
- 41st Street and University Avenue
- Marlborough Avenue and University Avenue
- 42nd Street and University Avenue
- 47th Street and University Avenue
- University Avenue from I-15 NB ramps to Van Dyke Avenue
- University Avenue from Van Dyke Avenue to 44th Street
- University Avenue from 40th Street to I-15 ramps
- University Avenue from 44th Street to Winona Avenue
- Orange Avenue from 40th Street to Central Avenue
- University Avenue from Lincoln Avenue to 40th Street
- El Cajon Boulevard from Chamoune to Estrella Avenue

More information about the Plan is summarized in [Appendix C](#).

## Mid-City Communities Plan

The Mid-City Communities Plan identifies a vision for the future development of the communities within Mid-City, including City Heights. The Plan outlines policies and implementation strategies that establish the timing and financing required to implement this vision. The Plan indicates that City Heights needs an improved pedestrian network, which includes new sidewalks, street trees, pedestrian-oriented streetlights, and enhanced crosswalks. The Plan calls for a functional multi-modal transportation system and sensible traffic plans to enhance neighborhood quality of life and cohesiveness. In addition, the Plan encourages walking and bicycling as effective modes of transportation in conjunction with an efficient public transit system that acts as a catalyst to quality redevelopment. More information about the Plan is summarized in Appendix C.

## Other Planning Efforts

The following is a list of planning studies, programs, or projects that have been conducted in City Heights. Summaries of these planning efforts, including findings and recommendations, are included in Appendix C.

- Euclid Avenue Revitalization Action Program (1999-2000)
- Azalea Park Hollywood Park Revitalization Action Program (2000-2002)
- Full Access Community Transport System Project (2000-2012)
- Chollas Creek Enhancement Program (2002)
- City Heights Walks to School (2008-2010)
- Preliminary Report: Finding from the City Heights Building Healthy Communities House Meetings (2010)
- City Heights Building Healthy Communities Plan (2010)
- Healthy City Heights A Resident's Guide (2011)
- University Avenue Mobility Study (2011)
- SR 15 Mid-City Station Area Planning Study (2013)
- Walk and Shop: Pedestrian Improvements and Investments in Economic Development in City Heights (2013)
- City Heights Urban Greening Plan (2014)



# Appendices

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# Appendix A



# Focus Group No. 1 Meeting Notes

## Introductions

### *How did you travel to this meeting?*

- Walked (2)
- Rode bus (2)
- Biked (1)
- Drove in car (5)
  - Drove alone (2)
  - Carpool (2)
  - Family member dropped off (1)
- Responded in writing due to schedule conflict (1)

### *Why is transportation important to you?*

- Safety of students
- Access to education
- Transportation advocacy
- Ability to travel local
- Access to jobs, school, and activities
- Safety of family
- Neighborhood improvements
- Mobility for people with disabilities
- Walking/biking
- Taxi drivers (highest concentration in City Heights)
- Cost of transit (particularly for low-income families with children)
- Need for more bike lanes
- Difficult to travel without car when working late hours

## Barrier Discussion

### *Walking*

- One-hundred percent of the focus group members walk daily; one skateboarders regularly.
- Missing, uneven, cracked sidewalks:
  - One participant complained that city policy assigns financial responsibility of sidewalk installation, where none exists, to the homeowner.
  - Missing sidewalks are dangerous for those who cannot navigate uneven surfaces, especially the elderly, as it forces them to walk on the street.
  - Four members have fallen due to ill-maintained sidewalks, two requiring medical attention (broken finger; lacerated knee).
  - Complaints about how sidewalks are better maintained in other parts of the city where residents are more litigious and hold the city liable for accidents.
  - Overgrown vegetation (branches) over sidewalks is very problematic for vision-impaired pedestrians.

## **Walking (Continued)**

- Steep driveways and curb cuts force wheelchairs into street or parking lot rather than on safer sidewalk.
- Crossings:
  - Drivers can be aggressive even at intersection crosswalks
  - Not enough crosswalks along portions of University Avenue and El Cajon Boulevard
  - Member who is 100 percent blind commented on the difficulty of crossing the street without assistance due to traffic noise in urban environment. It is very difficult for him to differentiate traffic flow given volume of background noise. Audible crosswalk signals greatly assist vision-impaired pedestrians.
- Walking at night:
  - Dangerous due to lack of lighting, pedestrians say they can't see the sidewalk
    - Complaints about how neighborhood is less lighted than other areas within the city
  - Safety concerns due to fear of crime victimization, especially among females. Even males prefer not to walk alone.
  - Where lights do exist, they are often cobra lights rather than pedestrian-scale lights

Solution offered: MAD (maintenance assessment district) allowed for installation of mid-block lights along El Cajon Boulevard. In addition, residents can be educated and organized in how to ask for what improvements they want.

## **Biking**

- Three members bike regularly
- Street environment:
  - Generally congested with vehicles
  - Congestion, plus concern about doors of parked cars opening pressures riders to ride in the 'door zone' or to ride in the traffic lane, which elicits harassment from drivers = stressful experience.
- Lack of bike lanes
  - Novice youth rider feels like she doesn't belong on the sidewalk nor the street and would prefer a bike lane
  - Side streets offer alternative route with less congestion, less exhaust, but can be slower
  - Members agreed green painted bike lanes are more visible
  - Potholes and ruts demand riders to maintain constant vigilance rather than being able to enjoy the surroundings
- Education:
  - Complaints about riders breaking traffic laws
  - Three-foot law cited as an example of a possible policy example for solutions
- Biking at night:
  - Potholes become a greater obstacle due to limited visibility
  - Riders worry greatly about being seen by drivers even with bike lights

## **Transit**

- Three members ride transit regularly
- Overcrowding: City Heights buses and the Trolley's Blue Line often are "packed"
- Weekend Schedule:
  - Routes too sparse (e.g. Route 10 doesn't run on Sundays)
  - Routes too infrequent (every 30 minutes rather than every 15 minutes during peak hours)
  - Many City Heights residents work on weekends
    - One member recollected instances when she and other regular transit riders to Point Loma jobs realized that Route 10 wasn't coming and decided to share a taxi to get to work
- Trolley design is too difficult for strollers, bikes, etc.
- Trolley security is insufficient to deal with fights, foul language
- One member is disappointed that *Rapid* 215 is slower to downtown destinations than former Route 15
- *Rapid* 235 touted as a successful, rapid experience
- Buses often run late, causing commuters to be late to work
- Too costly
  - A month pass for a low-income single mother and her children is cost-prohibited, especially due to costly housing burden in San Diego
  - ADA Transit (MTS Access)
    - Senior and disabled fare considered affordable and suggested as a possible fare for low-income riders

Why is the "Monthly Pass" available only for calendar month, rather than for 30 consecutive days? Or, even better, for 30-single day passes? One member feels like this is a scam, especially to limited-English speakers, due to confusion that a "Monthly Pass" bought on February 9, is only good for 20 days, until the end of the calendar month.

## **Taxi**

- Highest density of taxi drivers reside in City Heights
- Taxis are part of our regional public transportation system and overseen by MTS
- As one of the most expensive taxi services in the country, second only to Honolulu, it's no surprise that the cost of taking a taxi in San Diego is the primary barrier to local residents using taxis
- Lack of local taxi stands
- Few ADA taxis
- Used in City Heights only in emergencies due to high cost, or rare trips to airport
- Unsure of whether a taxi can park in a disability zone, as parking to pick up the blind (and others with disabilities) has posed a barrier
- Distrust of whether taxi driver will take the most direct (cheapest) route to destination
  - Vulnerability to overcharges is exacerbated when
    - Customer doesn't speak English or doesn't know way to destination
- Jitney or taxi-share model not available

## Supplemental Notes

One focus group member provided written responses in lieu of in person participation due to schedule conflict. Below are the participant's responses to written questions.

### ***What methods do you currently use to travel to local and regional destinations? Do these methods work or can they be improved?***

Currently I am multi-modal and use whatever means necessary depending on distance, energy level, tasks for the day, and if I have to look really polished for a special meeting or event.

I will use a car for long distances with no reliable/reasonable bus routes, in terms of how much walking I have to do from my home to the bus stop, and from the last stop to the final destination.

I use a bike for shorter commutes around urban-cores and places where I feel safe biking. I walk and take the bus/trolley if I am going to downtown/Little Italy, where parking is tough to find/expensive.

I also like to walk and take the bus/trolley if I don't want to worry about leaving my bike in public places for too long or for nighttime events.

### ***What are your primary local and regional destinations (groceries, medical, social, job, school)?***

I live in La Mesa and so I frequent City Heights and La Mesa for groceries and medical appts. For my job, social activities, and education, it ranges: North Park -- downtown -- La Jolla -- anywhere really.

### ***Are there challenges to travel to these destinations (limited access to private vehicles, limited transit service options, safety, cost)?***

Definitely are challenges, especially when gas\$ is a factor and also parking costs. My work tends towards the nightlife and so I can get off work any time after midnight and know that the buses have stopped running. And Uber/Lyft is not a financially sustainable option, and driving is getting to costly to maintain (carless soon after the Cash for Clunkers paperwork is received). Therefore when you are left with a bike with no bus times after midnight and have to get from a place like downtown to La Mesa, it can definitely change your lifestyle and income.

I have also had a lot of employers tell me that they de-prioritize applicants that do not have a car (i.e.: Do you have reliable transportation to and from work?).

### ***How would you like to improve transportation to and from our City Heights community?***

I would also suggest a car-share program for certain immigrant communities. Like having a van that folks can all have a stake in and share the costs and the benefits, and have it run on clean fuel (vegetable oil/biochar/electric). Having a combination of new and clean tech with old school DIY bikes will create a buzz in City Heights and more funds will pour in to sustain these pilot programs.

***How would you like to improve transportation/mobility within our City Heights community?***

Having multi-lingual interactive map stations at major transit centers/nodes (i.e.: Balboa Park) that the public can intuitively use and pick their language. From the interactive map one can search for local things/services/shops and it will boost the economy within City Heights and encourage more foot traffic and circulate money within CH.

I would like to improve transportation to and from City Heights by creating a safe bicycling program for school kids and getting more parents (mainly refugees) acquainted with bikes. In working with refugee students, the majority do not have cars, but empowering this sector of society can change a lot of things. People will leave their homes more and we will see a variety of bikes (cargo bikes, trailer attachment) around City Heights to be able to tow groceries, water jugs, vegetables, etc.) It can have a great social effect, social cohesion, and may be a catalyst to other group formations. Whether that be starting a book club or a corner community garden, or something as simple as saying "Hello".

***Your thoughts on current public transit services? What works well? And not-so-well?***

It is definitely getting better that is for sure, yet the costs are high. Especially given the fact that the streets have been designed for only cars and subsidized as such, it makes logical sense to me that the fares are to be lower to meet those in the lower socio-economic strata. If a family of 4 want to go from City Heights to Balboa Park, with all the kids being over 5, it would cost them \$20 for all day passes. That is way too much money seeing as how that is half a tank of gas. Ideally, if taxes weren't going to fund endless wars we wouldn't have these problems.

Rapid buses are good - although some do not run on the weekends so it is geared for the working people mostly and not for the random patrons that may want to go somewhere on the weekends at a 'rapid' pace.

# Focus Group No.2 Meeting Notes

## Welcome

### **Icebreaker:**

### **Describe any mobility barriers you encountered in the last month**

- Mary who rides a motorized scooter, but who can still, and regularly does, drive, shared that she almost tipped in her scooter on her way to the 54th Street bus stop due to “treacherous” sidewalk conditions on the south side of El Cajon Boulevard between 52nd and 54th streets (she lives in an affordable senior housing development on 52nd Street). After that experience, on her return trip, although she disembarked on the south side of El Cajon Boulevard at 54th Street, she crossed to the north side of El Cajon Boulevard where there is a “world of difference” in sidewalk conditions and then crossed back again to the south side at 52nd Street to get home.
- Mary also witnessed a skateboarder and vehicle collision in the driveway to her complex, there was no injury.
- Marco who drives, shared that at 44th and University, he watched an older female pedestrian try to cross at the crosswalk, but no drivers would stop. This made him “feel bad for the lady,” as no one showed “respect” for her.
- Randy shared that he watched a mailman pedestrian cross El Cajon Boulevard at an unmarked legal crossing, where one driver stopped, but the other traffic lane vehicles did not, no refuge available to him.
- Patrick mentioned that he has seen drivers getting confused with the new Mid-city *Rapid* bus lane on Park Boulevard near University Avenue.
- Cristobal, a Hoover High School student, shared that as he was biking north on Highland to school, a driver made a right-hand turn right in front of him, nearly causing a collision. He and others reported this is common driver behavior.
- Bryan, a Hoover High School teacher, reported too many preventable pedestrian accidents happen. He mentioned a recent fatal accident near his home.
- Sarah, a taxi advocate, shared that she is pleased that when she travels to Oakland soon, she’ll “be able to get right where [she] needs to go” from the airport using BART, even though she isn’t a transit rider at home in SD.
- Lemma, who is completely blind, recently moved and needs to retrain so that he can understand and navigate his new neighborhood (just east of 54th Street). Lemma shared that his general concerns about the built environment when he walks are overgrown branches hanging over sidewalk and new (unexpected) construction blocks.

## Barrier Discussion

### *Transit, Cont'd from 2/11*

- Marco lamented that it takes two hours by bus to get from 28th Street to Fairmount + University Avenue versus a ten-minute car trip. Wait time between transfers can add a lot of time to a trip, and he stated that “bus routes can feel a lot like a tour.”
- The group mentioned several destinations outside City Heights including: San Diego State University (SDSU), regional shopping centers (Fashion Valley, University Towne Center, Plaza Bonita, Parkway Plaza), Kroger Center, Northgate
- There are a large number of grooming businesses and restaurants in City Heights
- City College and SDSU are easy to get to by transit; other colleges and universities are hard to reach
- Bus travel for work is difficult
- Sarah commented that part of the transit challenge is the lack of available living wage jobs in or near Mid-City, which would be easy to access by transit.
  - She suggested bringing living wage jobs to City Heights would be a solution to this geographic mismatch.
- Mary shared that she uses MTS Access for a monthly shopping trip to Grossmont Center. She said that advanced, thoughtful planning is necessary for both short and long trips.
- Alma, who is transit dependent, explains that the long duration of her work commute to Point Loma is difficult.
- In addition, Alma explains that Route 955 south is often late, causing her daughter to be late for school. She sees buses come one right after the other because one is running late.

### *Transit fares*

- Alma insists that the transit daily pass and monthly pass are too expensive for low-income families, particularly for single-parent families.
  - She has witnessed a mom with three children pay for the adult fare, but not have fare for her third child (first two are free on weekends). The woman questioned the driver, “What am I supposed to do, leave one of my kids here?” Alma ended up paying for the child.
  - She suggests that the adult fare is reasonable, but that the senior rate is fairer for youth and students
  - She also suggests that unaffordable fares are a barrier to accessing better schools
    - Possibly the fare for minors could be free or discounted only Monday through Friday, like Boston
  - Group agrees with Alma
- Dennis floated the idea of a Family Transit Pass to the group, which the group received well.
  - The Family Pass pricing strategy could mimic a shared cell phone plan or a museum family pass, and be used by unaccompanied youth.

- Alma believes if the pass was affordable, people like her low-income, single mother friend would buy their own pass, rather than borrowing friends' passes from time to time.
- Jesus, a Hoover High School student, shared that SDSU provided him a "class pass" to ride the bus to and from SDSU for a college course he is taking.

### **Taxi vouchers**

- Sarah shared that there are state subsidized taxi vouchers available (primarily for medical travel and the military).
- Seventy-one percent of the taxi drivers in San Diego are African immigrants, most of who live in City Heights.

### **Emergency transportation**

- Lemma had an experience with a very sick family member and their only option for transport was a very costly ambulance. He is concerned about the financial burden of such expenses and would like to explore alternatives.
- Sarah commented that part of the transit challenge is the lack of available living wage jobs in or near Mid-City, which would be easy to access by transit.
- She suggested bringing living wage jobs to City Heights would be a solution to this geographic mismatch.

### **Biking**

- The Spanish translator shared that there are few bicycle routes to cross Interstate 8 (I-8) and less to cross State Route (SR 94).
- Topography for biking can be arduous. Mirella described her experience as a novice biker, making her first trip from home in City Heights to Lincoln High and not being prepared for the incline gains.
- Bryan Voeltner shared that Hoover students have expressed interest in bike sharing.

### **Walking**

- Alma lamented that she regularly sees a neighbor riding her motorized scooter on their residential street because there are missing sidewalks.
- Bryan, Hoover High School teacher, reported that one of his students was robbed at gunpoint this month as he was walking at night.
- Daylight savings has allowed Jesus to walk home at night because he doesn't walk alone in the dark.

### **Driving**

- Marco reported that he has to drive defensively in his City Heights neighborhood to avoid collisions due to unsafe driving behaviors of other motorists, which he suspects they bring from their homeland.
  - He suggests more driver education about the rules of the road.
- Marco noted that there is severe traffic congestion at the Interstate 805 (I-805) South/SR 94 East interchange, as well as near the I-805/Interstate 5 interchange.

### **Bike – Ride – Car Sharing**

- Dennis asked group about bike/ride/car sharing, and most expressed general interest, but little conversation ensued. Primary barrier to these programs is affordability.
- Perhaps bike sharing could be piloted at affordable housing apartments or schools, and funding could be secured through philanthropic or health-oriented funders.

# Focus Group No. 3 Meeting Notes

## Review of Draft Toolkit

Half of the focus group participants didn't review the draft Toolkit document prior to our meeting— which, in my mind, underscores the need for a concise, picture- and graphics-heavy Playbook that is developed for use by EJC residents.

We focused the conversation on how to use the Toolkit, by walking through the community engagement steps, which was very productive in strengthening this section:

- Retitle No. 1 from 'Make a Service Request' to 'Report a Problem'
- Merge No. 2, 3, and 5 into one step on 'Joining the community conversation'
- No. 9 - Include engaging police, city departments, elected's representatives, not just elected
- Merge No. 10 and 11
- 'Add Step on Build Your Case'- Document the barrier: get data, do research, take photos, create a map

## Playbook Design Brainstorm

- Contact info for key electeds and city departments
- Website to find electeds by address lookup  
(Something like [http://act.commoncause.org/site/PageServer?pagename=sunlight\\_advocacy\\_list\\_page](http://act.commoncause.org/site/PageServer?pagename=sunlight_advocacy_list_page))
- Contact info for community and advocacy groups
- Pictorial directory of which department or agency to call
- Web link for further resources – where we can list a bunch of resources
- Before & after photos of implemented solutions
- A short script for a resident maybe making their first call to the city or a city official
- Etiquette tips
- Overview of local budgeting timeline
- Overview of the local planning processes and timelines
- Statistics like TIMS
- Hotspots like most dangerous intersections
- Know your rights/local laws

## **Parking Lot for Future Research/Advocacy**

### ***Lemma***

Lemma is completely blind. He gradually lost his sight, so he has a keen perspective into mobility solutions for the visually impaired. He also has received extension mobility training through the Department of Rehabilitation's Blind Field Services. He independently traveled to SDSU on bus and MTS Access while completing a college degree. Lemma brought up how hard it is to find the yellow square that indicates where to board and disembark from the first car on the Trolley. He suggested that there is a truncated path from the Trolley car to the station exit. He says it is very difficult to find the station exit and cannot do it independently without more cues (he used the SDSU station as his example).

- Lisa Madsen mentioned that she might have a contact at MTS with whom he could discuss his idea

### ***Marco***

Marco is frustrated by the number of semi-trucks that use his residential street (Menlo Avenue) to cut through from University to El Cajon Boulevard. He is not sure if there are traffic laws in place to prohibit this kind of traffic.

### ***Alma***

Alma is concerned for students (and other peds) at Oak Park Elementary who have to cross four lanes of high-speed traffic to reach their MTS bus stop across the 54th Street. There is no traffic signal, no crosswalk, and drivers do not obey the 25 mph speed limit when children are present.

### ***Mylinh***

Mylinh is a senior at Hoover High. She regularly walks home from school and has noticed that the sidewalks are very narrow and it is difficult to walk side by side with a friend along sections. She also noticed trash gets in the way of her walk, and could be a hazard to those with disabilities.

# Appendix B



# Community Workshop No. 1 Notes

## Community Workshop No. 1

Community-based outreach team for SANDAG's San Diego Forward: The Regional Plan  
 April 22, 2015  
 9:30 to 11 a.m.

Comment I.D.	Community	Comment	Theme
1	El Cajon Community Collaborative	The underpasses under I-8 are dangerous and poor lit.	Ped safety
2	El Cajon Community Collaborative	Both El Cajon trolley stations were built in industrial areas, where residents feel unsafe and complain that they are hard to access	Transit safety
3	Casa Familiar - San Ysidro	In general, the long duration of routes from San Ysidro to destinations is problematic for residents. For example, it takes 2 hours to get to SDSU using transit. Work commutes require a lot of time. And the routes have high volumes	Time cost of transit
4	Casa Familiar - San Ysidro	Freeways and trolley tracks have created divisions in the neighborhood, separating residents from parks and other amenities though they are within eyesight.	Ped accessibility
5	Vista Community Clinic	Insufficient lighting for pedestrians, poorly maintained sidewalks	Ped safety
6	Vista Community Clinic	Transit center has insufficient light and residents feel unsafe	Transit safety
7	Abled-Disabled Advocacy	Curb ramps are important for disabled and visually impaired users. Although the 'bath mats', those truncated domes installed are ramps are both loved (by visually impaired) and hated (by wheelchair/scooter riders).	Ped accessibility
8	Linda Vista Collaborative	Linda Vista needs more traffic calming, especially around school zones. She feels like most arterials are pretty safe, but the side streets have poor sidewalks, lack curb ramps, and there are poles in the middle of the sidewalks, forcing strollers, wheelchairs, or people with carts into the street.	Ped safety
9	Linda Vista Collaborative	Non-English speakers complain about the 'cost' of getting lost on transit due to language barriers	Language
10	Casa Familiar - San Ysidro	As a member of the Planning Group for 14 years, he as seen a lot of conflict between the interests of business, smart growth, and government. Business owners tend to not like change.	Coordination

Comment I.D.	Community	Comment	Theme
11	Casa Familiar - San Ysidro	The San Ysidro Port of Entry expansion includes a plan for a pedestrian bridge crossing. This project is mired in the complexity of multiple levels of government trying to coordinate - the Federal government took the lead, but must work with the state, and the city. The complexity of coordination slows down such projects.	Coordination
12	El Cajon Community Collaborative	The lack of coordination between the Utilities and Re-paving roads creates patched streets and poor road conditions in El Cajon (and elsewhere).	Coordination
13	El Cajon Community Collaborative	The Arabic-speaking women chose not to ride transit due to cultural values of staying close to home, plus it is difficult to restrain children on a bus	Transit safety
14	El Cajon Community Collaborative	Riders prefer the trolley over the bus because there is security present.	Transit safety
15	Abled-Disabled Advocacy	Most disabled people he works with use a personal car (or a friend's) rather than transit due to convenience. Also, he said many disabled don't live within 1/4 mile of a bus stop to be eligible to use MTS Access or Lift in North County [AB note: Would be interesting to know if this was an issue in EJ communities (perhaps in the rural areas).]	Transit access
16	El Cajon Community Collaborative	Carol had just conducted a focus group with Arabic speakers about SANDAG's Language Assistance Program. Focus group participants shared that many people may not use transit due to their lack of English - its just easier to walk or rely on friends/family with cars.	Transit access
17	Casa Familiar - San Ysidro	Cost of transit is reasonable for adult commuters, but you add in a few kids and the cost becomes prohibitive to families	Transit cost
18	El Cajon Community Collaborative	Transit service is limited and very costly to rural users. Carol said that it would cost \$22 to get from Alpine to San Diego round-trip.	Transit cost
19	Abled-Disabled Advocacy	Marc suggested YARTS as an example of rural public transportation	Transit access
20	Chula Vista Community Collaborative	Buses are often late, so people choose to walk long distances rather than just sit and wait	Time cost of transit
21	Chula Vista Community Collaborative	Bus drivers are often rude	Transit
22	Vista Community Clinic	Directly from her recent focus group with Spanish-speakers for the SANDAG Language Assistance Plan, Carmela shared that in Vista bus service is inconsistent, late, and multiple buses will arrive at a stop at the same time. Users like the Sprinter because it is more reliable. Many shared experiences of dealing with rude bus drivers.	Language

Comment I.D.	Community	Comment	Theme
23	El Cajon Community Collaborative	Bus drivers are often rude	Transit
24	Linda Vista Collaborative	Kim personally feels like the fact that she can't go on-line and load a few day passes on her compass card is a real deterrent to choosing the bus. She doesn't need a monthly pass and she doesn't carry cash.	Transit cost
25	El Cajon Community Collaborative	Carol shared about how well the community worked together to oppose a new power line [I didn't catch its name in my notes.] Sometimes plans seem abstract or projects are too out in the future, which makes it challenging to organize community members. In this instance the issue was clear and immediate and the community rallied.	Outreach
26	Vista Community Clinic	Erica has heard complaints that some bus drivers may have been hired because they are bilingual, but they respond to Spanish-speaking people indicating that they don't speak Spanish. It would be nice to have 'Hablo Español' printed on Spanish-speaking bus drivers name cards.	Transit access
27	Casa Familiar - San Ysidro	It makes sense to build complete streets in older, denser communities where households own fewer cars - and to prioritize infrastructure improvements in such communities	Ped safety
28	Vista Community Clinic	Too often developments meet the minimum requirement without fully realizing the complete street vision for all users.	Ped safety
29	Casa Familiar - San Ysidro	Seed funding would be useful for successful community outreach - for both the organization that organizes the community AND funding for some infrastructure improvement that could energize and create momentum for resident engagement. Residents need to see they can make change. Small wins can help them stay engaged over the decades-long process of infrastructure planning and implementation.	Outreach funding
30	Casa Familiar - San Ysidro	Use non-profits to expand mobility solutions, for example a shared vanpool that shuttles residents to the different social service facilities in a community. Casa Familiar is located far from a transit stop and would be interested in a shared-shuttle service.	Shuttle
31	Casa Familiar - San Ysidro	Crucial for residents to understand the long-term process for planning improvements, organizers and leaders need to rally residents around projects that nearly ready for implementation, using the grassroots base as pressure to tip project into implementation. Manage expectations - be clear and realistic	Outreach
32	Casa Familiar - San Ysidro	Border Healthy Equity Study funded by Caltrans is a good example	Best Practice

Comment I.D.	Community	Comment	Theme
33	SANDAG	SANDAG has helped fund the Resident Leadership Academies (RLAs) around the County to develop a core group of civically-engaged EJC residents. Jane points out that a common funding source coordinated between SANDAG, cities, and the County could be powerful. In Chula Vista, the RLA almost folded after losing funding from the County, but the School District was able to support the program.	Outreach funding
34	SANDAG	The CBO Network is a group of non-profits contracted by SANDAG to conduct community outreach for the San Diego Forward regional plan. The work is funded as a line item in the regional plan, not as a grant. This could be a best practice.	Outreach funding
35	SANDAG	Perhaps community-based collaboratives could be contracted by agencies to conduct the EJC-engagement as part of their Communications Budget. Rather than hiring just a communications consultant, include room in the budget for contracting with CBOs, who are uniquely situated within communities, to do effective engagement.	Outreach funding
36	Vista Community Clinic	Municipalities don't do outreach, they just send out Notices that are confusing and hard for the general public to understand	Outreach
37	Casa Familiar - San Ysidro	CBO Network allows organizational flexibility to highlight community needs and issues	Outreach
38	El Cajon Community Collaborative	Municipalities and utilities will come to our Mountain Empire Collaborative to ask for our support in public outreach, so they acknowledge our expertise, but they don't provide funding - unlike the marketing + communication consultant line item.	Outreach funding
39	SANDAG	The new SANDAG Smart Growth grant now requires that CBO subcontractors to perform outreach	Outreach funding
40	Casa Familiar - San Ysidro	As a former director of Chula Vista Redevelopment, David knows that Chula Vista and other cities are still asking "How do we get residents involved?" David believes municipalities should work with local non-profits or create their own non-profit to do quality engagement. Residents will interact very differently with a trusted organization versus a city planning department.	Outreach funding
41	SANDAG	FTA, TRB, and FHWA all have engagement handbooks, but they are lacking	Outreach
42	Abled-Disabled Advocacy	Resident Leaders need to be educated on the 'playing field' of local government	Outreach
43	El Cajon Community Collaborative	Many collaboratives offer RLAs, but there is little funding for follow-up work after the RLA program	Outreach funding
44	SANDAG	Jane has reviewed RLA curriculum and notes that upon completion of the RLA curriculum, which is really just a powerpoint slide deck, residents are still unclear on how to push to get a project complete. They need real experience, not just a presentation	Outreach

Comment I.D.	Community	Comment	Theme
45	Linda Vista Collaborative	There's always the question of RAL funding sustainability.	Outreach funding
46	Linda Vista Collaborative	There's also the challenge of very varied education levels of RLA participants.	Outreach
47	Linda Vista Collaborative	Kim found support for learning how to get a new crosswalk installed from Circulate San Diego, but she thinks it would be useful to have a "How to Guide" for common projects and policies that describe the many steps and parties involved.	Toolkit
48	Abled-Disabled Advocacy	Marc suggested looking at the Cal Gold database tool available through the Governor's Office of Economic Development as a best practice example of a tool that can organize a lot of related but disparate information (like that required to get a project implemented). Such a tool could provide key contact information by Geography.	Toolkit
49	Casa Familiar - San Ysidro	David is interested in getting a Border Fellowship started to vet resident leaders for sustained change. He currently is working with UCSD on the Blum Cross-Border Fellowship. Fellowships can provide experience and training to emerging leaders	Solution
50	Linda Vista Collaborative	USD is offering graduates of the Bayside Community Centers RLA to audit classes at USD for free.	Solution

# Community Workshop No. 2 Notes

## Community Workshop No. 2

Community-based outreach team for SANDAG's San Diego Forward: The Regional Plan  
 December 16, 2015  
 9 to 11 a.m.

Comment I.D.	Community	Comment
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### ***What sort of brochure would help you in your mobility work?***

1	Vista Community Clinic	Mini case studies that include before and after photos of what regular folks have been able to do in their neighborhoods would be helpful.
2	Vista Community Clinic	Including a resource person that a regular person could call for advice and guidance would be helpful; maybe Circulate SD?
3	Linda Vista Collaborative	A flow chart that visually lays out the process for how to make neighborhood improvements would be helpful
4	Linda Vista Collaborative	A script for how to make that initial phone call could alleviate some of the barrier of not knowing what to say.
5	SANDAG	A glossary of terms that translates planning and engineering vocabulary into laymen's terms.

### ***What are the barriers that keep EJC residents from requesting and achieving mobility solutions?***

6	Vista Community Clinic	The residents she works with become discouraged because nothing changes despite their requests. They have worked on problems for "years and years", yet nothing has been done to address these concerns. This discouragement becomes a barrier to engagement. People feel like they are being asked to participate in "just another program that needs our input, but no change happens".
7	Vista Community Clinic	Include examples of treatments that are easy to install, and differentiate between long-term goals like a bridge and shorter term, intermediate goals like a painted crosswalk. Managing residents expectations is an important step toward avoiding burnout/discouragement.
8	SANDAG	Perhaps include a degree of difficulty rating system similar to how recipes have stars to indicate whether a recipe is easy-moderate-difficult.
9	IRC	Cautioned us to be sensitive to the possibility of deterring residents to ask for needed improvements due to a high difficulty rating.
10	Vista Community Clinic	Carmela works directly with low-income residents in Vista. One group wanted to get a speed bump installed near an elementary school, but the group's efforts were blocked by the local neighborhood association. Consider how the Toolkit and the Playbook can address 'opposition': what to do when you confront (inevitable) opposition.
11	Linda Vista Collaborative	Perhaps the Vista resident group could have researched other traffic calming treatments.

Comment I.D.	Community	Comment
12	Vista Community Clinic	Provide guidance on how residents can learn about the existing plans and projects that are already underway.
13	SANDAG	One place to find information is the community plan - the City of SD has a webpage for each community with links to the (often outdated) community plan.

***How would you use a Resident Mobility Playbook?***

14	Linda Vista Collaborative	Linda Vista Collaborative would use the Playbook in conjunction with their RLA units on the built environment. The Playbook would help drive home the lesson that "you can be your own advocate". This directly aligns with their mission to empower their community, by providing a resource that can be used to send residents out into the neighborhood to make change. (She noted that RLAs are currently unfunded, and this is an ongoing funding need.)
15	Linda Vista Collaborative	Prefers an editable document, a build-your-own playbook design that could be customized by each CBO using local photos and highlighting local issues. Kim said she personally would take the time to customize such a helpful resource.
16	SANDAG	Include a fillable pdf with a blank box with local key points of contact, meeting dates.
17	Vista Community Clinic	Being able to customize the Playbook is important to be useful. Include an editable white space to include the local key points of contact, recurring meeting dates, current issue/campaign issue, local photos.



# Appendix C



# City of San Diego Pedestrian Master Plan Report (Executive Summary)

**Report Date:** December 2006

**Author(s):** City of San Diego

**Project Goals/Purpose:**

- Guide the way the city plans and implements new or enhanced pedestrian projects
- Identify and prioritize pedestrian projects based on technical analysis and community input, and improves the city's ability to receive grant funding for implementation
- Vision: "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

**Key Issues:** Safety, accessibility, connectivity, and walkability

## **Findings**

**(of relevance):**

### *Recommendations for Policies/Policy Amendments*

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

### *More Recommendations*

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

# Mid-City Communities Plan

<b>Report Date:</b>	August 4, 1998 (last amended May 2005)
<b>Author(s):</b>	City of San Diego Community and Economic Development staff
<b>Project Goals/Purpose:</b>	<ul style="list-style-type: none"><li>• Supplement the City of San Diego Progress Guide and General Plan</li><li>• Identify specific community issues and policies</li><li>• Identify a “vision” for the future development of the area</li></ul>
<b>Key Issues:</b>	Economic development, land use, public facilities and services, transportation
<b>Findings (of relevance):</b>	<p><i>Transportation</i></p> <ul style="list-style-type: none"><li>• While there is frequent bus service, service to many areas outside of Mid-City, including most employment areas, is poor, and is recommended for improvement.</li><li>• To better meet the communities’ transit needs, Trolley service is recommended on State Route 15 (SR 15) and should be re-evaluated for its feasibility on El Cajon Boulevard. A Trolley-shuttle system along University Avenue is also recommended for study.</li></ul> <p><i>City Heights Issues</i></p> <ul style="list-style-type: none"><li>• The very high demand for public transit outstrips the available service</li><li>• Commercial parking is deficient with on-street parking overflowing into the neighborhoods</li><li>• Sidewalks and water and sewer lines are deteriorated</li><li>• Street trees are lacking</li><li>• The social and cultural needs of the culturally diverse sectors of the population need to be addressed</li></ul> <p><i>Recommendations (Mid-City in general)</i></p> <ul style="list-style-type: none"><li>• Encourage patterned crosswalks at intersections to reduce vehicle speeds</li><li>• Repair and improve sidewalks including pop-outs at selected intersections</li><li>• Provide adequate lighting for vehicles and pedestrians. Pedestrian-oriented acorn lights should be provided in very active pedestrian areas. Mid-block lighting programs should be expanded.</li><li>• Institute traffic calming improvements to establish a more efficient vehicular and pedestrian transportation system and more livable neighborhoods</li></ul> <p><i>University Avenue Recommendations</i></p> <ul style="list-style-type: none"><li>• Provide improved traffic circulation and angle parking</li><li>• Restore the historic Trolley from Downtown San Diego to the Euclid Tower</li><li>• Improve the pedestrian experience with street trees, attractive bus stops, and specially designed directional signage</li><li>• Pave alleys and develop mini-parks or urban plazas as settings for seating, eating, and people watching</li></ul>

### *El Cajon Boulevard Recommendations*

- Establish light rail transit service from downtown to SDSU
- Provide streetscape features to improve vehicular, public transit and the pedestrian experience for public transportation users. Features include street trees, paving patterns, landscape buffer, attractive bus and Trolley stops, directional signage, a new neighborhood park, off-street parking.
- Off-street parking should be confined to the rear of buildings, with access from the side streets to reduce driveway conflicts with Boulevard traffic.
- Convert vacant lots for parking and link them so they may be used by various users

### *43rd Street and Fairmount Avenue Recommendations*

- One-way traffic should be engineered to encourage pedestrian movement
- Encourage wider sidewalks
- Plant additional street trees to mitigate heat gain resulting from paved surfaces
- Establish angled parking bays to narrow the street travel way, reduce speed, and increase parking capacity for businesses.
- Provide pedestrian-oriented “acorn” streetlights south of Meade Avenue
- Provide enhanced paving intersections to encourage pedestrian crossings, and discourage vehicle speeding, through greater pavement “friction”

### *Euclid Avenue Recommendations*

- Do not permit large curb cuts. Instead, encourage no curb cuts or single-loaded one-way curb cuts linking the street with the alley, where most of the parking should be accessed.
- Install pedestrian-oriented “acorn” lights to provide pedestrian safety and light up the street
- Maintain on-street parallel parking
- Enhance pedestrian crosswalks with patterned pavers to more clearly designate pedestrian movement and street crossings

### *Home Avenue Recommendations*

- Enhance auto-related commercial uses through perimeter landscaping and walls that buffer such uses from the street
- Enhance the streetscape through sidewalk landscaping and street median landscaping
- Provide a combination of auto- and pedestrian-oriented lighting
- Enhance crosswalks with patterned paving at key areas where there is an opportunity to link the east and west side of the streets
- Provide sidewalks where missing

### *54th Street/Euclid Avenue Recommendations*

- Line the street with street trees to encourage walking and reduce heat gain
- Install pedestrian-oriented acorn lights to enhance the sidewalk and pedestrian environment
- Enhance paving at crosswalks to encourage pedestrian movement and reduce vehicle speed
- Provide a pedestrian/bicycle bridge over 54th Street at Chollas Station Road to establish a safe and convenient link between Chollas Lake Park and Chollas Creek

### *Transit Recommendations*

- Provide fixed rail transit on Interstate 15 as soon as possible (currently under study by MTDB)
- Reevaluate the feasibility of a fixed rail transit corridor along El Cajon Boulevard or adjacent east-west streets
- Consider the expansion of express bus service in Mid-City, linking the population centers to major activity centers in San Diego
- Enhance existing urban level bus service to the extent possible by increasing the frequency of service, adding express service, reducing headway between buses, allowing buses to preempt traffic signals, and improving transit stops and surfacing of streets along bus routes.
- Consider the feasibility of restoring the fixed rail service on University Avenue between I-805 and Euclid Avenue, or provide a “rubber tire trolley” service.
- Provide bus shelters on all transit corridors
- As a major north-south transit route, there should be no reduction in service along 54th Street

# City Heights Planning Studies

## Euclid Avenue Revitalization Action Program

**Report Date:** April 2000

**Author(s):** City of San Diego Planning and Development Review Department (Michael Dunn, Vice Chair City Heights Area Planning Committee and Chair of the Euclid Avenue Revitalization Action Plan)

**Project Started:** March 1999

**Project Goals/Purpose:**

- Stabilize the Euclid Avenue corridor by enhancing the physical condition of public spaces, encouraging investment that is complementary to the character of surrounding development, and reducing the negative impacts of high-traffic volumes and incompatible land uses
- Pursue improvements in traffic conditions and the visual quality of the public right-of-way
- A central recommendation of this program is that the existing roadway not be widened as recommended by the Mid-City Communities Plan

**Key Issues:** Traffic/circulation improvements, visual and streetscape improvements, code compliance and new zoning regulations, community promotion

**Findings** *Traffic/Circulation Improvements*

**(of relevance):**

*Principles:*

- Do not widen Euclid Avenue, except at key intersections where traffic volume requires additional space for turning lanes
- Limit parking through red-curbings at major intersections to improve sight lines for cross traffic and provide turning lanes as needed
- Establish “Keep Clear” zones at intersection where grid-lock is a chronic problem in order to allow even traffic flow
- Provide a visual delineation of parking and travel lanes
- Construct landscaped “curb extensions” to protect parking areas and “bulb-outs” at intersections to shorten the crossing distances for pedestrians
- Install all-way stops at key intersections to permit cross-traffic movement and to establish a rhythmic traffic movement
- Establish pedestrian cross walks at all-way stops and traffic lights
- Relocate the traffic signals at Euclid Avenue and Wightman Street to better control traffic at the off-set intersection
- Construct dual auto-oriented and pedestrian oriented street lights to provide adequate lighting for all users of the right-of-way
- Modify the intersection of Euclid Avenue with Home Avenue by realigning the east leg of the intersection, to establish a ninety degree intersection. Landscape the surplus area to create a “gateway” to the Euclid Avenue corridor and establish an entrance into the neighborhood
- Provide continuous sidewalks throughout area

*See Figure 1 on the next page for a recommendations table from this study*

Figure 1 – Euclid Avenue Revitalization Action Program – Recommendation Tables\*

<b>TRAFFIC IMPROVEMENTS: Prioritized Recommendations</b> 					
Recommendation	Implementation	Lead	Schedule	Status	Cost
Maintain current curb-to-curb and right-of-way dimensions of Euclid Ave.	Focus on enhancing the character of the area through street scape improvements within existing right-of-way.	City	FY 2001	Incorporated as RAP principle. Mid-City Communities Plan amendment to be processed.	No direct costs.
Reduce speeding throughout study area.	1) Increase traffic enforcement efforts.	City	Ongoing	Referred to Police.	Budgeted
	2) Reduce speeds on Euclid Ave. through education, signage, traffic enforcement and physical traffic calming measures.	City	FY 2001	Traffic Engineering analysis indicates that periodic enforcement by police will improve compliance.*	Cost dependant on measures implemented.
Prohibit large commercial trucks on Euclid between Home Ave. and El Cajon Blvd.	Install signs limiting the weight of commercial trucks.	City	FY 2002	Traffic Engineering supports this concept. A petition is needed then a vote from the CHAPC and EACPC as well as the City Council.	Nominal

\* Continued on the following three pages

# TRAFFIC IMPROVEMENTS: Prioritized Recommendations



Recommendation	Implementation	Lead	Schedule	Status	Cost
Ensure adequate on-site parking.	Proactively enforce Municipal Codes for parking.	City	FY 2001	On-going	Budgeted
Prevent vehicles from parking on sidewalks.	Raise curbs to standard height.	City	FY 2001	Refer to Parking Mgmt. & Police Dept. for enforcement.	\$ 60,000
Enhance pedestrian and handicapped access along Euclid Ave.	<ol style="list-style-type: none"> <li>1) Repair/install curb, gutter, and sidewalks consistent with standards established by the Americans with Disabilities Act.</li> <li>2) Install sidewalk on Euclid Ave. north of Home Ave.</li> <li>3) Repair sidewalks at the intersections of Euclid Ave. and Auburn Dr. and Wightman St.</li> <li>4) Address deteriorated infrastructure on Auburn Dr. from Wightman St. to Euclid Ave.</li> </ol>	City	FY 2001- FY 2005	<p>Ongoing</p> <p>In FY 2001, CIP 52-327, Safety All-Weather Walkways *</p> <p>Traffic Engineering has referred this matter to the Transportation Dept. for funding.</p> <p>In FY 2001, CIP 52-327, Safety All-Weather Walkways</p>	<p>[see cost estimates of specific improvements]</p> <p>\$45,000</p> <p>\$2,000</p> <p>\$ 60,000</p>
Provide more opportunities to safely cross Euclid Ave.	<ol style="list-style-type: none"> <li>1) Install a marked CROSSWALK: Euclid Ave. at Isla Vista Dr.</li> <li>2) Utilize adult supervision to monitor the intersections near adjacent schools.</li> <li>3) Establish additional FOUR-WAY STOPS and CROSS WALKS or SIGNALIZED INTERSECTIONS:               <ol style="list-style-type: none"> <li>a) Landis St., Auburn Dr. and Wightman St.</li> <li>b) Euclid Ave. at Polk Ave., Euclid Ave. at Thom St., Euclid Ave. at Isla Vista Dr.</li> </ol> </li> </ol>	<p>City</p> <p>Neighborhood Associations/ Community Planning Group</p> <p>City</p>	<p>FY 2001</p> <p>FY 2002</p>	<p>Traffic Engineering analysis does not recommend a cross walk at this intersection.*</p> <p>Initiate Program</p> <p>Traffic Engineering analyzed and recommends no all-way stops, crosswalks or signals at these locations.</p> <p>Traffic Engineering analyzed and recommends no all-way stops, crosswalks or signals at these locations.*</p>	<p>Nominal</p> <p>4 way stops: Nominal</p> <p>Traffic signals: \$120,000</p>
Identify additional areas for public parking.	1) MULTI-FAMILY parking: Provide diagonal parking where street width is adequate & enforce parking codes on side streets.	City	FY 2004 - FY 2005	On-going - Refer to Traffic Engineering Dept.	Nominal
	2) BUSINESS DISTRICT parking: Develop off-street overflow parking to accommodate customers in busy commercial districts. Install on-street parking meters.	BID/ City	FY 2004 - FY 2005	On-going - Work with business groups and Traffic Engineering Dept.	Further analysis required

# TRAFFIC IMPROVEMENTS: Prioritized Recommendations



Recommendation	Implementation	Lead	Schedule	Status	Cost
Address frequently congested intersections	1) "KEEP CLEAR" Zones  Stencil "KEEP CLEAR" pavement legends, restricting on-street parking as needed: Euclid Ave. at Auburn Dr., Wightman St. Dwight St., Lantana Dr., Landis St., Castle Ave., Roselawn Ave., Isla Vista Dr., and Myrtle St.	City	FY 2001	Traffic Engineering installed "Keep Clear" legends at Euclid Ave. at Wightman St., and Euclid Ave. at Lantana Dr.	\$ 2,000
	2) Sidewalk "BULB-OUTS"  Install sidewalk bulb-outs with appropriate landscaping: Euclid Ave. at Polk Ave., Dwight St., and Myrtle St. Identify additional locations during project design.	City	FY 2002 - FY 2003	Traffic Engineering determined that there is adequate stopping sight distance at specified locations. *	Sidewalk bulb-outs at four corners \$4,000
	3) TURN POCKETS  a) Create/extend left turn pockets, restrict on-street parking correspondingly: Euclid Ave. at Wightman St., Lantana Dr., Auburn Dr., and Dwight St., Isla Vista Dr., El Cajon Blvd., and Orange Ave.	City	FY 2002 - FY 2003	Has been referred to Traffic Engineering staff for review and response.	\$ 1,000 per intersection
	b) Euclid Ave. at University Ave			Traffic Engineering analysis indicates no change warranted. *	
	c) Euclid Ave. at Wightman St.			Traffic Engineering analysis indicates coordination of signals at University Ave. and Wightman St. will substantially resolve congestion. *	Total: \$ 8,000
4) SIGNAL PHASING  a) Consider (SPLIT) LEFT TURN PHASING for traffic on Euclid Ave. at Orange Ave.	City	FY 2001	Traffic Engineering does not recommend left turn phasing. Left turn yield signs were recently installed facing both northbound and southbound traffic. *	Nominal	
	b) Euclid Ave. at University Ave.			Has been referred to Traffic Engineering staff for review and response.	

Recommendation	Implementation	Lead	Schedule	Status	Cost
Improve visibility/ stopping sight distance at intersections	1) Evaluate sight distance and restrict parking as needed at the intersections of Euclid Ave. at Lantana Dr.	City	FY 2001	Traffic Engineering analysis indicates that stopping sight distance is adequate at these locations.	Nominal
	2) Evaluate sight distance and restrict parking as needed at the intersection of Euclid Ave. and Auburn Ave., Wightman St., Isla Vista Dr., Dwight St., and Thorn St.	City	FY 2001	Traffic Engineering analysis indicates that stopping sight distance is adequate at these locations. *	\$ 1,000
	3) Evaluate sight distance, restrict parking as needed, and install sidewalk bulb-outs with appropriate landscaping at the intersection of Euclid Ave. and Thorn St.	City	FY 2002- FY 2003	Traffic Engineering analysis indicates that stopping sight distance is adequate at this location. *	Sidewalk bulb-outs on the east side of Euclid Ave.: \$2,000
Improve unpaved portion of Dwight St. immediately west of Euclid Ave., providing pedestrian access to the Swan Canyon neighborhood.	1) Install a barricade with reflectorized signs to prevent access to the unimproved portion of Dwight St.	City	FY 2001	Traffic Engineering analysis indicates that barricades are not warranted. "No Parking Off Pavement" signs will be installed. *	\$ 600
	2) Landscape excess right-of-way and consider installation of a pedestrian bridge connecting Euclid Ave. to Dwight St. to the west.			Has been referred to Traffic Engineering staff for review and response.	More study needed.
Create ninety degree intersection at Home Ave. to better control traffic movement. Reclaim unused right- of-way for gateway improvements.	1) Realign intersection. Remove excess pavement. Install new curb, gutter and sidewalk. Turf remaining area. Install gateway monument.	City	FY 2004- 2005	Signal modification and roadway work is in FY 2001, CIP 68-011.0, "Modernize Top Prioritized Signals". *	\$ 46,000 (not including gateway monument or landscaping)
Reduce the volume of "cut-through" traffic on Auburn Dr.	1) Close Auburn Dr. to through-traffic south of Wightman St.	City	FY 2003	Traffic Engineering analysis indicates street closure is not warranted.	Barricades: \$ 2,000
	2) Examine alternatives, such as one-way traffic flow on Wightman St. and upper Auburn Dr., for those in favor and opposed to closure of Auburn Drive.			Installation of road humps between Ontario Ave. and Loris St. may reduce the volume of cut-through traffic. *	Additional engineering study of the alternative one-way traffic is necessary.
Provide connection between Winona Ave. and Ontario Ave.	Open a connection between Winona and Ontario Ave.s as part of the closing of Auburn Dr.	City, CHAPC, (Input of effected neighbor-hoods needed.)	FY 2005	Traffic Engineering analysis has concluded that 600 feet of roadway would have to be constructed within the available right-of-way.	\$ 400,000+

## Azalea Park Hollywood Park Revitalization Action Program

**Report Date:** April 20, 2002

**Author(s):** Azalea Park Hollywood Park Revitalization Action Plan Committee (Michael Dunn, Chair); City of San Diego

**Project Started:** October 10, 2000

**project Goals/Purpose:**

- Create a holistic approach to address revitalization efforts within the neighborhoods of Azalea Park and Hollywood Park in City Heights
- Implement strategies for procuring neighborhood amenities and infrastructure
- Prioritize the most immediate community development goals
- Implement goals and recommendations found in the Mid-City Communities Plan, adopted by the City Council on August 8, 1998

**Key Issues:** Traffic/circulation improvements, code compliance, visual and streetscape improvements, canyon improvements, community promotion, parks and recreation

**Findings** *Traffic/Circulation Improvements*

**(of relevance):**

*Principles:*

- Enhance safety along the Poplar Street commercial corridor by reducing the speed limit through traffic calming measures
- Construct “curb extensions” to shorten the crossing distances for pedestrians at intersections
- Prevent cut-through traffic on Manzanita Place from Fairmount Avenue
- Reconstruct sidewalks and pedestrian ramps that meet Americans with Disabilities Act requirements

*Specific Recommendations<sup>†</sup>*

1. Four-way stop signs were requested at Poplar Street and Sycamore as well as Violet Street to enhance both pedestrian and vehicular safety
2. Two-way stop signs were requested at Dahlia Street and Poplar Street as well as Tulip Street and Pepper Street to enhance both pedestrian and vehicular safety
3. Speed humps were requested at Manzanita Drive from Marlborough Avenue to Columbine Street to enhance both pedestrian and vehicular safety
4. A turn-about at the intersection of Poplar Street and Columbine Street was requested to enhance both pedestrian and vehicular safety

*† Staff analysis determined that none of these requests meet established warrants and policies. Traffic engineering staff recommends an increase in enforcement to address safety concerns.*

*See Figure 2 on the next page for recommendations tables from this study*

Figure 2 – Azalea Park Hollywood Park Revitalization Action Program – Recommendations Tables\*\*

TRAFFIC/CIRCULATION IMPROVEMENTS: PRIORITIZED RECOMMENDATIONS						
#	Recommendation	Implementation	Lead	Sched.	Status	Cost
1	Enhance pedestrian safety at the intersection of Poplar Street and Columbine Street.	Install curb extensions and crosswalks on all four corners of the intersection of Poplar Street and Columbine Street.	City	FY 2002- FY 2003	Under review by Engineering.	To be determined.
2	Improve pedestrian safety and reduce speeding through the area.	Install two-way stop signs at: Glenfield Street and Manzanita Drive; Dahlia Street and Poplar Street; Arbor Vitae and Manzanita Drive; Violet Street and Manzanita Drive; Tulip Street and Pepper Street; and Columbine Street and Manzanita Drive.	City	FY 2002	Traffic engineering determined that Glenfield Street and Manzanita Drive; Arbor Vitae and Manzanita Drive; Violet Street and Manzanita Drive; and Columbine Street and Manzanita Drive meet the criteria for stop signs.	Costs are anticipated to be borne by the affected department.
3	Prevent cut through traffic on Manzanita Place.	Close vehicular access to Manzanita Place from Fairmount Avenue by installing bollards.	City	FY 2002	Initiate a traffic study quantifying impacts.	Costs are anticipated to be borne by the affected department.
4	Alleviate intermittent flooding to surrounding residences.	1) Repair storm drains on Glenfield Street and Fairmount Avenue. 2) Reconstruct damaged storm drain inlets. 3) Create annual program to clean storm drains.	City	FY 2002- FY 2006	Refer to Streets Division.	Costs are anticipated to be borne by the affected department.
5	Reduce speeding throughout the study area.	1) Reduce speeds on Poplar Street through education, signage, and physical traffic calming measures.	City	FY 2001- FY 2006	Reduced speed signage was installed. Physical traffic calming measures are under review & education will be an on-going process.	Costs dependent on measures implemented.
		2) Increase traffic enforcement efforts.		FY 2001- FY 2006	Referred to Police.	Budgeted.
6	Enhance pedestrian and disabled access along Poplar Street.	1) Repair/install curb, gutter and sidewalks consistent with standards established by the Americans with Disabilities Act where sidewalks currently exist. 2) Inform property owners and residents of City's 75/25 sidewalk replacement program.	Property Owner	FY 2002- FY 2006	Utilize City's 75/25 sidewalk replacement program to repair and replace curb, gutter and sidewalks.	It is anticipated that 25% of the costs would be borne by the property owner or resident and the other 75% by the City.

\*\*Continued on next page

## VISUAL AND STREETSCAPE IMPROVEMENTS: PRIORITIZED RECOMMENDATIONS

#	Recommendation	Implementation	Lead	Sched.	Status	Cost
2	Improve maintenance of public rights-of-way and prompt pedestrian environment.	Provide temporary "No Parking" signs and create regularly scheduled street sweeping program.	City	FY 2002- FY 2004	On-going.	Budgeted.
3	Enhance street lighting.	Incorporate additional ornamental street lights into streetscape design.	City	FY 2002- FY 2007	On-going. Work with community group.	\$25,000.
6	Improve appearance of existing bus stop.	1) Create concrete bus stop pad. 2) Work with MTDB to construct new bus shelter at Violet Street and Poplar Street.	City/ MTDB	FY 2002- FY 2004	Refer to MTDB.	Dependent on measures implemented.

## CANYON IMPROVEMENTS: PRIORITIZED RECOMMENDATIONS

#	Recommendation	Implementation	Lead	Sched.	Status	Cost
2	Improve access to Manzanita Canyon.	1) Create bike/pedestrian/skate pathway along sewer/fire road in canyon with access from Marlborough Avenue.	Neighborhood Association/ City	FY 2002- FY 2007	Refer to Park and Recreation Department for further analysis.	Costs dependent on measures implemented.
		2) Install a permanent map placard at the entrance to Manzanita Canyon.			Refer to Park and Recreation Department for further analysis.	\$1,000.
		3) Create a handicap accessible pathway into Manzanita Canyon.			Refer to Park and Recreation Department for further analysis.	Costs dependent on measures implemented.

## Full Access Community Transport System (FACTS) Project

**Report Date:** February 2012

**Author(s):** City Heights Community Development Corporation; IBI Group

**Project Started:** October 10, 2000

**Project Goals/Purpose:**

- Assess current services
- Identify the study areas' current and future transit and transportation needs
- Develop a capital and service plan that best meets those needs

**Key Issues:** Pedestrian/bicycle facilities, complete streets, transportation

**Findings (of relevance):** Fixed-route transit and ADA service are available surrounding Colina Park area but not in the interior

### *Themes from Lit Review/Case Studies*

- Develop services around focal points
- Operate along moderately dense corridors. Connect land use mixes that consist of all day trip generators.
- Serve transit's more traditional markets, such as lower income/blue collar neighborhoods, students, and seniors
- Link community transit services, especially local circulators and shuttles, to the broader regional network
- Target market appropriately
- Economize on expenses
- Adapt transit service practices to customer demand and landscape limitations
- Partnerships – obtain private sector support, and plan with the community. A key element to success is awareness and local involvement. There is vital need for potential users of a service to have full information concerning routes, schedules, and other nuances of service. Extensive cooperation with local elected officials, city staff, and residents involved when implementing and operating service is instrumental to success.
- Establish realistic goals, objectives, and standards, then develop supportive policies, plans, and regulations

### *Main Issues (from focus groups and workshops)*

- Infrastructure – Cracked sidewalks, flooding of walkways, not enough crosswalks
- Bike-Friendliness – Need more bike lanes and secure bike racks
- Destinations – Need direct routes to schools, hospitals, park, church, grocery stores
- Connectivity – Need accessibility to trolley and other major bus routes
- Weekend and Night Service – Not enough bus frequency on weekends and late at night
- Route Information – Information on locations and schedules is not well distributed
- Cleanliness – Buses and bus stop benches not clean
- Safety – Poor lighting at bus stops
- Transit Pricing – Too expensive
- Reliability – Buses often arrive late

### *Suggestions to Improve Mobility (Survey findings)*

- Create a walkable, bike-friendly environment
- Increase other transportation options – Carpool, taxi, Trolley
- More transit – Increase frequency, more times of the day, more routes
- Better maintenance and operation
- Better Security – Improve lighting and cleanliness
- Affordable Transit – Decrease price of bus fares, offer discounts
- Parking – More car parking, free parking
- Faster transit – Increase speed, more dedicated lanes, limited stops
- Multi-lingual communication

### Community Suggestions

#### *Transit Enhancements*

- Improve reliability of transit through better coordination and posting the wait time at bus stops
- Change bus routes to reach important destinations
- Advertise bus information through fliers, information sessions, and maps posted at bus stops
- Extend bus routes to allow transfers to Trolley and other bus routes

#### *Street Improvements*

- Fix cracks and dips in sidewalk
- Add crosswalks at busy intersections

#### *More Public Comments (Non-duplicative)*

- Signal needed at 52nd and Orange

### Potential Projects

#### *Pedestrians Treatments*

- Traffic calming, visibility, and other safety enhancements to high-risk, popular, and legal walking areas along El Cajon Boulevard, Euclid Avenue, Orange Avenue, and University Avenue
- Curb ramp installation at all intersection corners
- Sidewalk repair on El Cajon Boulevard and other key streets
- Red curbing certain on street parking locations to enhance pedestrian visibility near school walking routes and popular key intersections
- Bulb outs and crosswalks at key intersections
- Creating a primary pedestrian path network to focus improvements

#### *Bicycle Treatments*

- Prioritizing Orange Avenue as the east/west bike corridor in Colina Park and City Heights
- Traffic calming, visibility, and other safety enhancements to high-risk, popular bike routes; i.e., El Cajon Boulevard and University Avenue
- Providing bicycle facility improvements per city and regional plans
- Installing sharrows pavement markings on Euclid Avenue

### *Other alternatives*

- Shared Ride Taxi Service:
  - Do not (necessarily) operate on fixed route or schedule
  - Dispatched to pick up several passengers at different pick-up points and going to different destinations
  - At fixed pick-up points on a schedule, no advance notice required; at other points, advance notice required
- Community Shuttle
  - One-way loop beginning and ending at existing MTS stop on El Cajon Boulevard at 54th Street
  - Designed for intracommunity trips and to reduce walk (up/down steep hills) to fixed route service
  - Proposed route and two alternate alignments

## **Chollas Creek Enhancement Program 2002**

**Report Date:** May 14, 2002

**Author(s):** City of San Diego Planning Department; Estrada & KEA Partnership (Consultants)

**Project Goals/Purpose:** Maintain the natural areas in an undisturbed fashion, promote cohesive new development that integrates buildings, open space, and the creek into successful and useable areas for the community, restore channeled creeks in urbanized areas to more natural and safe conditions, and create useable linkages throughout the Chollas Creek and the community to San Diego Bay

**Key Issues:** Multi-use trail system, development, recreation, youth education, public art, maintenance, safety

**Findings  
(of relevance):**

*Underground passages:*

“Another reconstruction-retrofit issue relates to underground passages of the Creek under freeways and major roads. Whereas these locations are today passable by pedestrians, they are socially unsafe and should not be used for such purposes until a safe option is provided within the context of an arts project.”

*Trail system:*

“Provide a pedestrian and bicycle linkage from Chollas Park to the Mid-City athletic area and other parks via Chollas Creek.” (Mid-City Communities Plan page 50)

“The remaining natural portions of Chollas Creek should be planned as a linear park with bicycle and pedestrian paths along a natural or landscaped creek bottom.” (Southeastern San Diego Community Plan page 78)

## City Heights Walks to School

**Report Date:** 2008-2010

**Author(s):** City Heights Community Development Corporation; WalkSanDiego; Alta Planning and Design; City of San Diego Traffic Engineering Department; City of San Diego Unified School District

**Project Started:** 2008

**Project Goals/Purpose:** Engage and educate residents to provide input to improve pedestrian safety and walkability in the City Heights Neighborhood of San Diego, and create a movement to support walking and biking to school through safe routes

**Key Issues:** Pedestrian safety, sidewalks, public lighting, pedestrian/bicycle crashes

### **Findings**

**(of relevance):**

#### *Accomplishments/Methodology*

- Collected and analyzed pedestrian and bicycle accident report data
- Educated residents about issues of safety and walkability
- Solicited input from residents workshops about their neighborhood through school workshops
- Created School Neighborhood Draft Work Programs and Safe Route to School Programs, and created deficiency and walk to school maps from resident input
- Reported progress to local planning groups and neighborhood organizations
- Submitted School Neighborhood Draft Work Programs to City Traffic Engineering to address infrastructure deficiencies
- Held annual International Walk to School Day events
- Presented finished maps to parents, neighborhood organizations, and City of San Diego officials

#### *Summary of Appendices in the Report (Bolded are of particular interest)*

- A. Survey Results - Survey tables and charts include:
  - o Number of Children by Distance
  - o Percentage of Children by Travel Mode and Distance
  - o Number of Children by School Arrival (Departure) Travel Mode and Travel Time
  - o Issues Which Affect Parent's Decision To Allow Or Not Allow Child To Walk/Bike To/From School Without An Adult
- B. Pedestrian & Bicycle Crash Report (tables and maps)
- C. School Neighborhood Work Programs** (Tables with issues identified and recommendations for each participating school's neighborhood; Spanish and English)
- D. Deficiency Maps & Suggested Route to School Maps**
- E. Community Comments (community meeting notes, public comments via email)
- F. Traffic Request Evaluations (table)**
  - F1. Traffic Request Evaluations Images (Google aeriels and photos in the field)**

## City Heights Building Healthy Communities Plan

<b>Report Date:</b>	June 2010
<b>Author(s):</b>	Mid-City Community Advocacy Network (Mid-City CAN)
<b>Key Issues:</b>	Community health
<b>Findings (of relevance):</b>	<p>Outcome 2: Families have improved access to a health home that supports healthy behaviors.</p> <p>Key Strategy: A plan for increasing access to health care services, such as the no wrong door policy, creating safe environments, providing transportation, locating clinics in the schools and community centers, and using mobile clinics.</p>

## Healthy City Heights

<b>Report Date:</b>	February 2011
<b>Author(s):</b>	CHCDC, International Rescue Committee (IRC), Proyecto de Casas Saludables, San Diego County's Health and Human Services Agency, Stepler Design Group, WalkSanDiego
<b>Project Goals/Purpose:</b>	<ul style="list-style-type: none"><li>• Reduce health disparities in City Heights through the development of community-based healthy design policies and projects</li><li>• Help people understand the connection between the built environment and community health</li><li>• Provide education on advocacy, or on asking for what you want to make improvements in the community</li><li>• Develop tools to help with advocacy</li><li>• Raise awareness of City Heights' desire for change to San Diego policy makers</li></ul>
<b>Key Issues:</b>	Community Health
<b>Findings (of relevance):</b>	<p>City Heights:</p> <ul style="list-style-type: none"><li>• 80,000 people in approx. 4.5 sq. mi. and 14 individual neighborhoods</li><li>• Residents of City Heights have better access to local buses than people living in other San Diego communities</li><li>• City Heights has three times as many people walking and using the bus every day than other San Diego communities</li></ul> <p>City Heights has only a fraction of bike lanes compared with the rest of San Diego: just over 1 mile per 100,000 persons compared to more than 25 miles per 100,000 persons in the City of San Diego.</p>

## University Ave Mobility Study (Executive Summary)

**Report Date:** December 16, 2011

**Author(s):** City of San Diego

**Project Started:** November 2010

**Project Goals/Purpose:** The goal of the study is to identify short term, mid-term, and long term improvement projects for the segment of University Avenue between 54th Street and 69th Street that would allow for the creation of a comprehensive plan to provide a “complete street” system along the corridor which would enable safe, attractive, and comfortable access and travel for all users of the facility including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities.

**Key Issues:** Complete streets, mobility, connectivity, safety

**Findings (of relevance):** Improvements proposed under all three options of the Mobility Plan

- The University Avenue/Chollas Parkway intersection would be realigned to form a 90-degree T-intersection with a new traffic signal. The new intersection location would provide an additional protected crossing for pedestrians.
- The existing bus stop at Chollas Parkway would be relocated to the far side position and the station area would be expanded
- The northeast corner of 58th Street and the northwest corner of 60th Street would be widened to provide a wider plaza area for pedestrians
- The bus stop on the north side of the street at University Square would be enlarged and a pedestrian ramp would be constructed to provide direct access for the housing located to the north on the frontage road between 58th Street and 60th Street
- A new 5-foot wide sidewalk would be constructed along the north side of University Avenue between 58th Street and 60th Street
- The bus stop areas at 54th Street, 58th Street, 60th Street westbound, Cartagena Drive westbound, and Aragon Drive westbound would be enlarged to improve the waiting area
- Access would be improved at all bus stops along the corridor
- The plan provides for 5-foot to 10-foot sidewalk widths
- All curb ramps are proposed to be upgraded to be ADA compliant
- All traffic signals are proposed to be upgraded to be ADA compliant, to meet City standards, to provide pedestrian signal heads, pedestrian countdown signals, bicycle loop detection, and to remove median mounted signals as required
- Street lights are proposed to be added where necessary to meet current standards
- Parking that encroaches into the public sidewalk area is proposed to be eliminated
- Bus pads are proposed to be added at all transit stops and bus stops are proposed to be relocated per discussions with MTS

*See Figure 3 on the next page for a summary of concerns from this study*

**Figure 3 – University Avenue Mobility Study – Summary of Concerns\*\*\***

Table ES-1 – Summary of Concerns Raised During Community Outreach				
Segment	Issue/Concern	How Issue/Concern is Addressed in Mobility Plan		
		Option 1	Option 2	Option 3
Univ. Ave. – 54 <sup>th</sup> St. to 58 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>Children &amp; Elderly on north side of University Ave. ability to cross traffic is restricted.</li> </ul>	Elimination of free right turns would reduce the pedestrian crossing width		
	<ul style="list-style-type: none"> <li>Bus riders run across the intersection</li> </ul>	An additional signalized intersection with pedestrian crossing would be added at the Chollas intersection. The bus stop is also proposed to be relocated to the far side of 54 <sup>th</sup> Street.		
	<ul style="list-style-type: none"> <li>Free right turn at 54<sup>th</sup> St. while merge</li> </ul>	The free right turn lanes would be eliminated.		
	<ul style="list-style-type: none"> <li>The addition of bike lanes would promote bike riding</li> </ul>	Conflicts with busses and vehicles would be limited to bus stops and right turn lanes.		
	<ul style="list-style-type: none"> <li>Narrow lanes to reduce speeds</li> </ul>	Travel lanes would be reduced to 11'		
	<ul style="list-style-type: none"> <li>Increase sidewalk widths</li> </ul>	Sidewalks would be widened to 5' to 10'		
	<ul style="list-style-type: none"> <li>Add landscape median</li> </ul>	Raised Medians would be added which could accommodate future landscaping if a landscape maintenance agreement is established in the future		
	<ul style="list-style-type: none"> <li>Sight distance at Bridgeport driveway. is restricted due to parked cars</li> </ul>	Parking would be restricted along the north side of University in this area		
	<ul style="list-style-type: none"> <li>There is a blind spot for the free SBR at 54<sup>th</sup> St. onto WB Univ.</li> </ul>	The free SBR would be eliminated		
	<ul style="list-style-type: none"> <li>Free Right Turn at 54<sup>th</sup> St. is dangerous for pedestrians</li> </ul>	The free right turn lanes would be eliminated.		
	<ul style="list-style-type: none"> <li>The left turn movements at the Univ./Chollas are skewed and thus is blind</li> </ul>	The Chollas intersection would be re-aligned to form a 90-degree T-intersection with a new traffic signal		
	<ul style="list-style-type: none"> <li>Speeds at the Chollas intersection are excessive</li> </ul>	The re-alignment of the Chollas intersection would improve safety in this area.		
	<ul style="list-style-type: none"> <li>Drainage at the Chollas intersection is a problem.</li> </ul>	Drainage would be improved throughout the corridor		
Univ. Ave. – 58 <sup>th</sup> St. to College	<ul style="list-style-type: none"> <li>Signal timing on lights seem too short at Univ. Sq.</li> </ul>	Signal timings comply with City criteria.		
	<ul style="list-style-type: none"> <li>Can protected left turn lanes be provided at 58<sup>th</sup> St.</li> </ul>	NBL & SBL turn lanes would be added to 58 <sup>th</sup> St		
	<ul style="list-style-type: none"> <li>Stair access on north side across from Univ. Sq. is in poor shape and not ADA compliant</li> </ul>	An ADA compliant pedestrian ramp would be constructed on the north side of University Ave. at University Sq. to provide direct access to/from the apartments to the north		
	<ul style="list-style-type: none"> <li>At Univ. Sq. bus stop (WB Univ.)– street parking blocks the buses &amp; the buses block traffic; prefer pull-in for buses</li> </ul>	Street parking would be eliminated in this area in all options		
	<ul style="list-style-type: none"> <li>Can a bus shelter be provided at the northeast corner of 58<sup>th</sup> St</li> </ul>	Although a bus shelter would not be added, the bus stop would be relocated to the far side position and the station area would be expanded. Addition of special bus shelters would require a maintenance district for long term maintenance costs. The placement of standard bus shelters will be determined by MTS.		
	<ul style="list-style-type: none"> <li>Another or better location for a traffic signal may be at the Food-For-Less western driveway. w/o 60<sup>th</sup> St</li> </ul>	Additional traffic signals are not warranted within the corridor.		
	<ul style="list-style-type: none"> <li>The frontage road located on the north side of Univ. is too narrow for two-way traffic</li> </ul>	The frontage road is not a part of the study area.		
	<ul style="list-style-type: none"> <li>Is the traffic signal at 60<sup>th</sup> St. warranted?</li> </ul>	Traffic signal warrants provided by the City of San Diego do indicate that a signal is warranted at 60 <sup>th</sup> Street		
	<ul style="list-style-type: none"> <li>Utility boxes are on the slope on the south side of Univ. just west of College</li> </ul>	The sidewalk would be widened throughout the corridor to provide a minimum of 5' of clear walkway. Relocation of major utility boxes within the right of way for aesthetic reasons would not likely happen with this project unless the franchise utility companies are responsible for the cost.		
	<ul style="list-style-type: none"> <li>Steep driveway. on 60<sup>th</sup> St. (may have been improved)</li> </ul>	Comment is noted.		
	<ul style="list-style-type: none"> <li>There are three (3) schools in the area</li> </ul>	Comment is noted.		
	<ul style="list-style-type: none"> <li>Trucks park on the street which create bad visibility</li> </ul>	Parking would be eliminated on both sides of the road between 54 <sup>th</sup> and College		
	<ul style="list-style-type: none"> <li>Limited crossings over long distance</li> </ul>	The crossings would be improved, but additional signals or mid block pedestrian signals do not meet City requirements.		
<ul style="list-style-type: none"> <li>There is a possible future park/garden that may go in at Univ./60<sup>th</sup></li> </ul>	The proposed plan would provide sidewalk for the entire block of 60 <sup>th</sup> St. between Univ. Ave. & Rock Pl. to better accommodate the future park			

\*\*\*Continued on the following two pages

**Table ES-1 (Continued) – Summary of Concerns Raised During Community Outreach**

Segment	Issue/Concern	How Issue/Concern is Addressed in Mobility Plan		
		Option 1	Option 2	Option 3
Univ. Ave. – 58 <sup>th</sup> St. to College	<ul style="list-style-type: none"> <li>The width of the driveway, for the specialty retail center located next to the Arco station w/o College on the north side of Univ. is too wide, plus there is no side walk</li> </ul>	The driveway would be reconstructed and the width would be reduced to comply with City standards		
	<ul style="list-style-type: none"> <li>There is difficulty getting into the parking spaces at the specialty retail center located next to the Arco station w/o College on the north side of Univ.</li> </ul>	The proposed plan calls for removing/restriping the parking spaces at this location		
	<ul style="list-style-type: none"> <li>Do we have pedestrian and bicycle counts?</li> </ul>	Pedestrian & bicycle counts are summarized in Chapter 3 (Tables 3-8 and 3-14)		
	<ul style="list-style-type: none"> <li>What level of landscape will be added to existing medians?</li> </ul>	The proposed plan only calls for raised medians at this time. However, landscaping could be added to the medians in the future if a landscape maintenance agreement is established.		
	<ul style="list-style-type: none"> <li>In general, two ramps at the corners are preferred over one</li> </ul>	The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions.		
Univ. Ave.– College Ave. to Aragon Dr	<ul style="list-style-type: none"> <li>Sidewalk width is a concern, comfortable pedestrian zones 8-14 feet or more</li> </ul>	Sidewalks would be widened to a minimum of 5' with a preferred width of 8' to 10'. The ultimate sidewalk width is constrained by the width of the existing right of way and existing physical improvements.		
	<ul style="list-style-type: none"> <li>Commercial businesses are parking on the sidewalk area</li> </ul>	The plan proposes to re-construct the driveways at standard widths and locations within the City right-of-way. Removal and/or restriping of the commercial off-street parking would be required to help reduce the ability for commercial businesses to park on the sidewalks		
	<ul style="list-style-type: none"> <li>Medical marijuana facility w/o Cartagena has parking overflow, other vehicles park in the Taco Bell lot</li> </ul>	New City Ordinance will address this issue.		
	<ul style="list-style-type: none"> <li>Payphones are mostly inoperable and should be removed</li> </ul>	Comment noted, however this issue is not mobility related.		
	<ul style="list-style-type: none"> <li>Traffic moving too fast, makes it difficult to cross the street.</li> </ul>	Travel lanes would be reduced to 11' and raised medians would be added to serve as a traffic calming measure.	Travel lanes would be reduced to 11' and raised medians would be added to serve as a traffic calming measure.	Provides pop-out to serve as a traffic calming measure in addition to reducing the travel lane width to 11'.
	<ul style="list-style-type: none"> <li>ADA ramps (want two per corner)</li> </ul>	The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions.		
	<ul style="list-style-type: none"> <li>Bike travel is not safe (cars traveling too fast)</li> </ul>	Provides 5' bike lane on both sides of road	Provides 6' bike lane on both sides of road	Provides a 5' – 6' bike lane on both sides of the road
	<ul style="list-style-type: none"> <li>There are parking issues at certain times (find out where &amp; when the business facilities are being used)</li> </ul>	Existing parking demand studies found that the highest parking demand occurs on the north side of University Avenue between Cartagena Boulevard and Rolando Boulevard and between Aragon Drive and 69 <sup>th</sup> Street. All three options would eliminate the use of illegal parking and the parking in public right-of-way.		
		Parking is maximized e/o College, Loss of 192 Spaces	Loss of 273 Spaces	Loss of 246 Spaces
	<ul style="list-style-type: none"> <li>There are no sidewalks after Cartagena Dr.</li> </ul>	Proposed plan would widen/replace/construct 5'-10' sidewalk along entire corridor		
<ul style="list-style-type: none"> <li>There are long blocks with no mid-block crossings available (e/o Cartagena)</li> </ul>	The crossings would be improved, but additional signals or mid block pedestrian signals do not meet City requirements.			
<ul style="list-style-type: none"> <li>Consider a traffic signal at Bonillo Dr.</li> </ul>	A traffic signal is not warranted at this time.			
<ul style="list-style-type: none"> <li>Check right-of-way</li> </ul>	The right-of-way shown on the preliminary plans is based on SANGIS records and is schematic in nature. Discrepancies between the SANGIS records and other City records have been noted on the drawings. A further check of right-of-way would be part of the final design.			

**Table ES-1 (Continued) – Summary of Concerns Raised During Community Outreach**

Segment	Issue/Concern	How Issue/Concern is Addressed in Mobility Plan		
		Option 1	Option 2	Option 3
Univ. Ave.– Aragon Dr. to 69 <sup>th</sup> St.	<ul style="list-style-type: none"> <li>• Aragon Dr. &amp; Alamo Dr. intersections needs improvement</li> </ul>	All three (3) options of the proposed plan proposed improvements to these intersections. All options would include curb ramps and drainage improvements.		
	<ul style="list-style-type: none"> <li>• Can we put median on all of Univ. Ave. and landscaping maintenance</li> </ul>	Raised median would be added to Univ. between 54 <sup>th</sup> St. & 58 <sup>th</sup> St., & between 60 <sup>th</sup> St. & Aragon Dr. Landscaping could be added in the future if a landscaping maintenance agreement is developed.	Raised median would be added to Univ. between 54 <sup>th</sup> St. & 58 <sup>th</sup> St.	
	<ul style="list-style-type: none"> <li>• Needs some type of shelter along corridor</li> </ul>	Addition of special bus shelters would require a maintenance district for long term maintenance costs. The placement of standard bus shelters will be determined by MTS.		
	<ul style="list-style-type: none"> <li>• Need for sidewalk w/o Aragon</li> </ul>	Proposed plan would widen/replace/construct 5'-10' sidewalk along entire corridor		
	<ul style="list-style-type: none"> <li>• Closeness of Alamo Dr. to Aragon Dr., can we close this opening and expand landscaping?</li> </ul>	Closure of the intersection was considered, but rejected because of the potential for diverting traffic.		
	<ul style="list-style-type: none"> <li>• NE corner of Aragon/Alamo intersection needs improvement</li> </ul>	Curb ramps and drainage improvements are included in all options.		
	<ul style="list-style-type: none"> <li>• Consider two ramps per corner</li> </ul>	The goal of the project is to provide two curb ramps where possible. In general, skewed intersections and very wide intersections do not work as well with two ramps as narrower intersections with smaller curb radii. The details and locations would be a part of the final design based on the final geometrics, existing constraints and drainage conditions.		
	<ul style="list-style-type: none"> <li>• There are drainage problems at Univ./Aragon</li> </ul>	Drainage would be improved throughout the corridor		
	<ul style="list-style-type: none"> <li>• Alamo Dr. has speed bumps</li> </ul>	Comment is noted.		
	<ul style="list-style-type: none"> <li>• Mesa Green condos and the automotive shop have poor sidewalks</li> </ul>	Sidewalks would be improved throughout the corridor		
	<ul style="list-style-type: none"> <li>• Children walking to the Kroc Center should be considered</li> </ul>	Sidewalks and crosswalks would be improved within the corridor. Sidewalks to the north and south of University Avenue are not within the study.		
	<ul style="list-style-type: none"> <li>• Placement of bus shelters near intersections should be reviewed for sight distance</li> </ul>	Comment is noted.		
<ul style="list-style-type: none"> <li>• Consideration should be given to relocating shelters for improved visibility</li> </ul>	Comment is noted.			

# SR-15 Mid-City Station Area Planning Study – Final Mobility Analysis Report

**Report Date:** February 28, 2013

**Author(s):** City of San Diego, IBI Group, CH2MHill, Bay Area Economics, Dave Potter Associates

**Project Goals/Purpose:** The study aims to develop a vision and identify implementation actions to foster transit oriented development in the study area on both sides of SR 15

**Key Issues:** Traffic, transit system, bicycle and pedestrian facilities

## **Findings**

### **(of relevance):**

#### *Bus Stop Recommended Improvements*

- El Cajon Boulevard – 37th Street, 38th Street, Marlborough Avenue, and Copeland Avenue. Improvements should include widened sidewalks, enhanced shelters and benches using a community design theme (as available), trash cans, variable message signs, and bus pads
- University Avenue – 37th Street, 39th Street, and Marlborough Avenue. Improvements could include widened sidewalks, bus pads, and variable message signs

#### *Sidewalks*

- Sidewalks in most cases were generally ample and wide, with some exceptions, but they were frequently cracked
- In some cases, the close proximity of buildings to the sidewalk and sidewalk widths that are too small for the volume of people reduced the quality of pedestrian movement

#### *Sidewalk Findings from Walk Audit (4/16/2011)*

- Large width of the major streets encouraged speeding through the community
- Sidewalks too narrow and lack of tree grates on University Avenue (as opposed to University Avenue west of SR 15)
- Lack of pedestrian walkways between SR 15 SB ramp to University Avenue and the development next to the freeway right-of-way
- Better pedestrian definition needed at signalized crosswalks by adding painted striping

#### *Recommendations*

- Curb extension or bulb-out
- Adding a second ADA-compliant curb ramp to each corner of a busy intersection
- Fourth-leg crosswalk to reduce travel time for pedestrians transferring between buses and reduce the number of pedestrian crossing maneuvers (would consist of new crosswalk striping and signs warning drivers to yield to pedestrians)
- Improve walkway aesthetics and pedestrian definition at crosswalks

#### *Bicycle Findings from Walk Audit (4/16/2011)*

- Separate bike lanes on major streets in order to promote cycling opportunities
- The lack of north-south bike connections between the SR 15 ramps and the adjacent developments on both sides of the freeway right-of-way

### *Recommendations*

- More bike racks and other bicycle facilities such as shared bike stations and bike corrals should be provided near the new BRT stations at SR 15
- Bike lanes should be provided on major streets in the community. Ideally these bike lanes would be separated from traffic on a path between the sidewalk/curb and parked cars.
- The segment of 40th Street from Polk Avenue to University Avenue next to the Metro Villas parking structure is a prime location for a bike path since it would connect the University Avenue and SR 15 SB Ramp intersection with Teralta Park
- Cul-de-Sac with Bicycle Boulevard

## **Walk and Shop: Pedestrian Improvements and Investments in Economic Development in City Heights**

**Report Date:** June 14, 2013

**Author(s):** UC San Diego Center for Urban Economics and Design, CHCDC

**Project Goals/Purpose:** Develop a financing strategy for pedestrian oriented public infrastructure as a means of achieving enhanced walkability and the resulting health benefits within City Heights.

**Key Issues:** Pedestrian improvements, place-making, economic development and investment

### **Findings (of relevance):**

#### *Recommendations*

- Implement a pedestrian infrastructure campaign
- Implement recommended funding advocacy efforts for priority pedestrian districts.
- Implement Small Business Investment Strategy.

#### *Demographic Statistics/Background*

- The median family income average in CH was \$34,439 in 2011 as compared to \$74,900 for the county during the same time period
- CH has experienced a higher unemployment rate than the County-wide average
- The CH population is relatively young, 32 percent of its population is under 18 years old and the median age is 28.3 years old
- A significant portion of the CH population is transit dependent. Eight percent of the population utilizes the public transit system and 80 percent of this population is low-income
- Walking is a primary means by which CH residents conduct their trips for day to day necessities
- The business sector has a substantial number of small businesses with 2 to 4 employees. Forty-seven percent of the total business in CH fit in this category.
- Eighty-seven percent of CH businesses reported less than \$1 million in annual sales revenue
- Two ethnic retail clusters were identified along University Avenue and El Cajon Boulevard (Latino and Asian)
- Over 2,000 businesses have been identified within CH and 87 percent of them qualify as small businesses under the Community Reinvestment Act

- The largest employer group is the school industry; there are approximately 1,700 employees employed in CH through the school districts
- A significant number of businesses are located outside of the University Avenue and El Cajon Blvd commercial corridors. Many of these are located within the residential areas of CH and potentially represent a significant home based business industry
- Significant informal economy functioning within the CH community, includes food carts, garage sales, day laborers and other informal commercial ventures
- The daytime population of CH increases by approximately 10,500 people based on reported employment of businesses located in CH

*Recommendations for Funding Sources*

- Developer fees are not recommended as a primary source of funding, but may become viable once improvements are implemented
- SANDAG grants should be targeted for larger scale place making projects. A pedestrian infrastructure improvement program focusing on the two BRT station areas would be especially appropriate for SANDAG capital improvement grants. Additionally, pedestrian improvements within a district plan (i.e. Historic District or Health Clinic/Cultural District) may also be competitive.
- CDBG funds should be used for pedestrian improvements in connection with place making themed commercial districts (Historic District and Health Clinic/Cultural District)
- It is recommended that an organizing strategy be developed and implemented to engage the business community in the pedestrian investment program
- Business Improvement Districts should be utilized to fund proposed pedestrian improvements
- It is not recommended that the assessment district financing be pursued for this project
- Monitor the City of San Diego’s Infrastructure Committee (or Chamber of Commerce) efforts and provide input to ensure that City of San Diego’s Capital Improvement Program process is consistent with CH priority and Walkability Investment Strategy
- Pursue an organizing effort for the formation of a potential community facility districts

## **City Heights Urban Greening Plan**

**Report Date:** August 5, 2014

**Author(s):** City of San Diego Planning Department (Bill Fulton, Director); KTU+A (Consultants)

**Project Goals/Purpose:**

- Defines a Green Streets System
- Incorporates walking, bicycling, transit, and vehicular uses for City Heights
- Establishes street design and street tree guidelines for the Green Streets System
- Presents maintenance concepts and standards for the public landscape
- Establishes a process to help city and community decision-makers set implementation priorities

**Key Issues:** Community connectivity; streetscape; traffic calming; bike/ped facilities; urban open space; reduce water discharge; reclaim excess street width

**Findings  
(of relevance):**

*Multi-Modal Connectivity Element*

- Primary Goal: Increase walking, bicycling, and transit use through physical street changes incorporating the elements of complete street design
- Secondary Goal: Create safe physical and social connections by incorporating lighting and signage
- Action 1: Establish a guide for pedestrian focused street design
- Action 2: Establish a guide for bicycle focused street design
- Action 3: Establish a safe routes plan that builds on Circulate San Diego's safe routes to schools, but also adds safe routes to businesses, employment centers, parks, and transit

*Considerations*

- El Cajon Boulevard and University Avenue support bus routes and planned Class II bike lanes
- Street furnishings should include bike corrals and bike racks
- Timing of intersections and signal calibration
- Raised crosswalks and pedestrian signal countdowns
- Recommendations
- Five-foot minimum clear, unobstructed walking route (utilities and other small objects should not infringe on this clear area)
- All ped/bike focus green streets should include a minimum of a Class III bike route and bike racks

*Orange Avenue is highlighted as a bicycle boulevard. Recommendations include:*

- A low stress, continuous, and direct bicycle route
- Low traffic street that diverts traffic to other streets
- Enhanced wayfinding signs and pavement markings
- Smooth, even pavement surface

*Transit Focus Green Streets*

- Streets that follow the 11 bus routes in City Heights are identified as "transit-focus green streets"/vital to community connectivity in City Heights
- Need to accommodate bus specific transportation while integrating safe pedestrian and bike access to transit stops
- Considerations:
- MTS Bus Route(s) along the streets
- Street design accommodates bus pads and stops while allowing vehicles, pedestrians, and bike visibility and access
- Bus stops are recommended to include transit plazas with shade devices and seating with artful design
- Expanded sidewalks and pedestrian scale street lighting for increased visibility and safety
- Integrated bike facilities, including bike locks, racks, and corrals

*Pilot Projects*

- Pilot Project 1: 52nd Street and El Cajon Boulevard
- Pilot Project 2: El Cajon Boulevard between 45th Street and Chamoune Avenue
- Pilot Project 3: University Avenue Between Euclid Avenue and Winona Avenue
- Pilot Projects 4/5: 43rd Street Between Myrtle Avenue and Fairmount Avenue

- Pilot Project 6: Olive Street Between Fairmount Ave and Menlo Avenue
- Pilot Project 7: Fairmount Avenue between Laurel Street and Home Avenue
- Pilot Projects 8/9: 43rd Street and Fairmount Avenue between El Cajon Boulevard and University Avenue
- Pilot Project 10: University Avenue between Swift Avenue and 39th Street

*Implementation*

See charts on Implementation Strategies and potential federal, state, and local funding sources

See Figure 4 below for maps included in this study

**Figure 4 – Maps included in the City Heights Urban Greening Plan\*\*\*\***

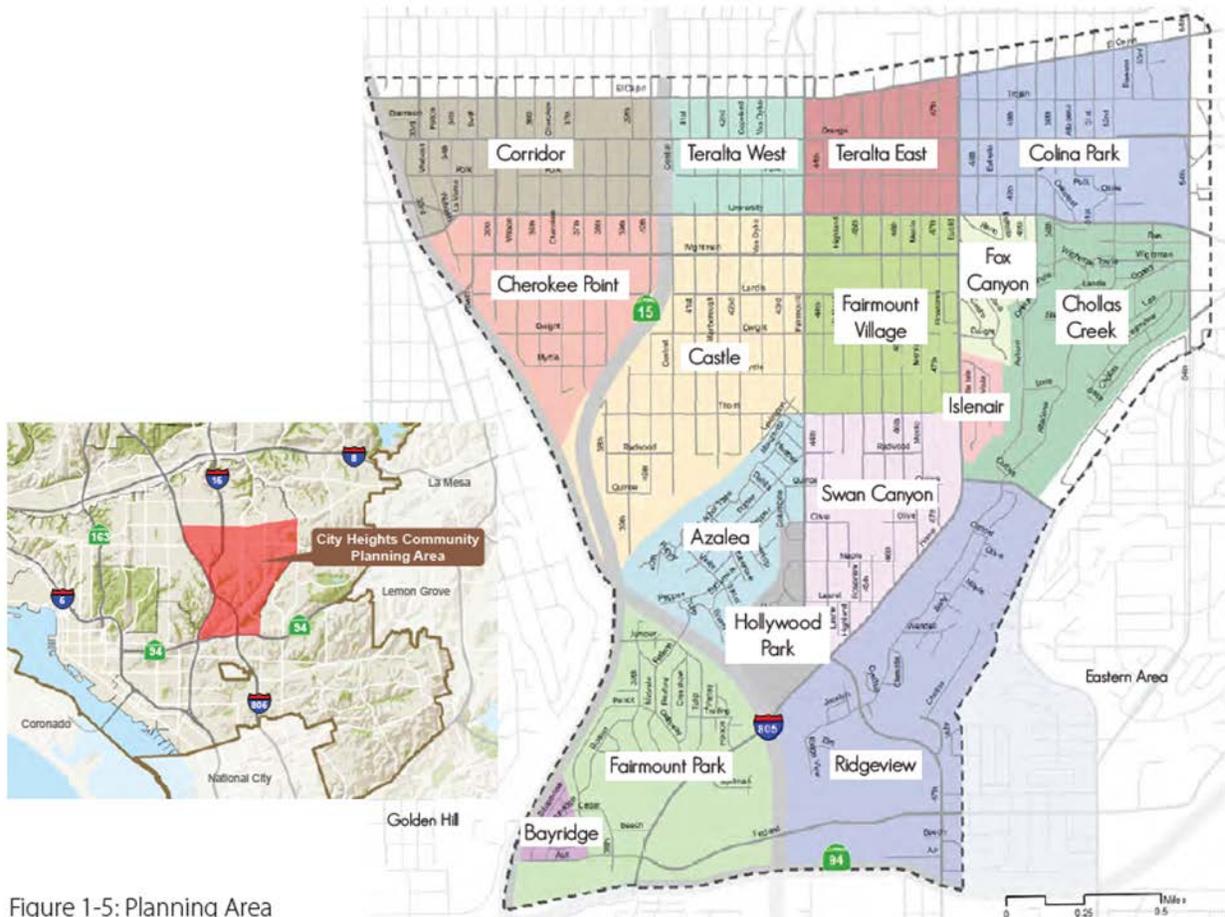


Figure 1-5: Planning Area

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Figure 1-1: Commonly traveled commercial routes  
 Figures 1-1 to 1-4 reflect community input from workshops. This input helped to inform subsequent chapters.



Figure 1-2: Commonly traveled transit routes



Figure 1-3: Commonly traveled pedestrian routes



Figure 1-4: Commonly traveled bike routes

