CIRCULATION ELEMENT

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Circulation Element

Vision

A City where travel is safe and easily accommodated whether by car or transit, on a bike or as a pedestrian.

A City where the important travel corridors are tree-lined boulevards serving a rich mix of residential and commercial land uses, with infrastructure and amenities that support all modes of travel.

Circulation Goals

Goal 1: A comprehensive, flexible transportation system that is functional, safe, accessible, and attractive.

Goal 2: Freeway right-of-way that is well designed and attractively landscaped.

Goal 3: A diverse transit system offering a safe, time-efficient, and cost effective transportation choice that reduces traffic congestion and improves air quality.

Goal 4: Local and regional facilities that accommodate the unique needs of bicycle travelers.

Introduction

Central location is one of La Mesa's most desirable characteristics. Many areas of the county are within a half hour drive time and many destinations are easily accessible by the transit system. Three freeways and two trolley lines provide a range of travel options. However, these regional transportation resources also create physical barriers to inter-city travel. Combined with La Mesa's topography, the freeways and trolley tracks restrict travel within La Mesa's neighborhoods to a limited number of streets. Neighborhoods are crisscrossed with busy arterials leading to activity centers and providing access to the freeway network, but these streets are challenging to bicycle and pedestrian travel. The auto-oriented transportation network in La Mesa is well established and functionally complete. However, more work is needed to complete pedestrian and bicycle access in the City. Planning for the future involves improvements to existing infrastructure to ensure that all modes of travel are accommodated and mobility and access are balanced.

The Circulation Element establishes Goals and Policies for a complete transportation system, incorporating all travel modes, including motor vehicle, transit, walking, and cycling. Links between transportation network components within La Mesa and between La Mesa, neighboring jurisdictions and the San Diego region are also examined.

An equitable transportation system requires balancing individual mobility and universal access. This concept is referred to as "Complete Streets." Different modes of transportation should work together as a cohesive system. Solutions to transportation problems must be incorporated within the existing network. The spatial arrangement and

appearance of the transportation system help define the character of La Mesa and contribute to the perceived quality of life in the community. A safe and efficient transportation system supports the health and welfare of residents and visitors and is essential to the economic vitality of the business community.

Purpose

The Circulation Element plans for the coordinated movement of people and goods within the City's network of streets and transportation services. Location, design and modes of movement have a major impact on the City's physical environment and appearance. The ability to move safely and efficiently around the City must be available to all people regardless of mode of travel. The City's location at the crossroads of major regional transportation infrastructure is both an opportunity and a challenge. Maximizing the potential and minimizing the impacts of the transportation system is the purpose of the Circulation Element.

Bus Terminus at Grossmont Center Trolley Station

Organization and Content

The Circulation Element examines the existing transportation network and provides policy direction for implementing the City's future transportation network. Major topic headings include Regulatory Setting, Review of Past Performance, Streets & Highways, Public Transit System, Non-motorized Transportation, and Implementation Programs.

Relationship to Other General Plan Elements

The Circulation Element is most directly related to the Land Use and Urban Design Element because the transportation network must serve the mobility needs associated with the various land uses. Issues related to housing, sustainability, open space, noise, and public safety also interact with the goals and policies included in the Circulation Element.

Table CE-1. Relationship with Other General Plan Elements

Circulation Issues	Noise	Conservation/ Sustainability	Health and Wellness	Housing	Land Use & Urban Design	Open Space/ Recreation	Historic Preservation	Public Services and Facilities	Safety
Hierarchy of Street Types	x		x	x	x	x		x	
Complete Street Implementation	x		x	x	x	x		x	x
Scenic Highways/Landscape Right of Way	x	x	x	x	x	x	x	x	x
Parking Standards and Facilities				x	x			x	x
Accommodating Alternative Mode Choice	x	x	x	x	x			x	x

Regulatory Setting

Federal and State transportation agencies regulate the design, location and function of the region's transportation infrastructure. The following section includes Federal and State regulations that mandate a complete streets approach to transportation planning.

Federal

Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU)

This legislation authorizes Federal surface transportation programs for highways, highway safety, and transit. It covers a variety of transportation-related issues including financing, congestion relief, improved safety, improved efficiency, environmental stewardship, and transportation-related research and studies. It includes the "Safe Routes to School" program, which funds infrastructure improvement and encouragement programs that facilitate walking and bicycling to and from school for K-12 students.

United State Department of Transportation Policy Statement of Bicycles and Pedestrian Accommodation.

This policy statement, released in March 2010, emphasizes the needs and requirements to integrate walking and bicycling into transportation systems and provides some recommendations on how to do so.

State of California

AB 32 – The Global Warming Solutions Act of 2006

AB 32 requires the State of California to reduce greenhouse gases (GHGs) to 1990 levels by 2020. The Act charges the Air Resources Board (ARB) with monitoring and regulating the State's sources of GHGs and establishes a timeline by which ARB is to complete various specified actions.

La Mesa is divided by three major freeways.

SB 375 - Sustainable Communities and Climate Protection Act of 2008

This legislation includes goals to reduce greenhouse gases from transportation sources and to implement land use strategies that support greater levels of walking, bicycling, and transit use. SB 375 aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector. It requires the Metropolitan Planning Organizations (San Diego Association of Governments) to tie reductions in greenhouse gas emissions from cars and light trucks to land use and infrastructure planning

AB 1358 – The California Complete Streets Act 2008

The Complete Streets Act requires jurisdictions to make revisions to the Circulation Element to plan for a multi-modal transportation network. Community residents should be able to safely travel by transit, bicycle and on foot to reach destinations within the community and the region. The Circulation Element must identify how routine accommodation of all users of the roadway, including motorist, pedestrians, bicyclists, users of public transit, children, seniors and people with disabilities, will be achieved

Highway Design Manual

The Highway Design Manual establishes a uniform program to carry out the highway design functions of the California Department of Transportation (CALTRANS). The policies provide information and guidance to CALTRANS, as well as local agencies.

Regional

SANDAG 2050 Regional Transportation Plan (RTP)

2050 RTP outlines a transportation network of public transit, managed lanes and highways, local streets, and bikeways and walkways built and maintained with reasonably expected funding. The result will be an integrated, multimodal transportation system. The 2050

RTP and its Sustainable Communities Strategy show that the San Diego Region will meet or exceed greenhouse gas emissions targets by managing demands on the transportation system in ways that reduce or eliminate vehicle miles traveled and traffic congestion during peak periods of demand.

Review of Past Performance

Several important elements of both the regional and local transportation network have been completed since the last update of the Circulation Element. The previous Circulation Element identified these projects as implementation priorities. These transportation improvements and the responsible agency are summarized in the following table:

Table CE-2. Review of Past Performance

Project Description	Responsible Agency
Completion of the I-8/SR125 interchange and SR 125 northern and southern extensions	CALTRANS
SR 94 Sound Wall (noise mitigation, partially complete)	CALTRANS
Mission Valley East Trolley extension, "Green Line"	Metropolitan Transit System (MTS)
Grossmont Transit Station Improvements, pedestrian bridge and elevator structure	Metropolitan Transit System (MTS) and SANDAG
Fletcher Parkway Improvements, median landscaping, floodway improvements, bicycle lanes, traffic safety features, sidewalks, lighting and signage	La Mesa
El Cajon Boulevard median landscaping, ADA improvements, transit bus stop improvements, utility undergrounding, storm drain improvements, signalization	La Mesa
Water Street sidewalk improvements and landscaping	La Mesa
University Avenue/Allison Avenue at the Civic Center, complete streets improvements, transit connections and bus stop improvements, landscaping, lighting and signage	La Mesa
Safe Routes to School various locations	La Mesa
Yale and University Avenue Pedestrian Enhancements	La Mesa
West La Mesa Sidewalks	La Mesa
Jackson El Paso Intersection Improvements	La Mesa
El Cajon Blvd/La Mesa Blvd and Spring Street/High Street intersection improvements	La Mesa

The completion of the highway and trolley projects closed gaps in the Regional Transportation System within La Mesa. The City allocates resources to smaller scale projects such as median landscaping and intersection improvements to enhance the local street network. The following are on-going challenges to the efficiency of the transportation system in La Mesa.

- Topography has determined the street network in the City. Few neighborhoods have a grid network of streets.
- Interstate 8, State Routes 94 and 125 constrain connections between central La Mesa and adjacent neighborhoods.
- There are gaps in the sidewalk network, and sidewalk alignment within the street right-of-way is inconsistently located.
- Many streets do not meet their designated design objectives, and represent areas where improvements to the circulation system will be a part of the General Plan implementation.
- Alternative transportation modes are not accorded consistent equal access within the street network.

Public opinion polls repeatedly show that La Mesa citizens are concerned about traffic issues, such as "cut-through" traffic, neighborhood speeding, and road conditions.

Throughout La Mesa, many panoramic vistas can be viewed from the street network and from the freeways passing through the community. These visual resources can be preserved and enhanced.

With freeways crisscrossing La Mesa and no major heavy industry, motor vehicle travel is a major contributor to green house gas emissions in La Mesa.

Active transportation, walking and biking, support public health goals for combating the epidemic of obesity. Creating a supportive environment for active transportation is a challenge within the existing network of streets and highways.

La Mesa's streets are multi-modal.

Streets & Highways

This section is an overview of the overall system of roadways serving La Mesa. As the primary component of the circulation network, streets and highways define the shape and character of La Mesa more than any other public investment. One quarter of La Mesa land area is devoted to transportation right-of-way. On-going roadway maintenance and

construction of future improvements represent a significant commitment of resources from the City's Capital Improvement Program. The streets of most concern are the transition streets linking low volume local streets with high volume regional transportation streets. Collector and arterial streets will require new investment to balance motor vehicle functions with other transportation uses of the street.

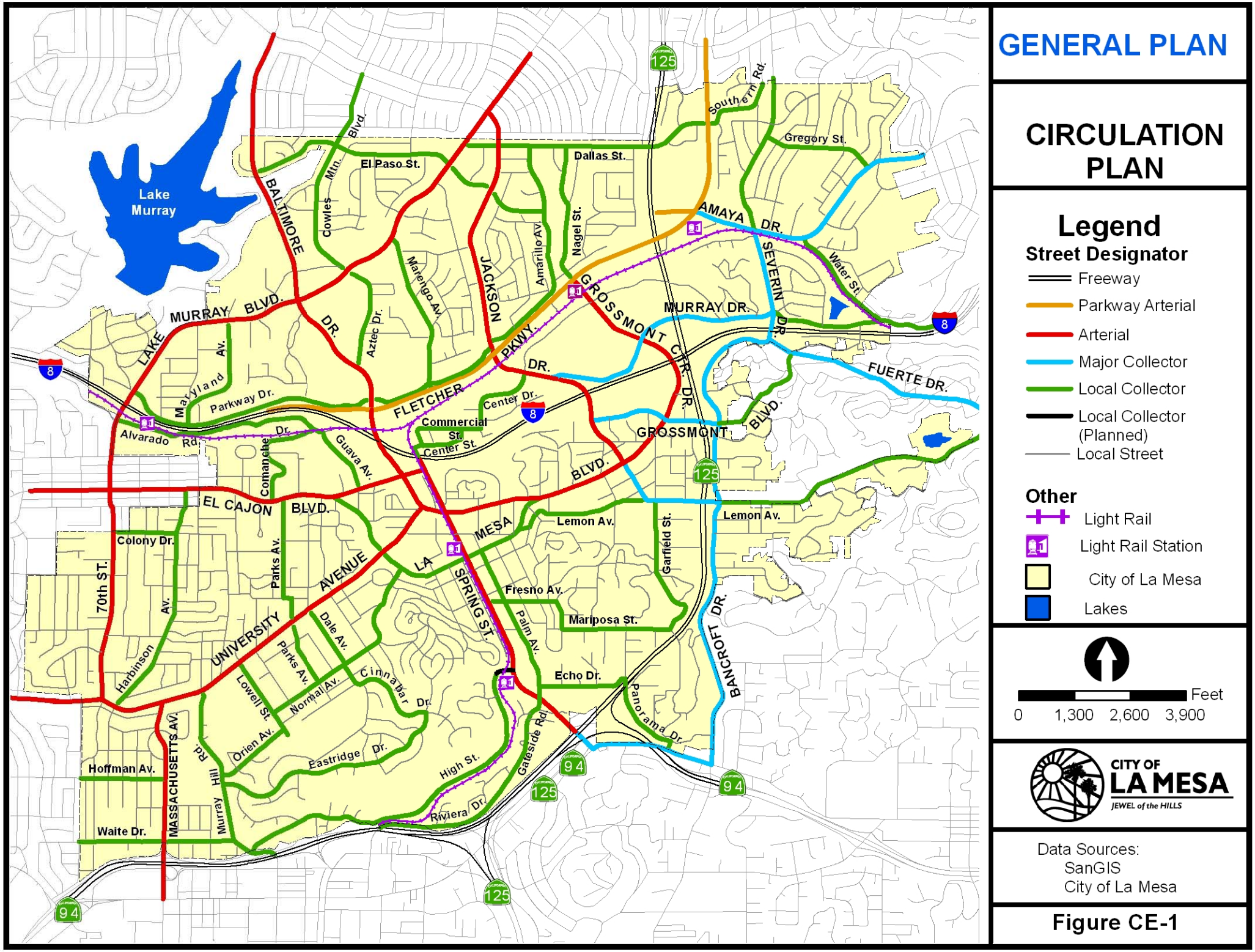
A key feature of the Circulation Element is the classification of the streets based on function. The classification system is a statement of policy and design criteria that guide decisions related to street improvements and future development.

It is important to recognize that La Mesa's street system is complete. There are few opportunities to add new streets or change the function of the existing street network. Improvements to traffic flow and safety will be made through techniques such as changes to traffic signal timing at key intersections, intersection modifications or improvements to transit services. Programs to encourage carpooling, walking and bicycling will also increase mobility throughout the City, as well as reducing traffic congestion. Based on a community-wide pubic input process, the City's Sidewalk Master Plan establishes priorities for complete street improvements to address the pedestrian circulation within the public right-of-way.

The following **Table CE-3** summarizes the existing street network by type of street. The Circulation Plan map in **Figure CE-1** shows the locations of the streets classifications within the City.

Table CE-3. Summary of Street Classifications

Summary of Street Classifications		
Street Classifications	# of Miles	Percent of Street network
Freeway	7.7	4%
Parkway Arterial	2.5	1%
Arterial	14.5	8%
Major Collector	6.1	3%
Local Collector	30.7	17%
Local	107.0	59%
Alley	13.7	8%
Total	182.2	



GENERAL PLAN

CIRCULATION PLAN

Legend

Street Designator

- Freeway
- Parkway Arterial
- Arterial
- Major Collector
- Local Collector
- Local Collector (Planned)
- Local Street

Other

- Light Rail
- Light Rail Station
- City of La Mesa
- Lakes

Feet

0 1,300 2,600 3,900

CITY OF LA MESA
JEWEL of the HILLS

Data Sources:
SanGIS
City of La Mesa

Figure CE-1

Transportation Demand Management

Capital Improvements can take many years and significant resources to implement, but managing the demand for various forms of transportation, also known as transportation demand management (TDM), can provide flexible and cost-effective solutions. Typical TDM programs include ridesharing initiatives such as carpooling, vanpooling, promoting alternative work schedules, telecommuting, and promoting bicycling, walking, and the use of public transit. These programs reduce the overall number of vehicle miles traveled (VMT), making more efficient use of our existing roadways and maximizing the movement of people and goods.

Public Transit System

La Mesa's central geographic location within the greater San Diego metropolitan area, and location at the gateway to the East County sub-region, places the City in a position to benefit significantly from public transit services. Bus route 7 has served the community for decades, connecting La Mesa to San Diego via University Avenue. Opening of the East Line Trolley has also improved public transit services in the City. The Circulation Element recognizes the importance of providing quality public transit services to provide access and mobility to those who are unable to drive; and as a transportation alternative to the single occupant vehicle to reduce traffic congestion on the region's roadways. Transit system components are described below and **Figure CE-2** shows a map of the City's transit resources.

Light Rail

The mid-1980s brought light-rail transit to La Mesa, operated by the Metropolitan Transit System (MTS), the region's service provider in the southern half of San Diego County. The agency opened the Orange Line Trolley with four stations in the City. In 2005, the Green Line was completed, adding a fifth station at 70th Street and providing a transit link through the Mission Valley corridor. Trolley service provides a commuter alternative to the congested Interstate 8 freeway corridor.

The 70th street station was completed in 2005.

MTS has an ongoing effort to find the appropriate level of security measures necessary to provide a safe environment for riders of the trolley, and to effectively monitor security at trolley stations. The City and MTS are working together to provide the services necessary to maintain a safe and desirable transit service.

The standard MTS trolley station consists primarily of a shelter and, in some cases, a telephone. Lack of amenities such as restrooms and concession stands has resulted in

problems around some stations. The City works with MTS to provide better facilities at stations within La Mesa's boundary.

Orange Line Trolley

The Orange Line operates between Downtown San Diego and Santee. Four Orange Line stations are located within La Mesa: Spring Street, La Mesa Boulevard (Downtown), Grossmont and Amaya Drive. The Downtown location of the La Mesa Boulevard Station intersects with bus service and provides transit access to the Civic Center, the Village Commercial District and surrounding residential areas. The Grossmont Transit Center Station is a transfer station between Orange and Green line service and bus services. Improvements to the Grossmont Station platform were completed in 2011, including elevator access and a pedestrian bridge.

The La Mesa Boulevard Station provides trolley access to the Village and the Civic Center.

Green Line Trolley

The Green Line connects Santee to the Old Town Station via La Mesa, San Diego State University, and Mission Valley. In La Mesa, the 70th Street Station exclusively serves the Green Line trolley as the line travels along Interstate 8. The opening of the Green Line completed a trolley service loop linking many neighborhoods. La Mesa, at the eastern end of the loop, enjoys the best Trolley access outside of Downtown San Diego. La Mesa transit stations are hubs of activity and are anticipated to be more intensely used in the future as transit-oriented development is implemented in neighborhoods adjacent to the stations.

Buses

Feeding into the regional transit systems and providing transportation within the City of La Mesa is a public transit network consisting of fixed route buses. Effective bus service is critical in La Mesa to support the regional light rail system, to provide access within La Mesa's neighborhoods, and to make efficient transit connections. MTS provides bus service including routes 1, 7, 14, 851, and 855. The City will continue to work with MTS to ensure that bus service is maintained and expanded to meet the community's transportation needs.

As the Trolley system expands to new areas, bus routes are evaluated by MTS and modified when necessary. The City will need to be attentive to this evaluation process to make sure that modifications proposed by MTS do not reduce the effectiveness of bus service to the community.

Another incentive for transit use would be the installation of bus shelters at high volume stops. Shelters not only increase the comfort of bus users, but also improve the appearance of bus stop areas because maintenance is provided. Under an existing program operated by MTS, shelters are provided at about a dozen bus stop locations. La Mesa contracts with Coast United Advertising for the bus benches provided at most other stops.

Bus Routes

Route 1

This route connects La Mesa with communities to the west. The route runs from the Grossmont Transit Center, through the La Mesa Blvd. and 70th Street Trolley Stations, and ends in Hillcrest.

Route 7

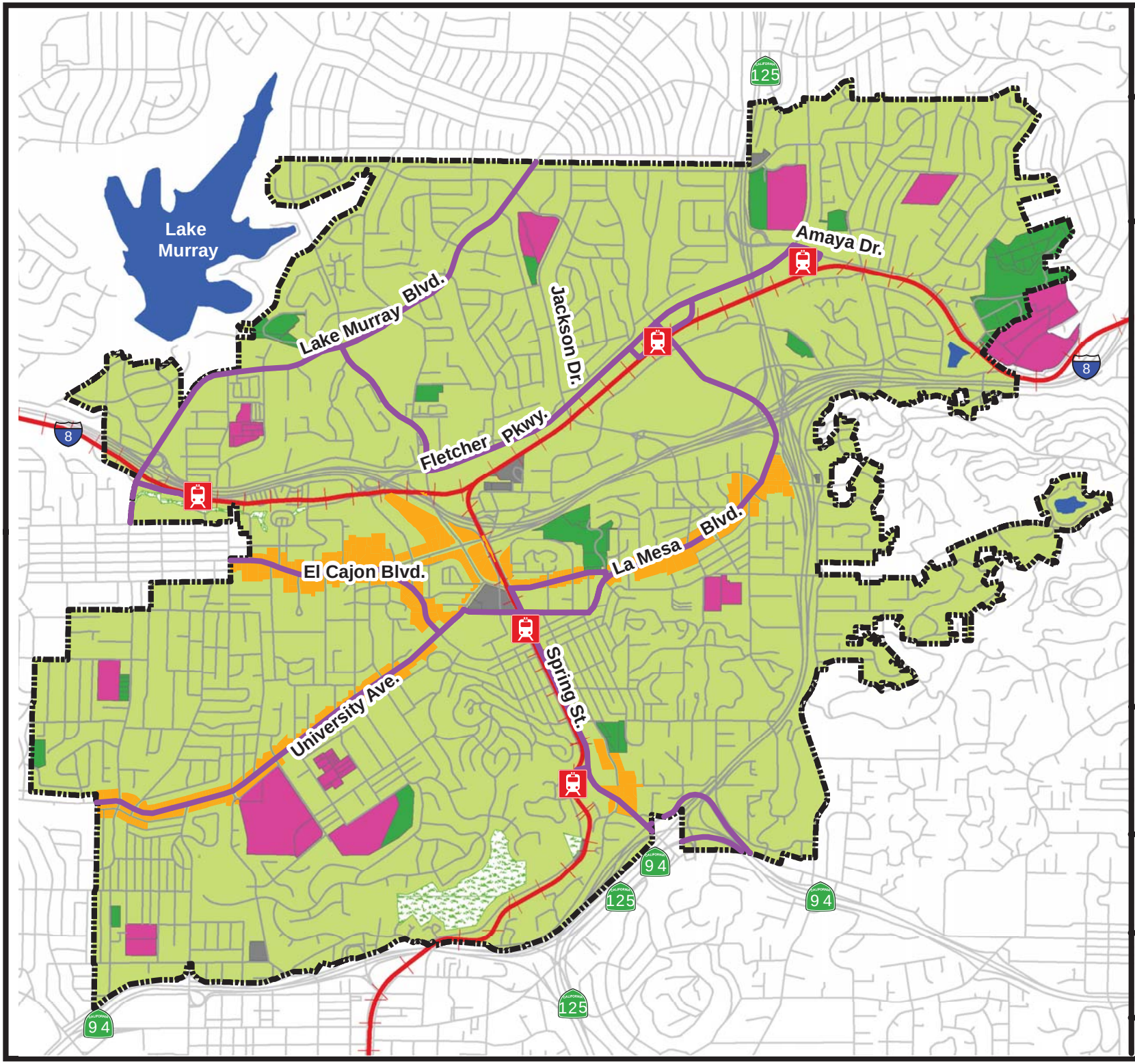
This route provides Regional service between La Mesa and downtown San Diego. In La Mesa, the route runs along University Avenue and services the La Mesa Boulevard Trolley Station.

Route 14

This route provides La Mesa residents with connections to the 70th Street Trolley Station, San Diego State University, and Kaiser Hospital.

Route 855/851

This route begins at the Spring Street Trolley Station and connects riders with communities to the east, including Casa De Oro, Spring Valley, and Rancho San Diego.



GENERAL PLAN

TRANSIT SERVICE

Legend

- SD Trolley System
- Trolley Stations
- Bus Routes
- Mixed Use Overlay Zone
- Public Schools
- Public Facilities
- Public Parks
- Open Space
- Lakes
- Roads
- City of La Mesa

0 1,400 2,800 4,200 Feet

CITY OF LA MESA
JEWEL of the HILLS

Data Sources:
SanGIS
City of La Mesa

Figure CE-2

Non-Motorized Transportation

Pedestrian Infrastructure

La Mesa has long recognized that sidewalks are an essential pedestrian amenity. Sidewalks also improve the appearance of neighborhoods and the community by providing an edge line for lots. Blocks without sidewalks experience neighborhood conflicts when separation between the public street area and private yard areas is poorly defined.

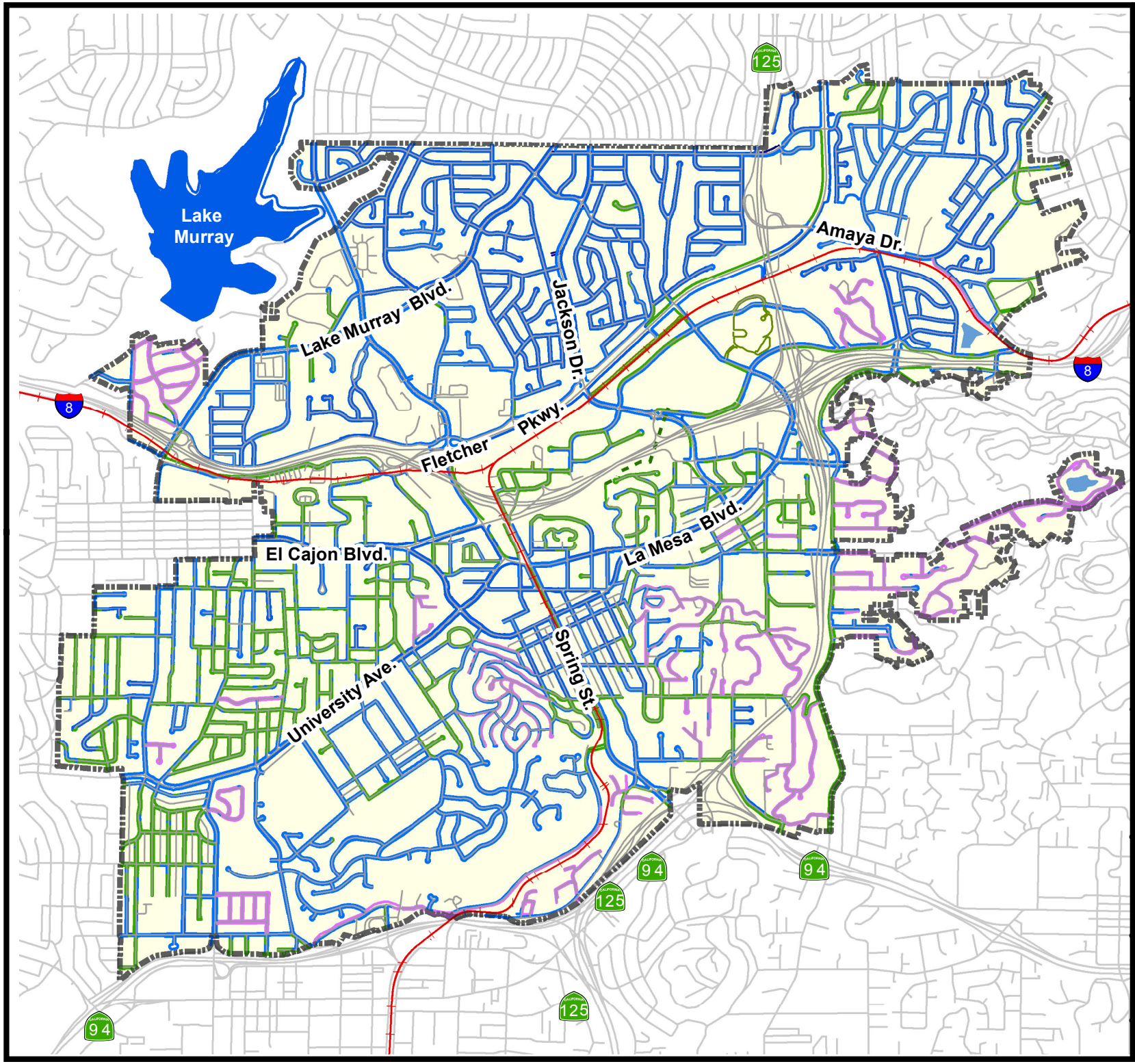
Crosswalks alert drivers to the presence of pedestrians.

In Downtown La Mesa, sidewalks can also become extensions of commercial businesses, which add to the pedestrian ambiance of the "village" environment. The City's Downtown Village Streetscape Improvement Project focuses on upgrading street and sidewalk areas to improve the access and connectivity to adjacent retail establishments.

The key to safe and efficient pedestrian circulation is the design, construction, and maintenance of walking facilities. Increasing sidewalk widths, landscaping, street furniture and parking in commercial areas all work to help separate pedestrian and vehicular traffic while improving the appearance of the community and assist in supporting retail storefronts and restaurants.

La Mesa's sidewalks are inconsistent in width, location, and condition. In 2008, the City conducted a Walkability Study. An inventory of existing sidewalk locations was created and recommendations were developed that lead to the creation of a Sidewalk Master Plan. Based on this data, a total of 274 miles of sidewalk were mapped. Sixty-two percent of areas with the potential for sidewalk placement already have sidewalks. Comments gathered from an online survey and public workshops indicate that missing sidewalks and sidewalk gaps were the top issues people had regarding the pedestrian environment. The Sidewalk Master Plan **(Figure CE-3)** shows La Mesa's existing sidewalk infrastructure, as well as where new sidewalks are planned. In order to maintain rural character in some sections of the City, the decision was made to have areas without sidewalks.

The Downtown Streetscape Improvement Project will improve pedestrian access.



GENERAL PLAN

SIDEWALK MASTER PLAN

Legend

- Existing Sidewalk
- Proposed Sidewalk
- No Sidewalk
- Proposed Pedestrian Bridge
- City Boundary
- Light Rail Transit
- Roads / Alleys
- Lakes

0 1,400 2,800 4,200 Feet

CITY OF LA MESA
JEWEL of the HILLS

Data Sources:
SanGIS
City of La Mesa

Figure CE-3

High speed, high volume, wide streets represent barriers because of the length of waiting time between traffic signal cycles and the overall crossing distance. These roadway-related barriers affect connectivity. In 2006, the City developed a "Walkability" Plan that recommended improvements in the walking environment. Implementation of the Plan's recommendations has resulted in several projects that have improved pedestrian infrastructure at key intersections.

Sidewalk improvements along Allison Avenue, near City Hall, the Library, and the Trolley Station are an example of the City's effort to enhance the pedestrian realm. Recent efforts have been made to reduce intersection crossing times for pedestrians by widening sidewalks and creating safe zones for pedestrians within the public right-of-way.

La Mesa is unique in that three freeways bisect the City. Most freeway crossings, constructed many years ago, lack pedestrian and bicycle facilities. A Freeway Crossing Plan, approved by the City in 2008, addresses these issues, including recommended improvements for several of the City's freeway bridges, on- and off-ramps. Future implementation of these recommendations will restore connectivity for pedestrians and bicyclists across the freeway right-of-way.

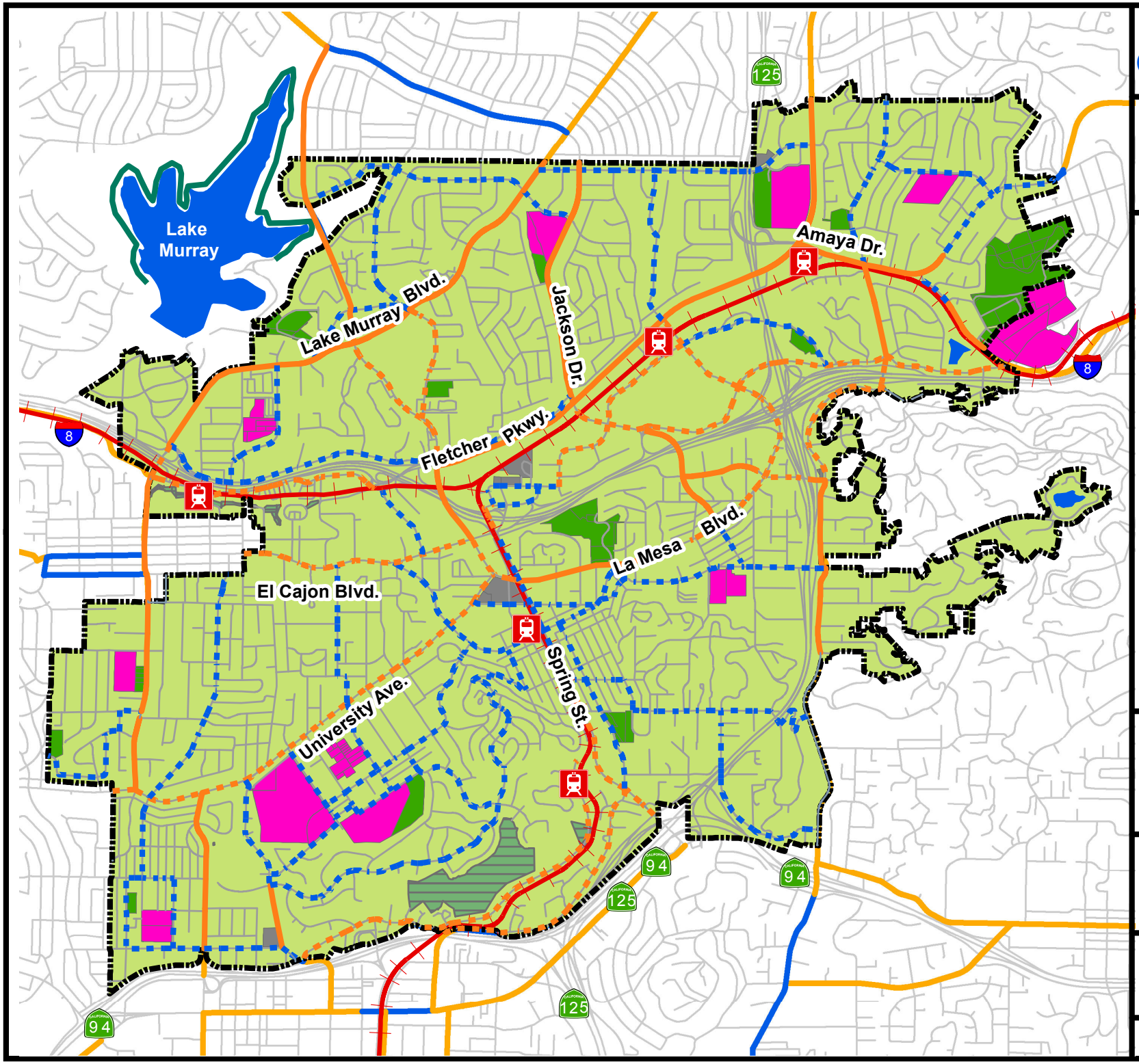
Bicycle Infrastructure

La Mesa's varied terrain provides vistas which make the City such a desirable place to live and work. From the bicyclist's perspective, this terrain is a challenge. Steep and narrow streets limit the routes available for easy and direct access to key destinations and cross-town travel. Bicyclists want to find direct routes with the least challenging grades through the City and to access neighboring jurisdictions and regional destinations. The Bicycle Facilities Plan Map **(Figure CE-4)** shows existing and proposed bicycle facilities, major destinations and trolley stations. A Capital Improvement Plan for bicycle infrastructure is included in the Bicycle Facilities & Alternative Transportation Plan, adopted in 2012. When fully implemented, these projects will improve the bicycle travel experience.

Bike lanes provide a safe buffer free of hazards.

For a bikeway network to be used to its full potential, secure bicycle parking should be provided at likely destination points. Bicycle thefts are common and lack of secure parking is often cited as a reason people hesitate to ride a bicycle to certain destinations. The same considerations should be given to cyclists as to motorists, who expect convenient and secure parking at their destinations.

Currently bicycle racks can be found at most major destination points. Although bicycle parking exists at these locations, it is limited. For example, bicycle parking in Downtown La Mesa consists of a few racks while other bikes were secured to trees or benches. At the Grossmont Shopping Center, bicycle parking was limited to a few racks spread around the Shopping Center. A few amenities such as shaded bicycle parking do exist at the Grossmont Shopping Center. Along University Avenue and El Cajon Boulevard, bicycle parking is limited to just a few racks at certain retail stores. Bike lockers are present at the Amaya Drive, La Mesa Boulevard, and Spring Street Trolley Stations. Additional bicycle racks are also present at the La Mesa Boulevard Trolley Station. The Grossmont Center and 70th Street Trolley Stations do not have any bicycle racks or bike lockers.



GENERAL PLAN

BICYCLE FACILITIES PLAN

Legend

Bicycle Facility Class

- Class 1
- Class 2
- Class 2 (Proposed)
- Class 3
- Class 3 (Proposed)

- Public Facilities
- Public Parks
- Open Space
- Lakes
- Public Schools
- Roads
- City of La Mesa

0 1,400 2,800 4,200 Feet

CITY OF LA MESA
JEWEL of the HILLS

Data Sources:
SanGIS
City of La Mesa

Figure CE-4

Goals, Objectives, and Policies

The following goals, objectives and policies address transportation and mobility issues.

Goal CE-1: A comprehensive, flexible transportation system that is functional, safe, accessible and attractive.

Objective CE-1.1: Enhance and maintain City streets to meet the diverse needs of the community.

Policy CE-1.1.1: Consider a traffic and circulation analysis for any changes to Land Use Element designations or Circulation Element designations, including an evaluation which is consistent with regional congestion management programs for regionally significant projects.

Policy CE-1.1.2: Streets will be configured and constructed according to the City's standards. Where the streets standards show flexible width and optional improvements, a determination shall be in made in accordance with the Street Design Manual, the Bicycle Facilities and Alternative Transportation Plan, and the Sidewalk Master Plan.

Policy CE-1.1.3: Require new developments to provide for on- and off-street improvements directly related to the project, found to be needed to meet the City's policies regarding street function, design, and safety and that advance the City's "Complete Streets" objectives.

Policy CE-1.1.4: Provide street lights in all urbanized areas in accordance with standards and plans adopted by the City.

Policy CE-1.1.5: Maintain all streets on a schedule developed by the Public Works Department.

Policy CE-1.1.6: Where possible, use street landscaping. Tree selection will take into consideration the likelihood of a particular species to cause damage to sidewalks or other improvements. Drought tolerant, low maintenance landscape materials will be required based on the City's Water Efficient Landscape Regulations.

Policy CE-1.1.7: Optimize motor vehicle flow efficiency along arterial corridors through signal synchronization or other intersection improvements. Consider the travel needs and safety of all road users and functions in the optimization effort, including, transit access, pedestrians, bicycles and parking.

Policy CE-1.1.8: When a traffic analysis indicates that the Level of Service (LOS) for a street reaches "E" or below, the City will determine what improvements or changes in operations are needed to maintain or improve the Level of Service. The City will

prioritize improvement projects and identify potential funding sources, including developer contributions and the Capital Improvement Program.

Policy CE-1.1.9: Implement the Neighborhood Traffic Management Program to address resident complaints about speeding and cut through traffic.

Policy CE-1.1.10: Utilize the Parking Commission to ensure a balanced approach to on-street parking regulation.

Policy CE-1.1.11: Use truck route designations to prevent unnecessary neighborhood impacts, to maintain public safety, and to limit street maintenance costs.

Policy CE-1.1.12: Regulate the transportation of hazardous materials within and through La Mesa in compliance with State and Federal regulations.

Policy CE-1.1.13: Work with San Diego Gas and Electric Company and other utilities, to place overhead utility lines underground along transportation corridors and in residential neighborhoods as funding becomes available.

Policy CE-1.1.14: The City's Public Works Department will maintain a current record of traffic volumes and accidents to assist in the development review process and in selecting and prioritizing public improvement projects for the Capital Improvement Program.

Policy CE-1.1.15: Provide a forum for public input for decisions regarding traffic safety and street improvements through the Traffic Commission and the Development Advisory Board.

Policy CE-1.1.16: Review zoning and subdivision ordinances to ensure that these remain effective tools for implementation of the Circulation Element

Policy CE-1.1.17: Develop a set of standards and guidelines for the effective and equitable design and distribution of on-street and off-street parking.

Policy CE-1.1.18: Apply a "Complete Streets" approach to future transportation infrastructure projects.

Policy CE-1.1.19: Utilize transportation demand management (TDM) techniques to increase the efficiency of the street network, reduce trips and improve the air quality impact of existing and future development.

Goal CE-2: Freeway right-of-way that is well designed and attractively landscaped.

Objective CE-2.1: Ensure that freeways in La Mesa, and all of the access and exits points, contribute to the urban design and community identity of the City of La Mesa.

Policy CE-2.1.1: Work with Caltrans to ensure that the environmental impact of future freeway construction projects is mitigated at the time of construction.

Policy CE-2-1.2: Work with Caltrans to eliminate safety hazards and improve connectivity across freeways and adjacent on- and off-ramps for bicyclists and pedestrians in La Mesa consistent with the La Mesa Freeway Crossing Study.

Policy CE-2.1.3: Work with Caltrans to enhance the appearance of the freeway infrastructure within the City limits.

Goal CE-3: A diverse transit system offering a safe, time-efficient, and cost-effective transportation choice that reduces traffic congestion and improves air quality.

Objective CE-3.1: Maximize the utility of La Mesa's transit services.

Policy CE-3.1.1: Advocate for a high level of security on the Trolley and at Trolley Stations through membership on the MTS Board of Directors.

Policy CE-3.1.2: Encourage MTS to include support facilities at Trolley Stations to enhance the travel experience.

Policy CE-3.1.3: Work with MTS to provide an appropriate amount of landscaping with proper funding for maintenance to City standards along existing and future Trolley rights-of-way in La Mesa.

Policy CE-3.1.4: Continue to support a network of regional bus routes, which will allow La Mesa residents to travel to all parts of the San Diego region efficiently, effectively, and safely.

Policy CE-3.1.5: Develop and apply Design Standards applicable to future developments that improve access to public transit.

Policy CE-3.1.6: Provide access to public transit that supports the needs of the disabled community

Policy CE-3.1.6: Consider designing transit preferential treatments on streets with high volume transit activity to enhance efficiency of the transit services.

Goal CE-4: Local and regional facilities that accommodate the unique needs of bicycle travelers.

Objective CE-4.1: Develop a comprehensive bikeway system serving destinations throughout the City.

Policy CE-4.1.1: Implement the bicycle-related policies and programs contained in the 2012 Bicycle Facilities and Alternative Transportation Plan.

Policy CE-4.1.3: Provide on-street and off-street parking for bicycles to support adjacent land uses.

Objective CE-4.2: Improve safety for bicyclists and motorists alike.

Policy CE-4.2.1: Design bicycle facilities in accordance with Caltrans design criteria.

Goal CE-5: Provide opportunities that encourage safe pedestrian travel.

Objective CE-5.1: Improve the pedestrian network and walkability in La Mesa.

Policy CE-5.1.1: Implement the Sidewalk Master Plan; apply concepts from the Walkability Plan.

Policy CE-5.1.2: Build on the information in the "Safe Routes to Transit" section of the 2012 Bicycle Facilities and Alternative Transportation Plan to improve the transit passenger experience within the City.

Policy CE-5.1.3: Within a quarter mile of transit services, the needs of pedestrians will be a priority for future capital investment.

Policy CE-5.1.4: Include night lighting at bus stops to increase visibility and security for transit passengers.

Objective CE-5.2: Focus on "Safe Routes to School" around school sites.

Policy CE-5.2.1: Increase connectivity and safety within a quarter mile of a school site with pedestrian-oriented and traffic calming infrastructure.

Policy CE-5.2.2: Encourage pedestrian and bicycle safety training for school students enrolled in La Mesa schools.

Implementation

Streets & Highways

Neighborhood Traffic Management Program (NTMP)

Stop signs and bulb outs slow traffic in neighborhoods.

Routine speeding, traffic volume, and failure to obey traffic control devices cause residents to become concerned about the safety of their neighborhoods and quality of life. Traffic calming measures are used to discourage cut-through traffic and decrease travel speed. The Neighborhood Traffic Management Program is divided into three phases. The first phase gathers data and investigates the severity of the problem. If the implementation of simple measures, such as improved signage or striping, is not effective, the second phase is a more intense study of the traffic problems. In the third phase engineering solutions are developed, the preferred solution is chosen by the stakeholders, funding is allocated, and the traffic calming measures are installed. After the measures have been installed further data is collected to assess their effectiveness.

Caltrans

The California Department of Transportation (Caltrans) Caltrans is the State agency responsible for highway, bridge, and rail transportation planning, construction, and maintenance. For administrative purposes, Caltrans has divided the State of California into 12 districts supervised by district offices. Caltrans District 11 serves the San Diego region with offices in Old Town San Diego. Caltrans provides and maintains freeways and bridges within the City limits. Coordination is required between Caltrans and City maintenance crews doing work on or near ramps in order to control traffic and ensure safe circulation. Caltrans also conducts periodic maintenance inspections on public facilities and makes recommendation to the La Mesa Public Works Department on City-owned bridges and other facilities. Caltrans administers certain State and Federal funding sources that the City may seek, such as "Safe Routes to School" (SRTS)

The MTS Trolley stops at the City's Civic Center.

Public Transit System

Metropolitan Transit System (MTS)

MTS provides bus and rail services directly or by contract with public or private operators.

MTS determines the routing, stops, frequency of service, and hours of operation for its existing services. MTS is responsible for the maintenance and operation of La Mesa's five Trolley Stations and within the right-of-way along the trolley tracks.

Non-motorized Transportation

Policies of the Bicycle Facilities and Alternative Transportation Master Plan are intended to provide a range of public improvements to benefit cyclists and pedestrians. The policies attempt to balance the need for non-motorized use of the public right-of-way with the physical limitations of the street network in some neighborhoods. In many cases, older streets developed in hillside areas have little or no chance for the installation of bike lanes and sidewalks. In other areas, a lack of existing improvements may make it difficult for these types of facilities to be installed on a continuous basis without leaving a piecemeal system. This occurs especially with infill development which is typical of most of the anticipated residential development. For these reasons, transportation policies providing flexibility in placement of non-motorized infrastructure improvements are included.

Downtown Streetscape

The Downtown Village Streetscape Improvement project will replace and enhance aging infrastructure, including sidewalks, landscaping and lighting within the Downtown Village. The project is intended to improve public access and mobility to adjacent retail establishments, reduce pedestrian exposure at intersection crossings, and provide new facilities and added landscaping for a pleasant walking environment. Design plans are anticipated to be completed in 2012, with construction commencing as early as 2013.

Intersection Improvement

The City of La Mesa coordinates with local schools to implement the "Safe Routes to School" program. This program concentrates on providing sidewalks, intersection controls, lighting and volunteer efforts on those routes felt to be the safest for leading children to and from schools. In addition to sidewalk improvements and crosswalk enhancements,

Improvements at the intersection of University Avenue and Allison Avenue enhance walkability.

properly timed pedestrian crossing signals should be provided at all signalized intersections with pedestrian access. This is particularly important at major streets with wide roadways which may be difficult for senior citizens and disabled people to cross. Balancing the needs of pedestrians with the need to move vehicular traffic will require the City's constant attention.

La Mesa's Bicycle Facilities and Alternative Transportation Master Plan establishes the City's goals and policies regarding the importance of providing bicycle facilities within the overall circulation network. This bicycle plan includes an implementation plan for existing and planned facilities. The intent of the Bicycle Facilities Plan is to:

- Improve safety for bicycle riders through education, encouragement and enforcement programs;
- Encourage bicycle ridership as a viable transportation alternative to the car through education, encouragement and enforcement programs;
- Identify funding sources for planning and constructing bicycle facilities;
- Help make La Mesa a more livable place; and
- Help educate the public about the importance of sharing the street with cyclists.

Since there are not extensive opportunities for off-street shared-use bike paths because of La Mesa's built-out nature the Bicycle Facilities Plan focuses primarily on the integration and coordination of bicycle facilities within the existing street network. When opportunities for land acquisition, road diets and redevelopment occur, off-street bike paths should be investigated as part of the development review process.