



LA MESA URBAN TRAILS MOBILITY ACTION PLAN

February | 2016



Funded through the Caltrans
Transportation Planning Grant Program



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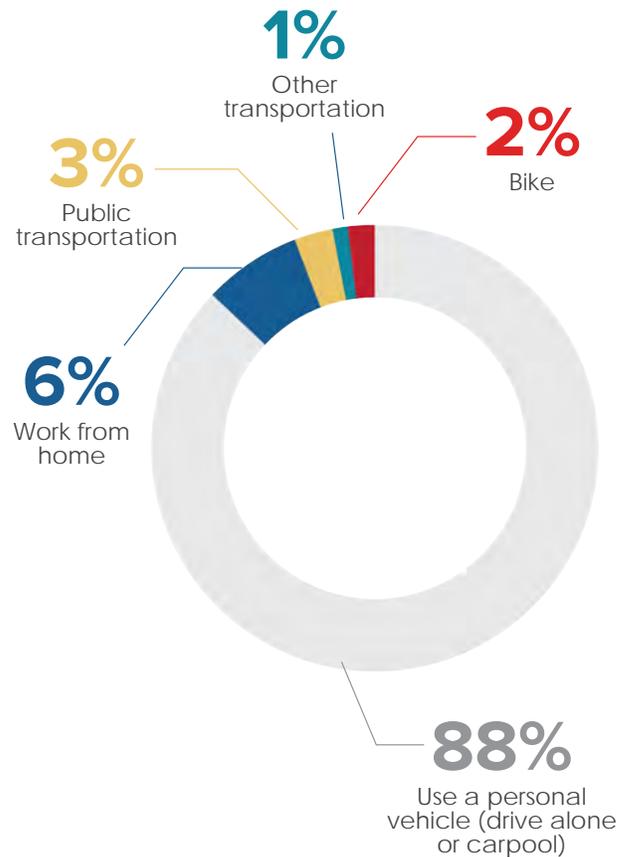
Chapter 1

INTRODUCTION

INTRODUCTION

This Urban Trails Mobility Action Plan (UTMAP) provides a comprehensive implementation strategy for the City of La Mesa that identifies connecting urban trails (sidewalks) between high-priority neighborhoods and key community destinations such as parks and recreation, hospitals and local retail in La Mesa. The increased active transportation options could lead to significant health, economic, environmental and social benefits for City residents and the community as a whole.

Community outreach was conducted consisting of a series of activities designed to give participants a better understanding of walkable neighborhoods, existing and proposed urban trails within La Mesa and first-hand experience accessing and riding the bus and trolley. In addition to being a fun experience, these activities served to educate participants and encourage their use of alternative modes of transportation. Extensive outreach, in coordination with data collection of existing and proposed urban trails, drove the recommendations for improvements documented in this plan. This plan outlines the process, implementation and funding suggestions for the La Mesa Urban Trails project.



La Mesa transportation mode share. (Source: 2014 US Census Estimates)

“IF COMMUNITIES ARE GREAT FOR THE EIGHT AND 80 YEAR OLD, THEN THEY WILL BE GOOD FOR ALL, FROM ZERO TO OVER 100.” - GIL PENALOSA

PURPOSE

The purpose of this plan is to improve and provide options for non-motorized access to transit, parks, retail, schools, and other key destinations.

This Urban Trails Mobility Action Plan presents a long range approach to identify pedestrian improvements and implementation strategies based on compiled community input. Implementation of this plan will enable the City to effectively promote walking, biking and transit use.

La Mesa's existing and proposed urban trails network consists of on-street pedestrian facilities, primarily sidewalks, giving residents the opportunity to use active transportation to travel greater distances within La Mesa and adjacent cities. Creating a true "8 to 80" network, where an 8-year-old to an 80-year-old can walk or ride to their destination, could provide options for all ages to choose their mode of transportation.

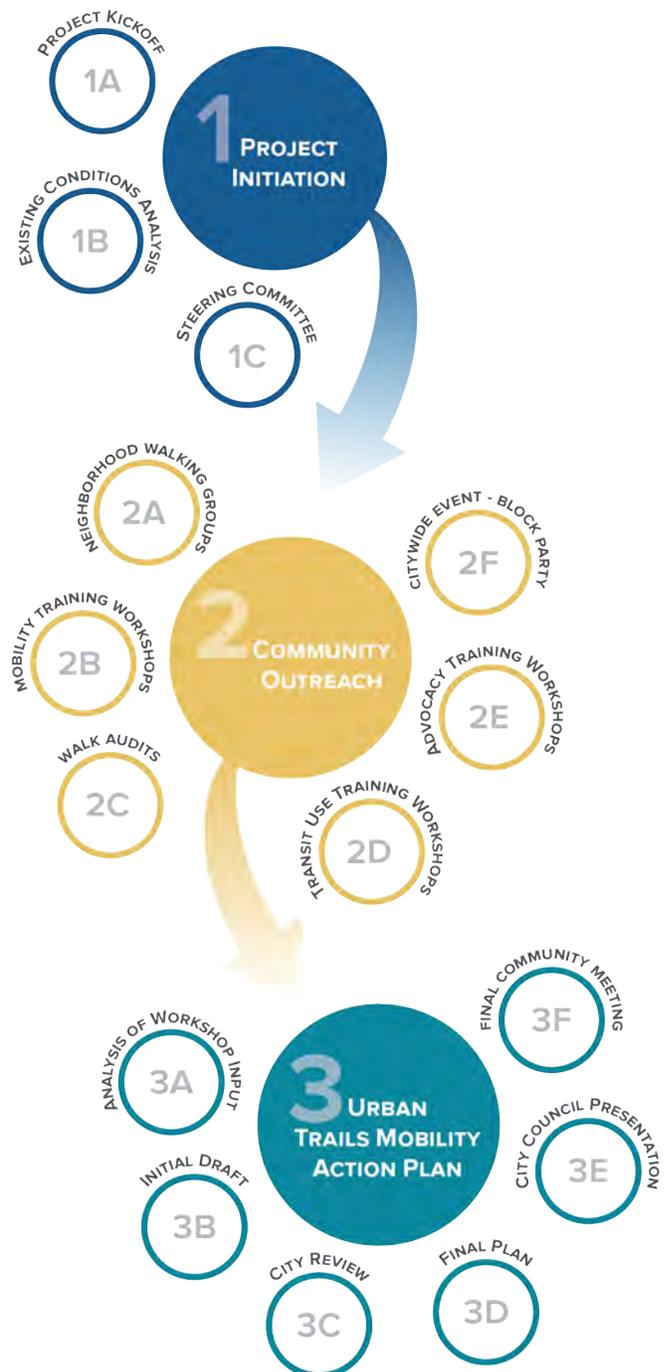
While providing connected urban trail networks is critical for active transportation options, recreational use of these urban trails is equally important. The proposed trails connect to the existing urban trail loops found throughout the City to provide additional loops or direct connections to points of interest.

PLANNING PROCESS

This UTMAP followed a fairly traditional planning process by forming and conducting steering committee meetings, collecting and analyzing existing conditions, conducting extensive outreach to identify and assess proposed trails and finally developing the prioritization and action plan for urban trail implementation. Figure 1-1 outlines the project's scope of work and planning process.

As part of the public outreach, a citywide event named "Connect La Mesa Block Party" allowed the community to provide valuable feedback on the proposed trails. Details of the public outreach process can be found in Chapter 3.

Figure 1-1: UTMAP Planning Process



This Urban Trails Mobility Action Plan includes:



Identification of urban trail routes that connect high-priority neighborhoods to key community destinations



Urban trail route maps illustrating the identified connecting routes



Guidelines for the branding, location and installation of wayfinding signage and markers



Prioritized list of recommended infrastructure improvements with cost estimates ranging from simple repairs or Americans with Disabilities Act improvements to reconfigurations of street crossings or suggested bike facilities to connect neighborhoods with key destinations



List identifying potential funding sources



Outline of recommendations for implementation and sustainability strategies



Vital link between the City's current efforts and the long-term goal of changing community culture to make active transportation the norm rather than the exception

BACKGROUND ON LA MESA'S URBAN TRAILS

WHAT IS AN URBAN TRAIL?

Urban trails are typically characterized as off-street multi-use paths that traverse the urban and suburban neighborhoods of a city, connecting various destinations. These urban trails are usually prioritized for non-motorized use. However, sometimes they are combined with utility access roads where only authorized maintenance vehicles may use them. Because La Mesa is a built-out city with very little vacant land or opportunities for separated multi-use trails, the La Mesa urban trail system utilizes the existing infrastructure (sidewalks and paved pathways).

In some cases, cities will include a trail plan as a component of their park plan similar to La Mesa's 2012 Parks Master Plan. The urban trails identified in the Parks Master Plan feature an urban loop that accesses parks and serves as the basis for the proposed urban trails in this UTMAP. Currently, very few cities have developed an urban trails plan with the intention and design of the facilities for both recreation and transportation purposes.

The characteristics of La Mesa's existing and proposed urban trails will:

- Serve transportation and recreation uses
- Provide multiple connections to key destinations over alternative routes
- Connect with City and regional trail systems
- Accommodate all ages and abilities
- Utilize complete street guidance when integrating on-street bicycle facilities
- Incorporate wayfinding and signage
- Receive strong community support

BENEFITS OF URBAN TRAILS

Because of the favorable year-round weather in La Mesa, urban trails can be used throughout the year for recreational and transportation purposes. Not only will these urban trails provide opportunities for mobility and an active lifestyle, they could allow residents to explore more parts of the city on foot. Among the many benefits, urban trails:

- Support a healthy lifestyle by giving people the opportunity to be physically active, which in turn can reduce their risk of heart disease, obesity, depression, diabetes and other health problems
- Help reduce traffic congestion by having fewer vehicles on the road
- Help reduce pollution
- Increase pedestrian and bicyclist comfort by providing protected infrastructure
- Enhance accessibility and mobility by providing more transportation options
- Increase urban accessibility for people of all ages, from 8 to 80
- Provide opportunities for social interaction and community engagement
- Increase access to nature
- Help stimulate economic growth by attracting businesses and residential development
- Encourage bicycle ridership and walking
- Attract new residents to the City due to its walkable and bikeable infrastructure

EXISTING URBAN TRAILS

There are 9.5 miles of existing urban trails within La Mesa. These trails were established to provide recreational loops that take advantage of the City's varying topography and Downtown district.

"The Stroll" is a beginner route that is flat and roughly one mile long. It is wheelchair friendly and focuses around the downtown village passing by shops and restaurants. It begins and ends at the railroad depot, making it a nice leisurely loop that also highlights the village's historic buildings.

"The Stride" is considered an intermediate, five mile route traversing the neighborhoods near Lake Murray and Mission Trails Regional Park. It has some uphill sections and optional stairs. The route starts at Jackson Park and first takes you over to La Mesita Park. Here one can take the optional stairs if you want to add extra intensity to your walk. The trail connects Lake Murray, Mission Trails Regional Park, La Mesita Park, Jackson Park and Murray Manor Elementary School.

"The Challenge" is the advanced route that, although shorter than "The Stride," has much more elevation gain and some steep sections. It connects to Mt. Nebo and the Windsor Hills neighborhood. This route also passes Helix High School, La Mesa Dale Elementary, La Mesa Arts Academy and Highwood Park.

As part of The Challenge route, there is a set of stairs called the Secret Stairs that allows a cut through to the top of Mt. Nebo. These public stairs, found between Summit Drive, Windsor Drive and Beverly Drive, were installed to facilitate pedestrian travel between adjacent neighborhoods. Without the stairs, access to these neighborhoods would be limited due to the lack of sidewalks.

The Walking Art Trail is a short little stroll through the downtown village highlighting the painted utility boxes that have been transformed by various artists. This showcase has been sponsored by the La Mesa Arts Alliance in partnership with the local community. The intent is for the community to enjoy art while strolling through downtown La Mesa.

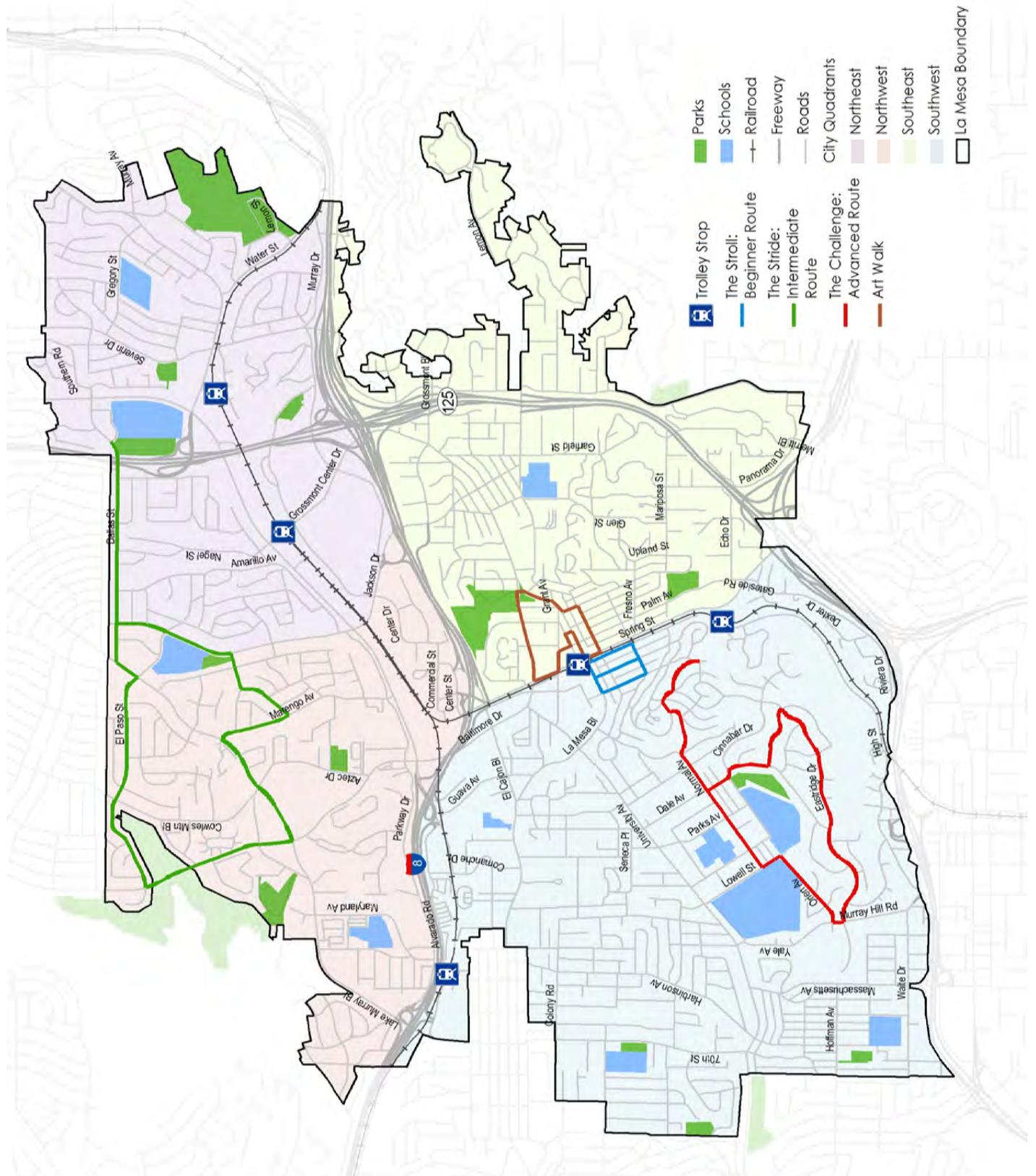


Trail markers along the Stroll Route



Neighborhood Walking Groups along the Challenge Route

Figure 1-2: Existing Urban Trails



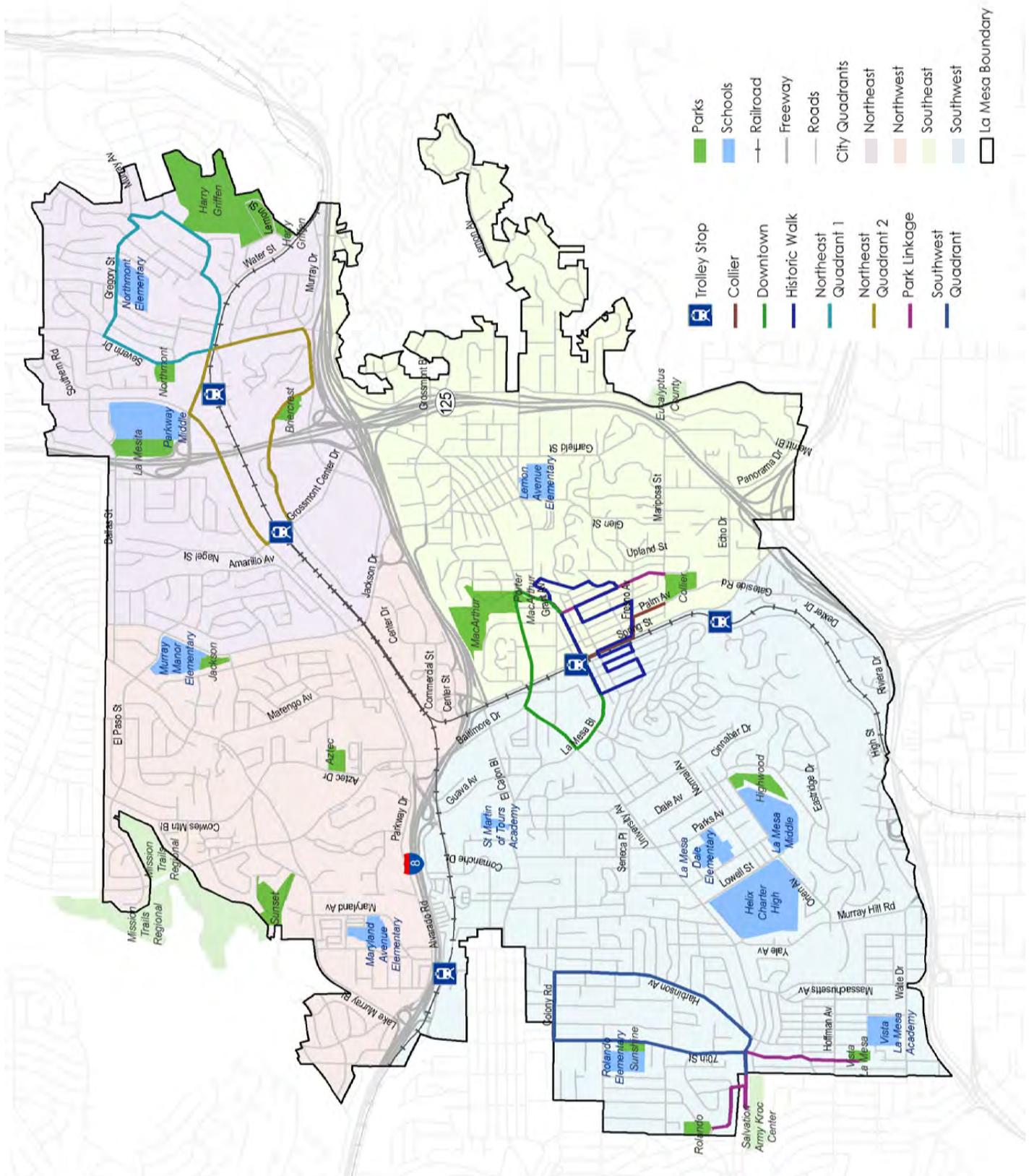
PARKS MASTER PLAN PROPOSED URBAN TRAILS AND LOOPS

The City's 2012 Parks Master Plan proposed four methods to improve park access throughout the City. Implementation strategies included park linkages, neighborhood connections, open space links and trails, and urban trail loops. Park linkages are meant to increase the number of entry ways into a park. Neighborhood connections improve walkability, accessibility and connectivity in a neighborhood. Links to open space are routes leading from a neighborhood out to an open space. Urban trail loops are marked routes that connect destinations and provide a loop system. The urban trails proposed in this plan have incorporated the trails from this previous planning effort. Additional information about the Parks Master Plan can be found on page 2-22.



Walking Wednesday route to Jackson Park

Figure 1-3: Parks Master Plan Proposed Urban Trails





Proposed urban trail on Wakarusa Street by Briercrest Park



Walking Wednesday tour along a proposed route trail

PROPOSED URBAN TRAILS

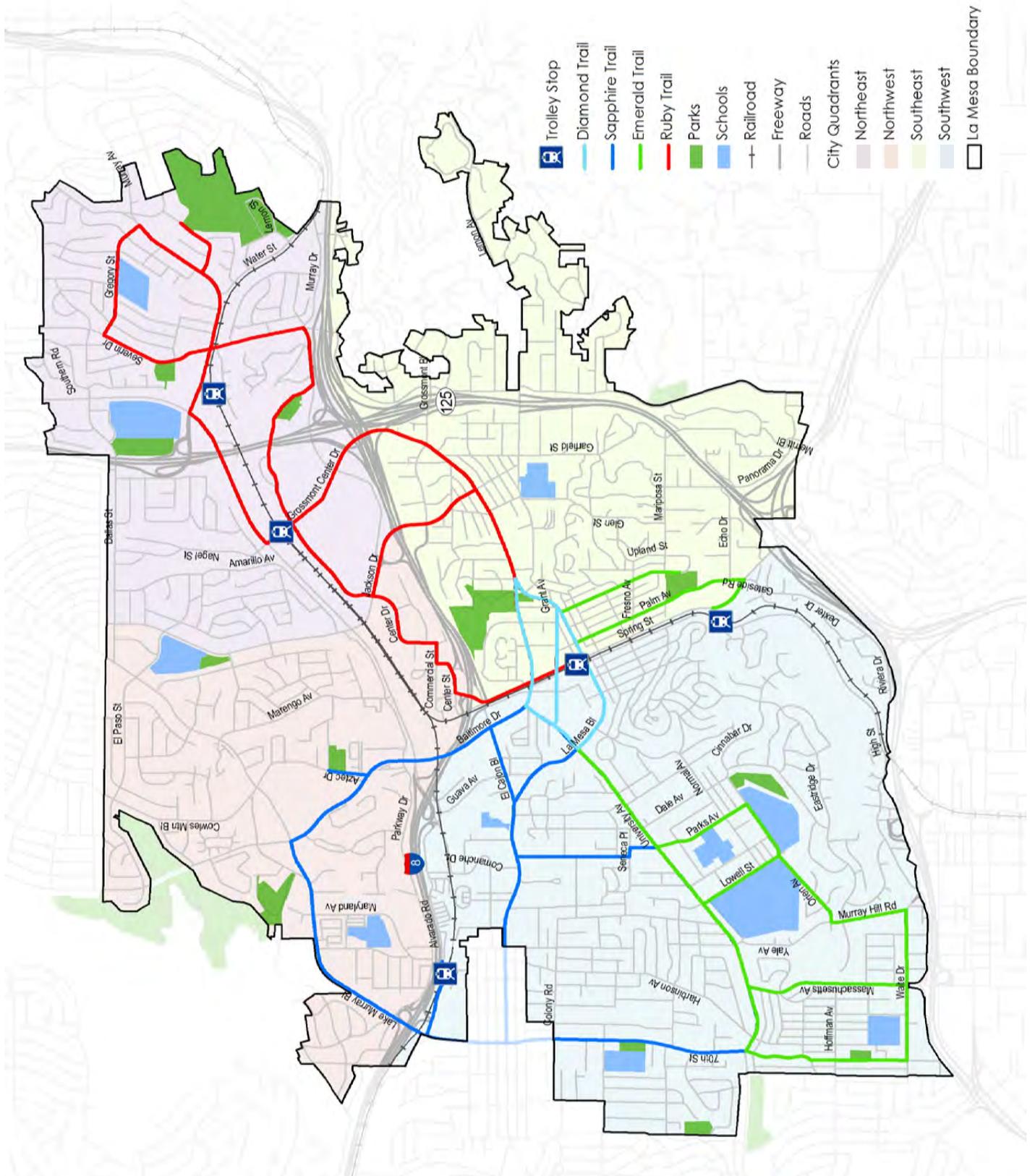
For consistency, the urban trails proposed in this plan have incorporated the existing urban trails and the proposed 2012 Parks Master Plan's urban loops. The UTMAP's proposed projects were identified through the public outreach and planning process to determine their final alignments.

As part of the initial outreach process, residents were given several opportunities to provide feedback on the proposed high priority neighborhoods and take part in mapping sessions to provide recommendations on potential routes. Extensive outreach aimed at the identification of active transportation needs within the high priority areas resulted in the development of four trail alignments. To be consistent with the City's "Jewel of the Hills" mantra, the proposed trails were given a jewel to identify its location. These trails include:

- The Sapphire trail in the western and northern quadrants
- The Ruby trail in the eastern and northern quadrants
- The Emerald trail in the southern quadrants
- The Diamond trail encompasses Downtown La Mesa as the center of the City and hub for all the trails

Chapter 4 provides the details of each alignment, their priority, deficiencies and cost estimates.

FIGURE 1-4: PROPOSED URBAN TRAIL NETWORK



GUIDING PRINCIPLES FOR LA MESA'S URBAN TRAILS

1. Improve health and awareness for City residents

La Mesa is one of the few cities in the region that implements a yearly Safe Routes to School program that encourages walking and bicycling to school while enhancing the safety of these trips. In order to continue to improve the pedestrian amenities for all ages, deficiencies need to be identified, prioritized and mitigated. A connected network will allow residents to walk more both for transportation or recreation needs, improve health and promote awareness. Integrating Safe Routes to School, Parks and Transit with the proposed urban trails could encourage residents to get the regular physical activity they need for good health, and ultimately ease traffic congestion and reduce pollution around the City.

2. Create recreational opportunities

While this plan's focus is to propose urban trails that make connections between destinations within La Mesa and adjacent cities, providing recreational opportunities could be an inherent benefit. The proposed trails also aim to connect to the existing recreational urban trails, local parks, regional parks and Lake Murray.

3. Create a sense of connectivity

The ultimate goal is to create an interconnected network that will link residents in high-priority areas to transit, commerce, parks and recreation, and other key community destinations. Existing unconnected sections should be united into an overall system of urban trails. These urban trails are intended to be used for both transportation and recreation. By completing the urban trail network, the City would create facilities that allow for commuting and short trips to retail and civic destinations.



PEOPLE WHO LIVE IN NEIGHBORHOODS WITH SIDEWALKS ARE **47% MORE LIKELY TO BE PHYSICALLY ACTIVE AT LEAST 30-MINS PER DAY.**

(Source: ActiveLivingResearch.org)



PEOPLE WHO USE PARKS AND OPEN SPACES ARE **THREE TIMES MORE LIKELY TO ACHIEVE RECOMMENDED LEVELS OF PHYSICAL ACTIVITY THAN NON-USERS**

(Source: ActiveLivingResearch.org)



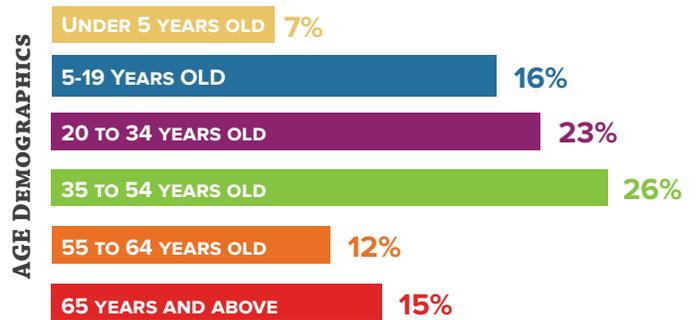
NEARLY **EIGHT OUT OF 10 AMERICANS** ALSO BELIEVE IT'S IMPORTANT TO LIVE "WITHIN AN EASY WALK" OF SHOPS, CAFES, SCHOOLS AND OTHER COMMUNITY PLACES.

(Source: ActiveLivingResearch.org)

4. Engage older adults, disabled persons, and families with strollers to capture input on their unique walkability needs

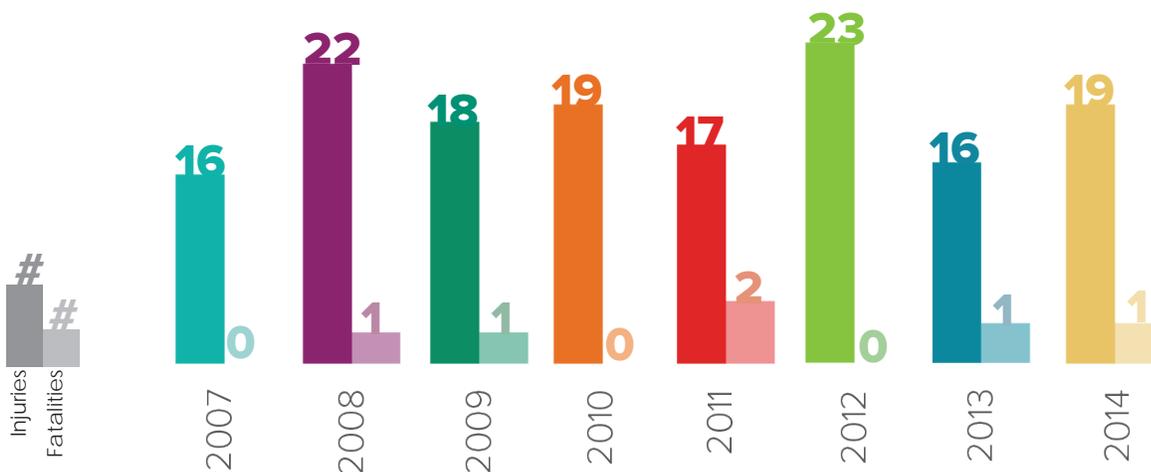
La Mesa's population is fairly evenly distributed among the different age groups. Seniors (65 years and over) make up 15% of the population, and school age children (ages 5-19) make up 16% of the population. It is important to capture input from these demographics since they are the age groups most likely to be walking and bicycling in La Mesa for transportation purposes.

In 2008 a Safe Routes to School (SRTS) program began in eight La Mesa schools and since that time there has been a reduction in pedestrian collisions with the exception of 2012 which showed a slightly higher injury rate but no fatalities. Pedestrian fatalities increased in 2011 from none to two, indicating more severe collisions and underscoring the importance of a sustainable plan for identifying urban trails throughout the City. There has been a 21.4% decline in collisions involving bicyclists.



(Source: SANDAG Estimates, 2014)

Pedestrian Related Collisions



La Mesa Pedestrian related collisions between 2007-2014. (Source: California Highway Patrol Statewide Integrated Traffic Records System)

5. Educate and train residents on mobility assessment, transit use and advocacy

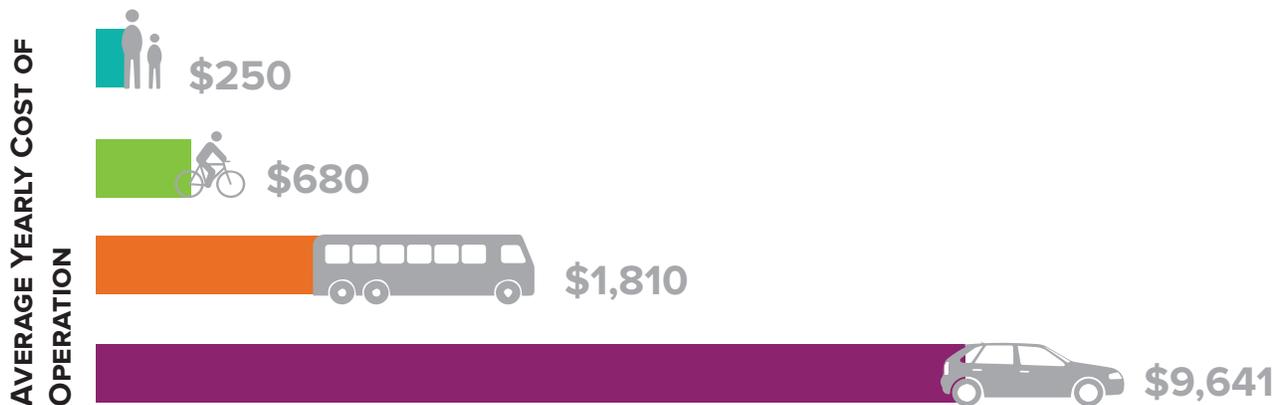
Through a series of educational workshops in each high-priority neighborhood, the City engaged residents to capture their unique perspectives and needs regarding safety issues. This input was used to set the 'walkability bar' for each neighborhood to ensure accessibility for all types of users.

Mobility Assessment Training Workshops were used to educate residents and collect community input on their awareness and use of urban trails; identify connecting urban trail routes; conduct neighborhood walk audits; and map connected pedestrian- and bike-friendly urban trail routes.

Transit Use Training Workshops were conducted to provide training and a hands-on approach to the access and use of local transit systems.

Advocacy Training Workshops were provided to residents and other interested stakeholders. These workshops utilized identified connecting urban trails in each high-priority neighborhood to explore and compile solutions for increasing trail use (e.g. branding and location of wayfinding signage), and further empower community members on how to effectively advocate for implementation of their identified priorities.

Workshop attendees were equipped with the technical knowledge and communication skills required to meet with elected officials and City staff, and effectively advocate for implementation of their identified priorities.



(Source: ActiveLivingResearch.org)



6. Encourage residents to increase walking, biking and transit use through multiple citywide activities and localized neighborhood walking groups

An opportunity to educate and encourage non-motorized transportation was created through a series of bi-monthly walks to discover the City's existing and future urban trails. The routes planned for each walk varied to take advantage of La Mesa's rolling topography, commercial corridors and recreational and transit opportunities throughout the City. While on these walks, participants were encouraged to provide feedback on their surroundings and in some cases, learn how to ride the trolley or bus.

The objective of the citywide event was to educate and encourage an overall active lifestyle and gather input for the urban trail network. Various activities within this event helped garner a large attendance and demonstrate different trail and urban design elements such as parklets, protected bicycle facilities and artwork. An Urban Trail design competition, games and food trucks were also planned to entice a larger audience.

The end result was an event attended by some 350 visitors from La Mesa and neighboring communities. Fifteen vendor booths provided valuable information to attendees. Some of the main comments from the proposed urban trail network included:

- Increased lighting
- Increased shade
- Connection from Mt. Nebo to Spring Street Station
- Wayfinding
- Connected sidewalks



Transit Training with La Mesa residents

7. Incremental Implementation of Parks Master Plan and Bicycle Facilities and Alternative Transportation Plan Standards

The City of La Mesa has demonstrated its commitment to becoming one of the healthiest and most livable communities in San Diego County through its adoption of a Parks Master Plan and a Bicycle Facilities and Alternative Transportation Plan. The Parks Master Plan includes standards for Safe Routes to Parks, while the Bicycle Facilities and Alternative Transportation Plan includes standards for Safe Routes to Schools, Transit and Employment. These efforts demonstrate the City's readiness to embrace a sustainable, community-based transportation network.

The UTMAP provides a means of incrementally implementing standards from the two aforementioned plans. This principle finds support in the fact that the City of La Mesa will increasingly rely on enhancing access to existing parks to meet residents' recreation needs.

“ALL THESE PARKS ARE IMPORTANT FOR THE OVERALL HEALTH AND RECREATION OF THOSE WHO LIVE NEARBY THEM. THE ENTIRE CITY NEEDS THESE AREAS FOR THE OXYGEN-GIVING TREES AND PLANTS THEY CONTAIN AS WELL AS THE BEAUTY AND RECREATION THEY ALLOW FOR ALL LA MESANS. AS THE CITY CONTINUES TO EVOLVE INTO A MORE DENSELY POPULATED AREA WITH THE INCREASED NUMBER OF CONDOMINIUMS GOING UP, THESE AREAS OF GREEN GRASS AND FREE SPACE BECOME MORE PRICELESS AND NECESSARY FOR BOTH PHYSICAL AND PSYCHOLOGICAL WELL-BEING.”

- LA MESA RESIDENT, PARK
MASTER PLAN ONLINE SURVEY



Chapter 2

COORDINATION WITH EXISTING DOCUMENTS

COORDINATION WITH EXISTING DOCUMENTS

The City of La Mesa has several documents that highlight the importance of a walkable/bikeable community. Plans most relevant to the urban trails plan include the 2012 General Plan, Bicycle Facilities and Alternative Transportation Plan and Parks Master Plan. Plan summaries, including excerpts of the most pertinent goals and objectives, are provided for these three plans. (Policy statements for each of these goals and objectives can be found in each document.) Other plans relevant to the urban trails plan include the La Mesa Freeway Crossing Plan, the City of La Mesa Walkability Plan, the Downtown Village Specific Plan and the Mixed-Use Strategic Implementation Plan.

GENERAL PLAN ELEMENTS

The 2012 La Mesa General Plan Update is the guiding document for the City's planning efforts. The General Plan has as its vision: "The City of La Mesa is a community working together toward a common goal which includes a safe and healthy environment, state-of-the-art resources and technology, unsurpassed quality of life and an efficient and effectively run government organization!" Components of the General Plan that most directly contribute to its vision include the Circulation Element, the Land Use Element and the Health and Wellness Element. Goals and objectives from each element are discussed in the following sections.

2012 General Plan Update, Circulation Element

The Non-Motorized Transportation section of the General Plan stresses the importance of improvements to benefit cyclists and pedestrians.

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.

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.

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.

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

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

- Objective CE-5.1: Improve the pedestrian network and walkability in La Mesa.
- Objective CE-5.2: Focus on "Safe Routes to School" around school sites.

2012 General Plan Update, Land Use Element

Goal LU-1: A safe and healthy community.

- Objective LU-1.2: Preserve community identity while promoting safety for residents, employees, and visitors to La Mesa.
- Objective LU-1.3: Prioritize healthy lifestyle choices in land use decisions.

Goal LU-3: Revitalized Commercial and Industrial Districts.

- Objective LU-3.1: Maximize the potential of commercial centers in order to attract an appealing mix of new businesses.
- Objective LU-3.2: An industrial employment center attractive to customers from both local neighborhoods and Regional communities.

Goal LU-4: An equitable community that meets the needs of all residents.

Goal LU-5: A strong local and Regional economy.

- Objective LU-5.2: Preserve and enhance the Downtown Village area as the City's symbolic center by providing a vibrant Commercial, Civic, and Residential District.

Goal LU-6: A City where the environmental, social, and economic needs of the residents are met without compromising the ability of future generations to do the same.

- Objective LU-6.1: Evaluate the short-term and long-term impact on valuable resources such as water, energy, and open space when making land use decisions.

2012 General Plan Update, Health and Wellness Element

Goal HW-1: A community where residents are healthy and feel safe and secure.

- Objective HW-1.1: Ensure that public and private development and infrastructure is designed, constructed, and maintained to maximize safety and security and reduce opportunities for criminal activity.
- Objective HW-1.2: Improve community health through the reduction of unintentional injuries and violence.

Goal HW-3: Active living and healthy eating in La Mesa, with progress tracked to measure success.

- Objective HW-3.1: Employ a range of methods to communicate and track community health and wellness information.
- Objective HW-3.2: Adopt a wayfinding program to direct those who live and work in La Mesa to the City's sites that provide opportunities for health and wellness programs and activities, such as designated routes for walking and biking, stairs, and parks and recreational facilities.

Goal HW-4: Children's physical activity and nutrition to benefit their short- and long-term health and improve their ability to learn.

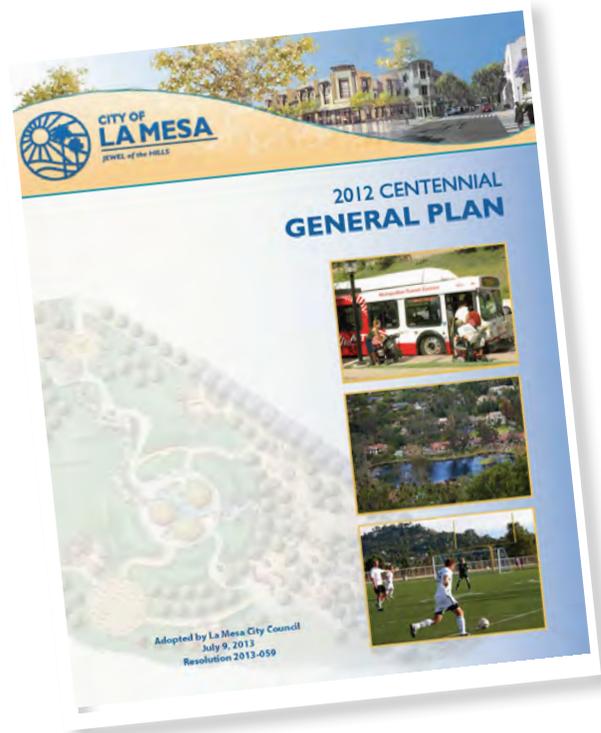
- Objective HW-4.1: Provide children with safe and appealing opportunities for walking and bicycling to school in order to encourage exercise and healthy living habits.

Goal HW-5: Programs and services that support the health and wellbeing of residents through community-based collaboration with a range of partners.

- Objective HW-5.1: Build on local collaboration to promote and sustain community wellness.

Goal HW-6: Reduced obesity, increased physical activity, and improved nutrition.

- Objective HW-6.1 Develop and/or adopt protocols to evaluate the impact of policy, environmental/design, programmatic, and infrastructure changes on community health and well-being and the behaviors that influence health.



2012 General Plan Update, Open Space Element

Goal RO-1: A network of public parks throughout the City that will be convenient and beneficial to all segments of the community.

- Objective RO-1.2: Improve accessibility to parks.

BICYCLE FACILITIES AND ALTERNATIVE TRANSPORTATION PLAN (BFATP)

The City wants to promote a safe, convenient, and efficient environment for bicycle and pedestrian travel that utilizes public streets, off-street facilities, and public transit. The BFATP provides a comprehensive approach to identify bicycle and pedestrian needs throughout the City. The plan addresses opportunities to integrate existing and proposed facilities along with examining optimal improvements, implementation strategies and viable funding sources.

Overall Plan Objectives:

- Create a comprehensive bikeway system that provides a network of facilities serving destinations throughout the City;
- Prioritize sidewalk continuity and pedestrian safety during transportation facility improvements;
- Provide programs to educate residents about the health benefits of cycling and walking;
- Provide overall enforcement and education for motorists and cyclists to improve safety and awareness throughout the City;
- Develop a Complete Streets framework that encourages all modes of transportation and reduces traffic congestion, increases alternative transportation options and connectivity, and improves public health and safety

The policies from the Bicycle Facilities and Alternative Transportation Plan (BFATP) are used to guide what these improvements could look like. Given the limitations of the street network and lack of existing improvements, there is some flexibility in the placement of non-motorized infrastructure.

Bicycle Facilities Objectives:

- Objective 1.0: Provide Safe and Viable Regional and City-wide Bicycle Facilities
- Objective 2.0: Provide Accommodations for the Bicycle User Wherever Possible
- Objective 3.0: Bicycle Enforcement and Education
- Objective 4.0: Bicycle Encouragement
- Objective 5.0: Maintenance and Monitoring

“ALL TRULY GREAT THOUGHTS ARE CONCEIVED BY WALKING.”

- FRIEDRICH NIETZSCHE

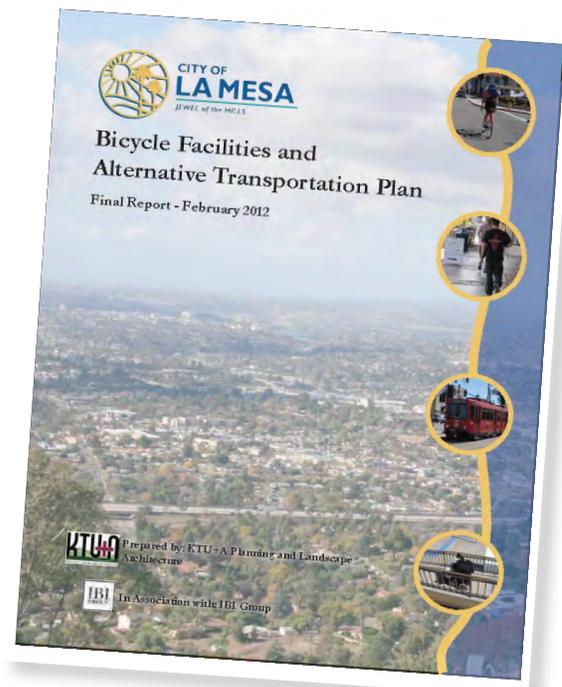
Pedestrian Facilities Goals and Objectives:

Goal - To encourage walking by providing a safe means of travel through improvements that support policies such as smart growth, transit, and allowing for a healthier lifestyle.

- Objective 1.0 - Develop and maintain a safe pedestrian network that is free of barriers and hazards to create a real, as well as perceived, sense of security for the pedestrian. Where deficiencies exist, utilize corrective measures through engineering, education and enforcement.
- Objective 2.0 - Create pedestrian environments that encourage walking through the use of public art, street trees, furnishings and other amenities. Assure a positive walking environment by making the pedestrian feel protected, comfortable and connected with the environment and the City.
- Objective 3.0 - Develop a complete pedestrian network that provides continuous and convenient access to transit, employment centers, retail, neighborhoods, schools, beaches, parks, public places and other essential pedestrian destinations.
- Objective 4.0 - Support walking as a primary means of transportation that can meet travel demands. A positive walking environment is essential for supporting smart growth, mixed land uses, transit oriented development, traffic calming and essential for reducing traffic congestion and greenhouse gas emissions.

The BFATP identified 13 priority pedestrian projects (below). Of the 13 projects, nine (in bold) are part of the proposed urban trail network.

1. North Spring Street and Interstate 8
2. **Grossmont Center Drive between Fletcher Parkway and I-8**
3. **Baltimore Drive from I-8 to University Avenue**
4. Lemon Avenue, Madison Avenue, Jackson Drive and Garfield Street
5. Murray Hill Road and Waite Drive
6. **University Avenue and Parks Street**
7. **University Avenue, Memorial Drive and La Mesa Boulevard**
8. **Amaya Drive and Fletcher Parkway**
9. Maryland Avenue and Lake Murray Boulevard
10. **University Avenue and Lowell Street**
11. **University Avenue and Maple Avenue**
12. Tower Street
13. **University Avenue and Culbertson Avenue**



PARKS MASTER PLAN

The vision for the City's Parks Master Plan is to be a city that encourages active and healthy lifestyles by offering a diverse range of recreational activities and facilities in La Mesa. The goals of the plan are:

Create a network of public parks and public spaces throughout the City that are convenient, accessible and beneficial to all segments of the community;

Promote and encourage the provision of open space and recreation areas as part of private development to complement the City's public parks and open space system;

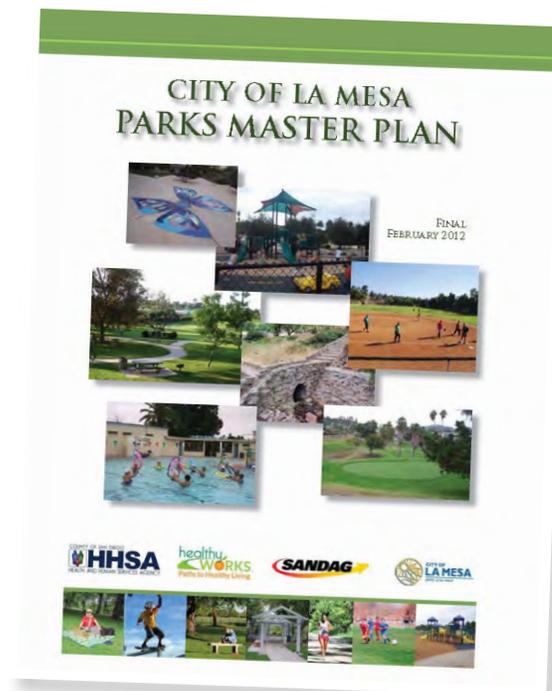
Work with regional programs to protect the remaining areas of native vegetation;

Provide parks, public spaces, open space, and active recreational facilities that are accessible by walking, transit or cars; and

Provide safe parks, open space, active recreational facilities, and well maintained facilities.

The City maintains 14 parks to meet the recreational requirements of the community. The plan looked at analysis standards that were created to identify the deficiencies and opportunities of each park as well as their distribution to all residents. Barriers to parks, the role of transit in access, and park service area analysis were included in these standards. The implementation of projects in this plan could be an ongoing part of discussions at the City.

Within the Parks Master Plan, another eight urban trails were identified as Safe Routes to Parks improvements and recreation linkages and loops in every quadrant of the City. The proposed new loops are tied to significant public destinations and places that provide additional outdoor recreational opportunities, including parks, hospitals, the civic center and the downtown area, historical places, art, and private recreation facilities. The urban loops proposed in this plan incorporate the same ideas and some of the routes in the Parks Master Plan. See Figure 2 in Chapter 1, Parks Master Plan Urban Trails for details of these trails.



Parks Master Plan Goals and Objectives

Goal 4: Provide parks, public spaces, open space and active recreational facilities that are accessible by walking, transit or cars.

- Objective 4.1: Create park sites that are easily accessible from public streets on as many sides as possible.
- Objective 4.2: Encourage and develop the use of alternative transportation, including walking, biking and public transportation, to gain access to parks, open space and recreational facilities.
- Objective COS -4.3: Adopt a wayfinding program to direct those who live and work in La Mesa to the City's sites that provide opportunities for health and wellness programs and physical activity.
- Objective 4.4: Provide safe and appealing opportunities to walk and bike to parks to encourage exercise and maintain healthy living habits.

Goal 5: To provide safe parks, open space, and active recreational facilities.

- Objective 5.1: Public and private development and infrastructure should be designed, constructed and maintained to maximize safety and security.

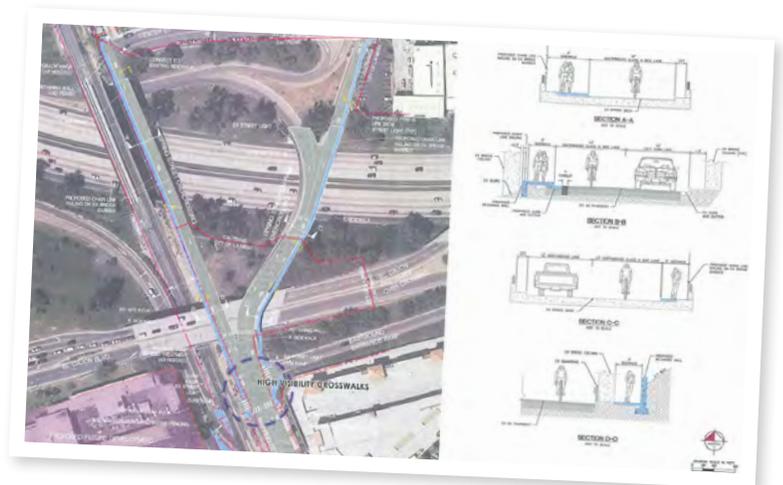
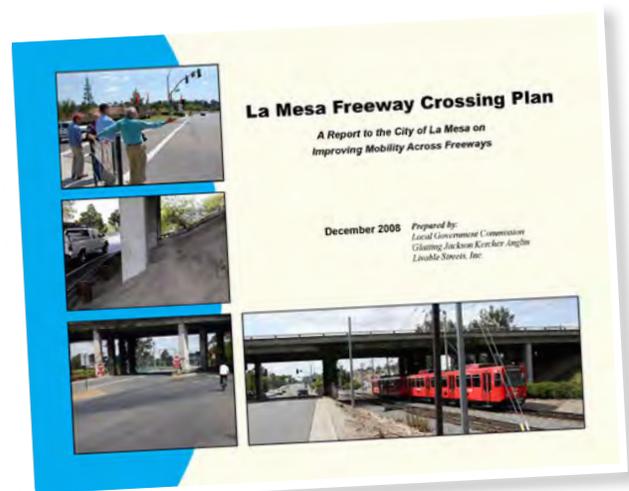
LA MESA FREEWAY CROSSING PLAN

The goal of this project is to improve bicycle, pedestrian and motor vehicle connections across two major freeways, Interstate 8 and State Route 125, which divide the City. This plan is a part of City efforts to pursue Smart Growth policies to support a greater reliance on transit, walking and bicycling instead of motor vehicles. Nine intersections were examined in the plan and design recommendations were made to solve various impediments and encourage bicycle and pedestrian traffic across these major freeway barriers.

Six out of the nine projects developed in the urban trails plan coincide with the proposed urban trail network. These projects include:

- 70th Street and Interstate 8
- Baltimore Drive and Interstate 8
- Spring Street and Interstate 8
- Jackson Drive and Interstate 8
- Grossmont Center Drive and Interstate 8
- Wakarusa Street and State Route 125

The City is currently in the design phase on the Spring Street and Interstate 8 crossing plan. This design includes adding sidewalks with fencing and high visibility crosswalks on the eastbound on-ramp. A Class 3 Bike Route with Shared Lane Markings or "Sharrows" is being included for bicyclists.



“DEVELOP CRITERIA FOR DIRECT AND FRIENDLY WALKING AND BICYCLE ACCESS TO SCHOOLS, PARKS SHOPPING CENTERS, COMMUNITY CENTERS AND OTHER DESTINATIONS INSIDE AND OUTSIDE CITY LIMITS.”

- PROGRAM AND PLANNING STRATEGY, LA MESA WALKABILITY PLAN, 2006

CITY OF LA MESA WALKABILITY PLAN

"The purpose of developing a walkability plan for the City of La Mesa is to create a broad, community-based vision and action plan to make La Mesa a more walkable community. This plan sets the stage for achieving the General Plan vision of creating a community in which residents can get around the City without a motor vehicle." – City of La Mesa, Walkability Plan, 2006

The Walkability Plan summarizes the existing goals and policies of the City's General Plan and Downtown Village Specific Plan. Additionally, new goals and strategies are presented for incorporation into the General Plan. This plan also looks at roads and intersections within the City that have pedestrian constraints and develops concepts for improvements. The purpose of this plan is to create a community based vision and action plan to develop La Mesa into a more walkable community. Visions for a Walkable La Mesa, provided by the community members (workshop participants) themselves, include the following:

- The future: The City should be vigorous, safe, self-sustaining, should have aesthetics that reflect the true identity of the City. Also clean, safe, secure, with well-organized transit.
- Accessibility, "The walking City."
- Safe place for visitors and residents to walk and enjoy.
- Safe access for everyone = SAFE
- Safe access to all neighborhoods.
- More walking and riding of bikes, less cars zooming through neighborhoods (at least slowly) to schools, parks, shopping areas.
- Wide sidewalks with landscape strips between the sidewalks and the street.
- Trees and grass in the landscape strips.
- Flower baskets hanging from trees and phone poles that always have flowers in them.
- More and bigger planted areas downtown with benches for sitting.
- Longer "Walk" signs so a pedestrian has time to cross the street.
- Goals: A place/places to walk to. Things to see, to learn about.
- Children walking together to school

Specific projects identified in this plan and that play a part in the urban trails network include:

- Improvements along University Avenue at the following intersections:
 - » Yale Avenue
 - » Lowell Street
 - » Culbertson Avenue
 - » Parks Avenue
 - » Maple Avenue
 - » Lee Avenue
 - » Baltimore Drive
 - » Spring Street
 - » Memorial Drive
- Improvements along El Cajon Boulevard and Fletcher Parkway
- General improvements at freeway bridges, industrial centers and at Sharp Grossmont Hospital/Grossmont Center



DOWNTOWN VILLAGE SPECIFIC PLAN

The Downtown Village Specific Plan focuses on the people and their activity needs in the Downtown Village. It designates the village as walkable for living, working, eating, shopping and recreation. Pedestrian and bicycle movements should be given equal importance to the automobile in the Downtown Village. Elements include pedestrian and human scale housing, importance of street trees and encouraging transit use.

MIXED-USE STRATEGIC IMPLEMENTATION PLAN

Additional pedestrian support is also found in the Mixed-Use Strategic Implementation Plan. This plan addresses land use patterns that bring destinations closer together, making walking more viable. The goals for the transit corridors include revitalization and renewal of abandoned properties, increasing housing opportunity and provision of neighborhood level pedestrian activity.

Key elements of the Mixed Use Overlay Zone include the following:

- Use
- Density
- Height
- Pedestrian Realm
- Open Space
- Parking

The Mixed-Use Overlay Zone Design Guidelines include recommendations for:

- Neighborhood serving commercial uses at major intersections and on larger development sites;
- Height transition along the interface between the mixed use projects and the adjacent single family areas;
- Access and parking that enhance the pedestrian realm while protecting adjacent neighborhoods from spill-over parking and traffic;
- Public and private open space that contributes to the aesthetics of the new development and to the quality of life of the residents; and

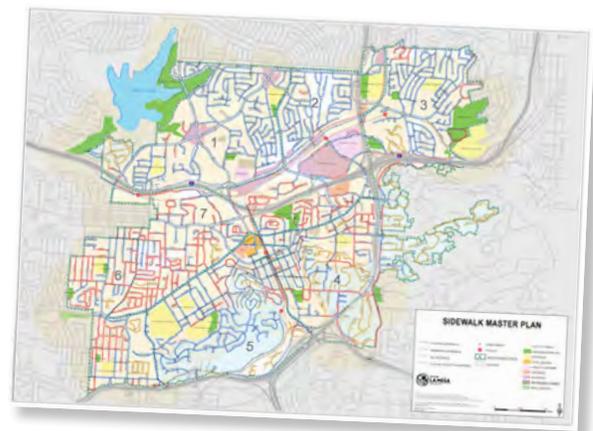
- Architectural character and compatibility with adjacent uses, addressing the integration of existing and new development both along the street frontage and within the neighborhood.

SIDEWALK MASTER PLAN

The Sidewalk Master Plan focuses on improving the City's sidewalk infrastructure in neighborhoods that wanted to improve their walkability. Sidewalks were not recommended in neighborhoods that wanted to keep the rural feel of their streets, such as Mt. Nebo.

Key elements of the Sidewalk Master Plan include the following:

- Increased Safe Connectivity
- Identify Existing and Proposed Sidewalks
- Sidewalk Master Plan Map
- List of Streets Proposed for No Sidewalks







Chapter 3

PUBLIC OUTREACH PROCESS

COMMUNITY OUTREACH SUMMARY

Over the course of the urban trails project, residents and stakeholders were given several opportunities to participate in the planning process and development of the La Mesa Urban Trails Mobility Action Plan. Community outreach consisted of traditional and innovative methods in order to reach a broader, more diverse representation of La Mesa residents.



Neighborhood Walkability Coalition Meeting

Supporting these outreach components was an Active Transportation Community Survey. This survey assessed the community's behavior and attitude towards active transportation. Information from this survey was supplemented with guidance from commissions and boards, and field work. These outreach activities proved to be a highly successful approach to engage La Mesa residents in the development of the Urban Trails Mobility Action Plan.

Traditional Community Outreach

Traditional community outreach consisted of public meetings, trainings and workshops. Participants were encouraged to provide input, listen to presentations, experience hands on trainings and discuss ideas with staff. Booths were set up at farmers markets, street fairs and other city events to inform the public of the project and provide education on active transportation. Additional support came from steering committees formed to provide guidance on key issues throughout the planning process.

Innovative Community Outreach

Innovative community outreach consisted of a series of events, either active or passive, that engaged participants in various ways. Additional sub-committees and groups such as the Neighborhood Walkability Coalition, were formed to provide focused guidance on certain elements of the planning process. Innovative events included:

- Walk or bike audits
- Walking or biking tours
- Mobile workshops
- Bus tours
- Tactical Urbanism
- Involvement with schools
- National events such as Walk to School or Bike to Work Days
- Neighborhood Walkability Coalition Meetings
- Mobility Assessment Workshops
- Neighborhood Walking Groups
- Transit Use Advocacy Training Workshop Series
- Connect La Mesa Block Party

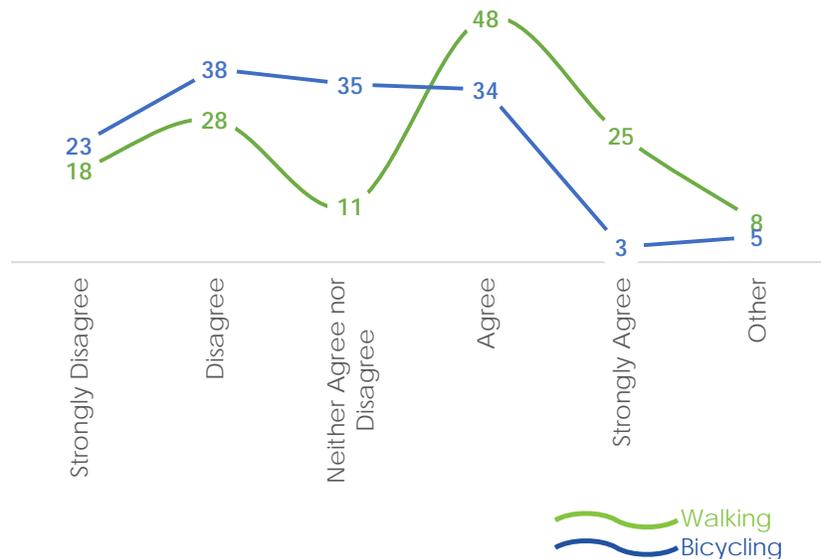
TRADITIONAL COMMUNITY OUTREACH

As part of a traditional outreach approach, La Mesa residents were invited to provide input on the proposed trail system at the Community Bicycle Rodeo in May 2015, held in celebration of Bike Month. In addition, residents were invited to participate in a behavioral and attitudinal survey to determine existing walking and biking behaviors, ways to improve pedestrian and cyclist safety, as well as increase the use of active transportation options along the proposed trail system.

The initial survey yielded 138 responses. Highlights of some of the results are included in the following pages; detailed results can be found in Appendix C.

Pedestrian and Bicycling Safety

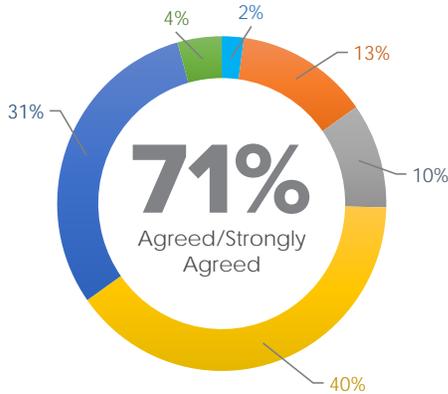
Asked whether their neighborhood was safe for walking and bicycling, participants ranked walking above bicycling. This sentiment was also expressed through other public comments.



“ONE OF THE REASONS I MOVED TO LA MESA WAS FOR ITS WALKABILITY AND TROLLEY ACCESS (LA MESA BLVD STATION). KEEP UP THE FOCUS ON WALKING/BIKING/TRANSIT. IT’S GOOD FOR OUR HEALTH, ECONOMY, AND ENVIRONMENT.” - PUBLIC COMMENT

Key Destination Access:

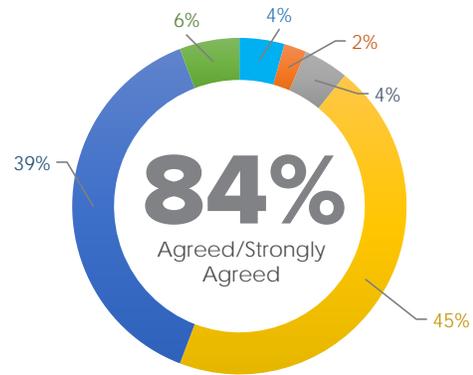
When participants were asked to agree or disagree that key destinations such as retail, services, medical facilities, schools, parks and recreation were within 10-15 minute walk, bike or transit ride from home, 71% agreed or strongly agreed.



- Strongly Disagree
- Disagree
- Neither Agree nor Disagree
- Agree
- Strongly Agree

Transit Access:

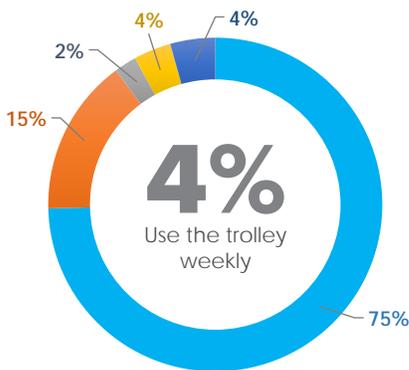
When participants were asked to agree or disagree that access to a trolley station or bus stop was within a 10-15 minute walk or bike ride from home or work, 84% agreed or strongly agreed.



- Disagree
- Agree
- Other

Walk to a Trolley Station:

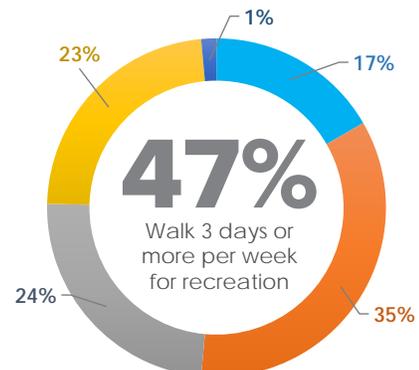
When participants were asked how many days they walk to/from a trolley station per week, 75% responded that they never do, indicating that trolley ridership was very low for the participants. Walking to bus stops yielded very similar results.



- Never
- 1-2 Days
- 3-4 Days
- 5 or More
- N/A

Walk for Recreation:

When participants were asked how many days they walk for recreation, 35% responded that they walk 1-2 days per week while 47% walk over 3 days per week.



INNOVATIVE COMMUNITY OUTREACH

Innovative outreach strategies consisted of the development of the @ConnectLaMesa Twitter account and the Connect La Mesa Meetup Group, both of which were hosted by the City.

MOBILITY ASSESSMENT WORKSHOPS

Mobility Assessment Workshops were held in the three priority neighborhoods and targeted diverse populations through event promotions as well as workshop site selection, engaging students, seniors, and other underrepresented populations. The purpose of the workshops was to introduce and provide an overview of the project to residents and stakeholders, as well as an opportunity for community participation in the planning process. Workshops consisted of three parts; a presentation, walk audit and mapping session.

Each workshop began with a formal presentation on active transportation, informing residents on how to identify barriers to active transportation and solutions to improve the City's mobility network. Residents participated in the hands-on walk audit and mapping session to assess and record safety issues and infrastructure improvements along the proposed trail system. Workshops were held on:

- October 2, 2014
- October 7, 2014
- February 12, 2015
- May 15, 2015



@ConnectLaMesa twitter page



Mobility Assessment Workshop Presentation at La Mesa Community Center



Mobility Assessment Workshop Table-Top Exercise at La Mesa Community Center

NEIGHBORHOOD WALKABILITY COALITIONS AND NEIGHBORHOOD WALKING GROUPS

Neighborhood Walkability Coalition meetings were held throughout the course of the project to engage residents in the planning process and stimulate on-going participation in outreach activities. The project launch was accompanied by traditional coalition meetings, as well as discussions and planning sessions with resident leaders.

The project team developed an innovative alternative to traditional meetings called Walking Meetings. These meetings aimed to engage a more diverse population and get the community out on trails assessing barriers and recommending improvements. Walking Meetings proved a successful community engagement tool, dramatically increasing participation and feedback. Traditional coalition meetings in 2014 were held on:

- July 14, 2014
- July 23, 2014
- August 18, 2014
- November 20, 2014

In 2015, these Walking Meetings were launched in conjunction with the Neighborhood Walking Group and held during evenings of the fourth Wednesday of every month. Walking routes were identified along the proposed urban trail system to provide opportunities for residents to document walking, biking and transportation barriers, as well as way-finding signage deficiencies. They were also asked to provide input on accessibility to key destinations like parks, schools, transit stations, and community services.



Sample materials to gather input during Neighborhood Walking Groups.



Walking Wednesday neighborhood walk

Additionally, the Connect La Mesa Neighborhood Walking Group was launched on January 28, 2015. Walks were held once a month in the mornings, on the second Wednesday of every month. This was later termed as Walking Wednesdays.

On March 16, 2015, the project team launched the Connect La Mesa Meetup group, yielding overwhelmingly positive results and support from the community. Meetup.com is the world's largest network of local groups aimed at improving communities and personal well-being.

Outreach activities promoted through the Connect La Mesa Meetup group consisted of community walks, local business support, opportunities to develop community cohesion and awareness of the existing and proposed urban trail system. In addition, friendly leader-board competitions were hosted to motivate resident to participate in outreach activities. A leader-board competition celebration was held on July 8, 2014. The results of this competition included:

- 1st place winner walked 23.5 miles
- 2nd place walked 21 miles
- 3rd place walked 17 miles

These walks were conducted along the existing and proposed urban trail system.



Walking Wednesday neighborhood walk



Walking Wednesday discussion at a local restaurant

“CREATING AN OVERALL COMPREHENSIVE ENVIRONMENT WITH PRIORITY TO THE PEDESTRIANS, AND BICYCLIST WOULD BE MORE OF THE PRIORITY. A CLEAN AND HEALTHY DESIGN OF HIGH USE STREETS AND URBAN FABRICS SHOULD BE A PRIORITY.” - PUBLIC COMMENT

HANDS-ON TRANSIT TRAINING WORKSHOPS

The Transit Training Workshop Series was a unique engagement opportunity for residents that combined a hands-on public transportation education experience with walkability, community cohesion and project awareness. Residents who participated in the series gained the knowledge, confidence and skills necessary to use public transportation to maintain an independent and active lifestyle. Participants were educated on best practices on how to confidently and safely use public transportation. Each transit tour highlighted key destinations in the City that can be accessed along the city's proposed trails system by bus, trolley or both. The training covered trip planning as well as:

- How to buy fare cards
- How to read schedules
- Personal safety tips
- Identifying travel resources
- How residents can empower themselves by using public transportation

These Transit Training Workshops were a three part series which consisted of:

- Training #1 was held on March 6, 2015 with a trolley focus
- Training #2 was held on March 20, 2015 with a bus focus
- Training #3 was held on April 3, 2015 with a combined focus on both bus and trolley transfers and schedule coordination

To monitor the success of this program, participants were asked if they have used transit on their own after the workshops were completed. Of the respondents that participated in the follow up survey, 60% said they have used either the bus or trolley since the workshops.



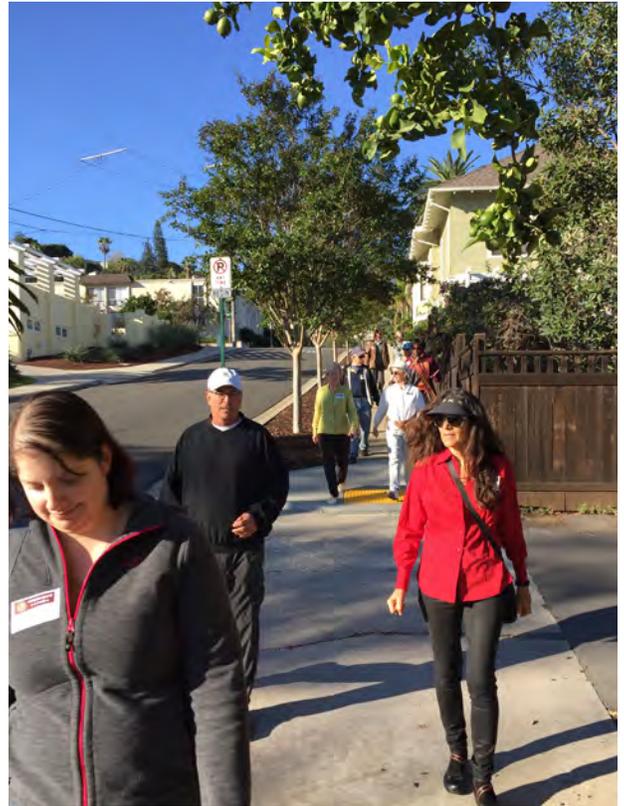
Transit Training Workshops with an MTS officer and city staff at various transit stations

ADVOCACY TRAINING WORKSHOPS

Workshops were conducted in each of the three high-priority neighborhoods to equip residents with the knowledge and skills required to effectively represent their prioritized active transportation needs in the decision-making process and development of the Mobility Action Plan. Presentations highlighted each neighborhood's identified connecting trails to explore and compile solutions for increasing trail use and access as well as prioritization of neighborhood-specific safety issues and solutions.

Advocacy training workshops took place on:

- Advocacy Training Part 1 – October 6, 2015
- Advocacy Training Part 2 – October 13, 2015
- Community Walk with City Staff – November 5, 2015



Community Walk with City staff



CX3 Team 1



CX3 Team 2



CX3 Team 3



CX3 Team 4

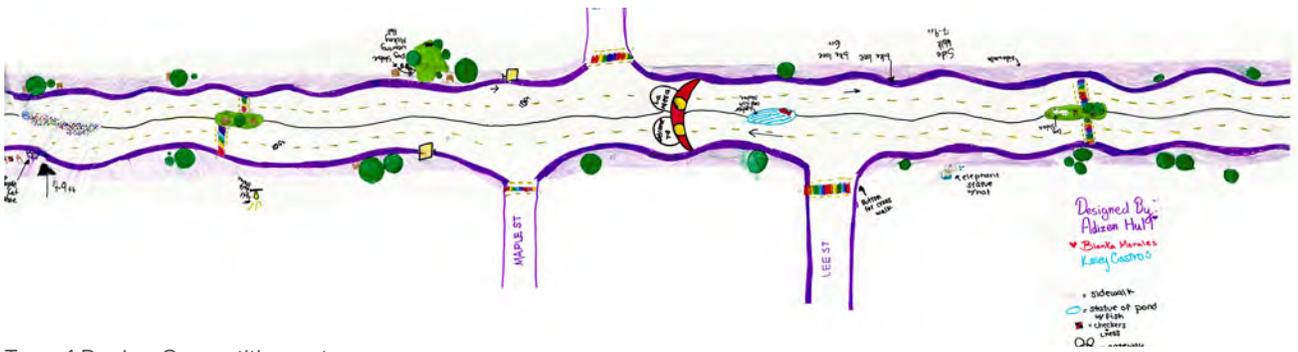
STUDENT PARTICIPATION

Students from the Brady Family Teen Center, Grossmont High School and Helix High School participated in the UTMAP through a street design competition. The competition asked students to think about their ideal street and how they would modify an existing corridor into a beautiful, functional and safe space for all to use. Three blocks of University Avenue were chosen as the project site and the students were tasked to analyze and redesign this corridor. The competition was kicked off with a Complete Streets and Parklet presentation, depicting several exemplary "Complete Streets." This helped inspire innovative ideas that could be applied to their project.

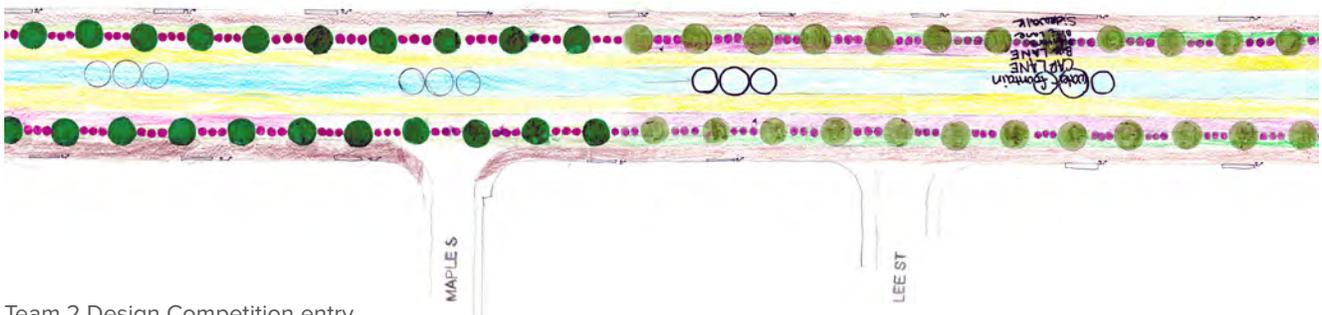
The Brady Family Teen Center recruited 12 students from its CX3 program to participate in the competition. CX3 stands for Communities of Excellence in Nutrition, Physical Activity, and Obesity Prevention. This program identifies benchmarks related to nutrition, physical activity and obesity. CX3 then uses these benchmarks to evaluate the community's performance, identifying strengths and weaknesses and targeting improvements.

Once the items are mapped, the information is used to develop local action plans for policy, systems and environmental change. The UTMAP falls in line within the CX3 efforts by having students provide input on urban trails, which was a rewarding method to get them involved.

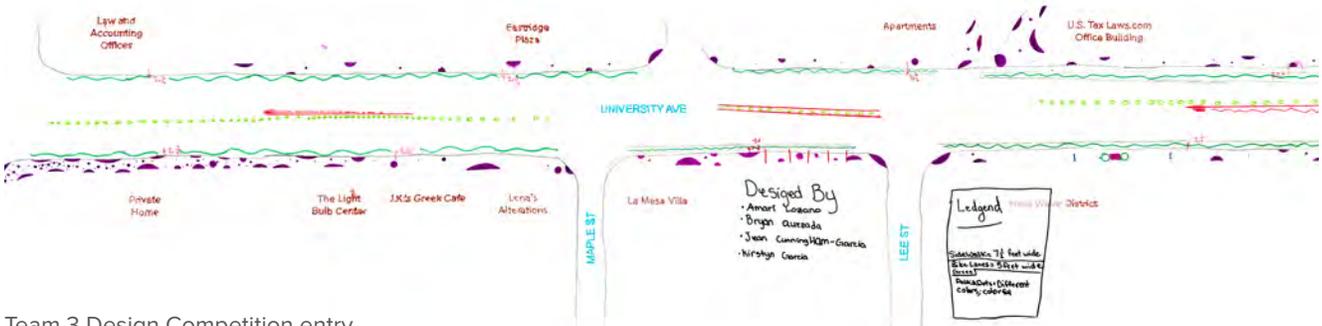
Over the course of five weeks, four teams brainstormed and redesigned three blocks of University Avenue between Troy Lane and Lee Street. Teams discussed and proposed enhanced crosswalks, gateways, wider sidewalks, protected bicycle facilities and urban forestry. Each team had themes that inspired their design and these ranged from Disney, inspiration, bright colors, and music. Team leaders also had the opportunity to present their designs to City Engineers at City Hall.



Team 1 Design Competition entry



Team 2 Design Competition entry



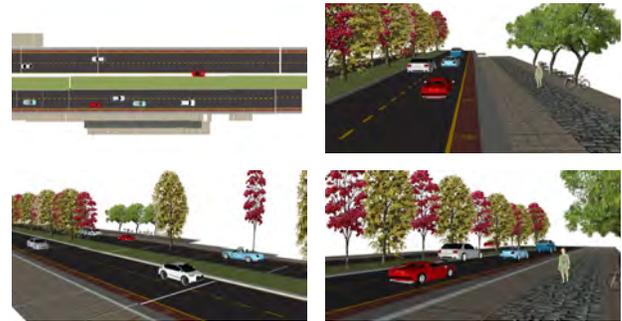
Team 3 Design Competition entry



Team 4 Design Competition entry

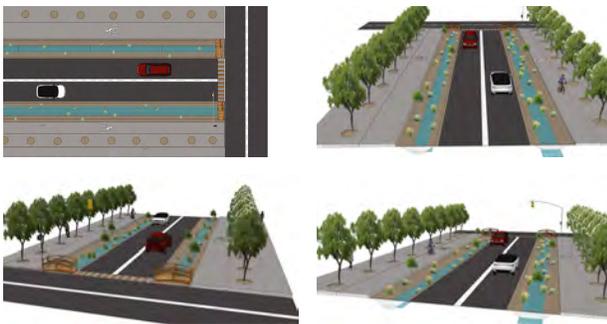
Grossmont High School participated in the contest through an advanced placement Computer Engineering course. Five teams submitted entries that proposed changes such as wider sidewalks, protected bicycle lanes, increased urban forestry, water conservation, pedestrian bridges and linear parks. They presented their designs using 3D rendering software such as Sketchup and Maya. Students learned about Complete Streets and how 3D software is used extensively to help communicate urban design treatments.

Connect La Mesa Block Party: Urban Trails Design Competition
Grossmont High School: Christina Misas



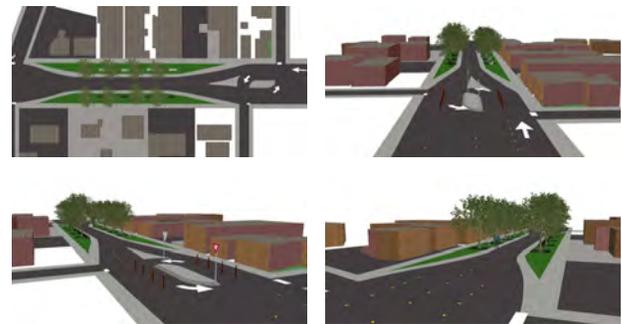
Grossmont H.S. Team 1

Connect La Mesa Block Party: Urban Trails Design Competition
Grossmont High School: Jack Curtin and Jake Ennis



Grossmont H.S. Team 2

Connect La Mesa Block Party: Urban Trails Design Competition
Grossmont High School: Matt Linquist and Brian Cushman



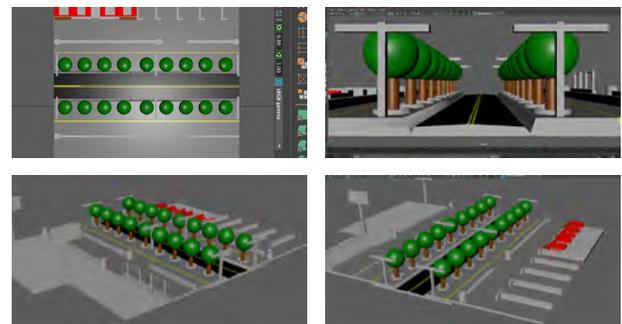
Grossmont H.S. Team 3

Connect La Mesa Block Party: Urban Trails Design Competition
Grossmont High School: Kyle Flanagan



Grossmont H.S. Team 4

Connect La Mesa Block Party: Urban Trails Design Competition
Grossmont High School: Owen Reeder Team



Grossmont H.S. Team 5

CONNECT LA MESA BLOCK PARTY

The Connect La Mesa Block Party was held on November 14, 2015 with over 350 participants taking part in the three-hour event. The Block Party highlighted many elements of urban design, trail design and parklets (mini parks that replace a parking spot) all while promoting a healthy and active lifestyle.

At the event, the CX3, Grossmont High and Helix High students showcased their design efforts. Various representatives were present to judge the designs and award prizes. Other contests included the K-8 Art and Poetry contest and the Utility Box Art contest. The entries were recognized and awarded for their excellent design ideas and participation. The three winning utility box entries will be painted onto utility boxes around the City.



Participants had the opportunity to not only engage and experience three parklets installed by City staff, Circulate San Diego and KTU+A, but also design their own at a separate station. A demonstration cycle track, or protected bicycle lane, was also installed to allow participants the opportunity to experience this bicycle facility type. Children participated in bicycle rodeos, a jumper house and were able to create their own chalk art.

A tree tour took participants on a short walk around the Downtown Village to identify and learn about La Mesa's urban forestry.

The event also featured food trucks, live music, vendors, street games and a professional chalk art exhibition, created by SDSU students.







Chapter 4

IMPLEMENTATION PLAN

PROPOSED TRAIL NETWORK

The proposed trails were created by connecting the existing urban trails, utilizing the Parks Master Plan urban loops and trails and making connections to major origins and destinations such as parks, schools and transit. The public outreach process in Chapter 3 describes the various traditional and innovative outreach events where these trails were planned. Through these events and stakeholder meetings, the four major trail alignments and loops were created. These trail alignments were the focus of the Mobility Assessment Workshops, Walking Groups exercises and other mobile workshops. Trail segments were adjusted as needed based on outreach events and public input.

Trail alignments were proposed after extensive input from the Neighborhood Walkability Coalitions, Mobility Assessment Workshops, and Steering Committee on the community’s active transportation needs. Once the proposed urban trail system was identified, the outreach team presented the proposed trail system to the coalitions and steering committee for review and feedback.

Trail alignment priorities consisted of:

- Connections to each of the existing urban walking trails, “The Stroll” in the Downtown Village, “The Stride” in the Lake Murray area, and the “The Challenge” in the Mt. Nebo area
- Accessibility to parks, schools, medical facilities, services, public transportation, shopping and community resources
- Parks Master Plan trail alignment community support
- Coordination with existing planning efforts

The proposed trails are described in the following paragraphs and shown in the accompanying Figure 4-1: Proposed Trail Network.

The **Sapphire Trail** focused on the northwest quadrant connections to schools and parks, “The Stride” existing urban walking trail, regional connectivity, and the 70th Street Trolley Station, with the proposed urban trail routes focused

along Baltimore Avenue, Lake Murray Boulevard, 70th Street, and El Cajon Boulevard.

The **Ruby Trail** focused on the eastern quadrant connections to Grossmont Center, medical facilities, schools, parks, “The Stroll” existing urban walking trail, and Grossmont Center and Amaya Drive Trolley Stations, with the proposed urban trail routes focused along La Mesa Boulevard, Fletcher Parkway, Amaya Drive, Severin Drive and Center Street.

The **Emerald Trail** focused on the southwest quadrant connections to schools and parks, “The Challenge” existing urban walking trail, regional connectivity and the Spring Street Trolley Station, with the proposed urban trail routes focused along University Avenue, King Street, Lois Street, Waite Drive, Murray Hill Road, Massachusetts Avenue and Orien Avenue.

The **Diamond Trail** is centered in the Downtown area and is the hub of all the urban trails.

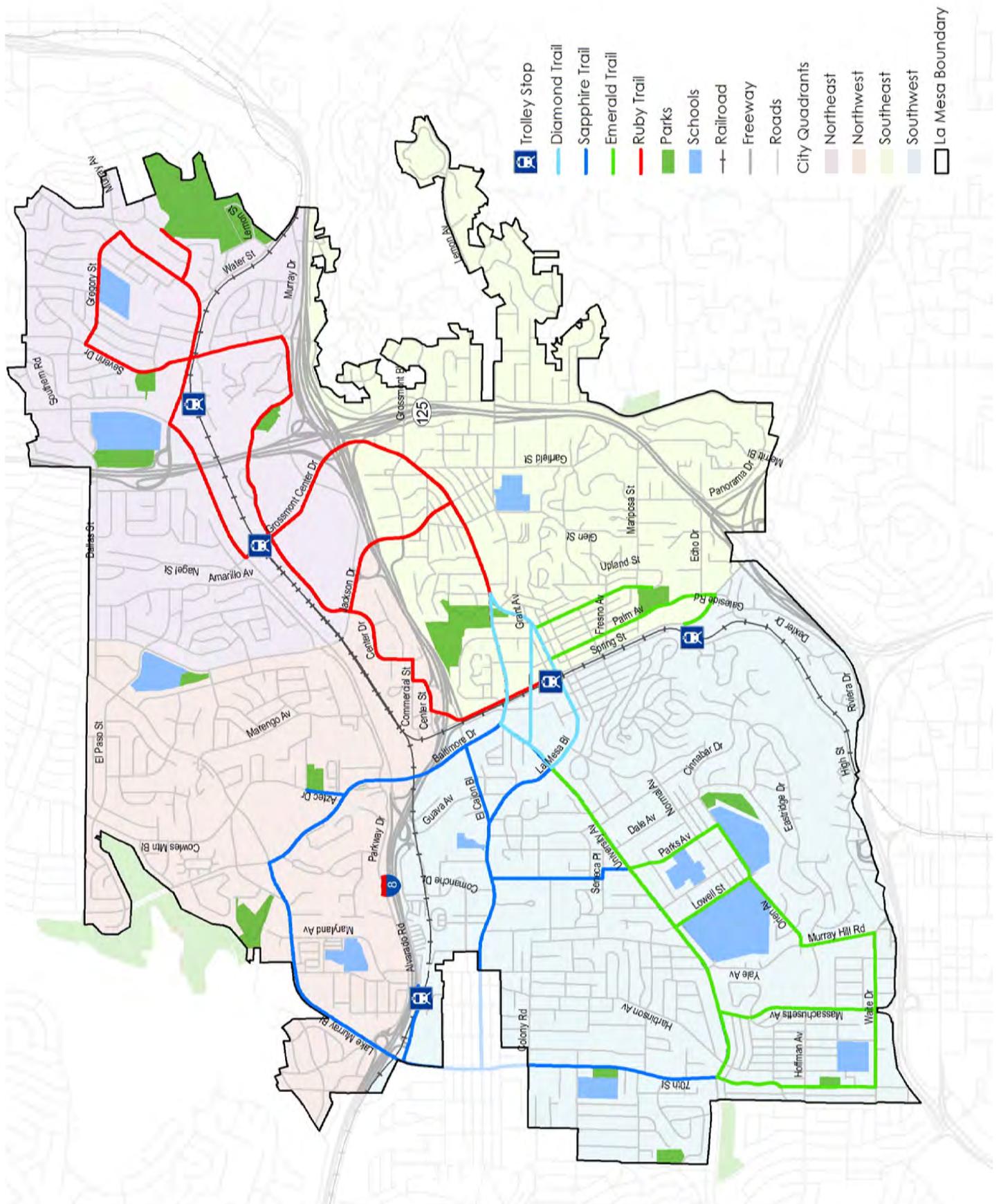
Since a goal for these trails is to provide connections between origins and destinations, they needed to be delineated even further to provide the best direct connections for transportation, rather than loops. These different trails segments can then be combined to form loops as desired.

An added benefit for delineating the trails into linear segments is to provide branding, wayfinding, prioritization and phased implementation for smaller segments, rather than whole loops. Segments that need more improvements, are within high population areas, or connect to multiple destinations will rank higher than those that do not. This process will help the City in future grant funding phases since they will provide the metrics to justify why the projects are important.

TABLE 4-1: SUMMARY OF PROPOSED TRAILS

Trail	Miles
Emerald Trail	6.3
Sapphire Trail	6.3
Ruby Trail	7.2
Diamond Trail	2.3
Total	22.1

FIGURE 4-1: PROPOSED TRAIL NETWORK



Through stakeholder meetings, City input and data analysis, 19 segments were generated and ranked through the prioritization process. These 19 segments were derived both directly and indirectly from the proposed four trails alignments. The segments were further defined by important origins and destinations, intersections and decision points (junctions of trails or streets). Other segments were generated through efforts to close gaps between trails or provide greater network balance.

DATA COLLECTION PROCESS

To continue the data collection process from previous planning efforts, barrier data collected from those projects were used as base information. These barriers included missing sidewalks, missing curb ramps, utility barriers and intersections where crosswalks were recommended.

These barriers were then field checked and updated as necessary. As part of this project, additional data was collected along the trails such as the presence of on-street parking, sidewalk separation (planting buffer between parking lane/travel and sidewalk), street lighting and street trees. This additional information provided the input for pedestrian comfort level analysis and opportunities. The presence of planting buffers are opportunities for street trees and/or additional lighting. The final barrier data collected are the inputs that are used in the cost estimate for improvements. Figure 4-2: Trail Deficiencies and Figure 4-3: Trail Opportunities summarize the findings.



Sidewalk separation provided by on-street parking and a planting buffer on Severin Drive



Missing crosswalks



Missing sidewalks

FIGURE 4-2: TRAIL DEFICIENCIES

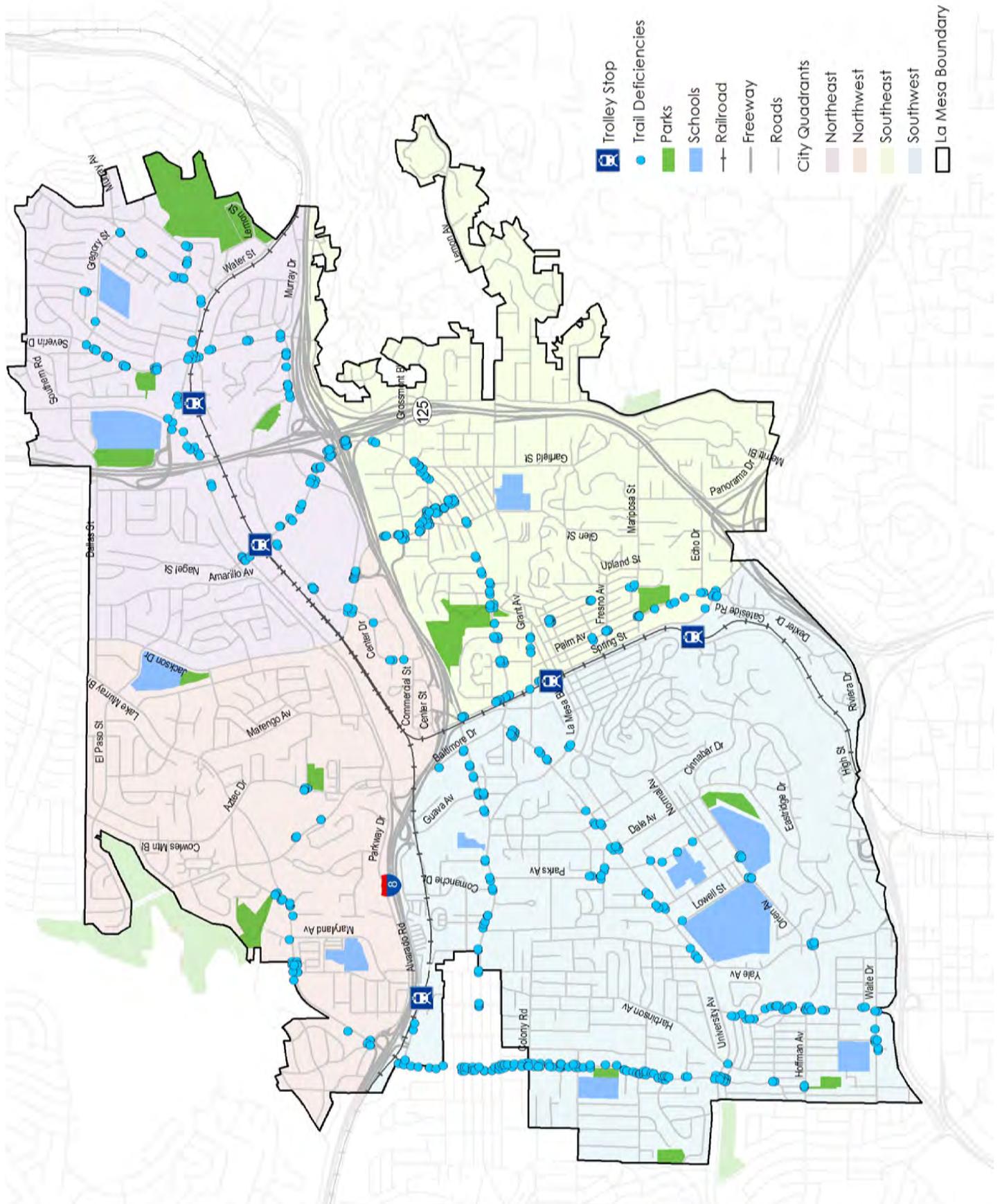
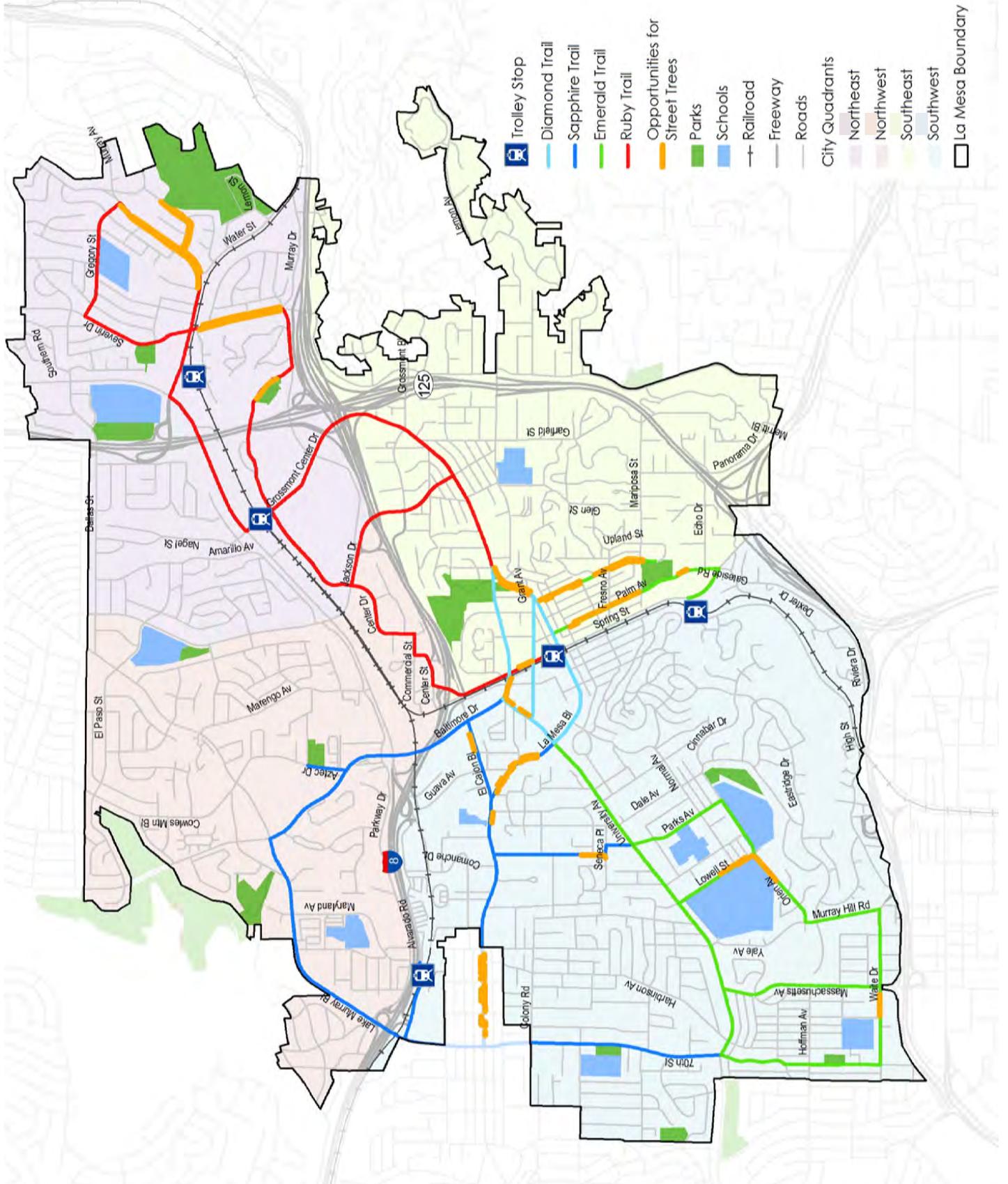


FIGURE 4-3: TRAIL OPPORTUNITIES FOR STREET TREES



URBAN TRAIL PRIORITIZATION

PRIORITIZATION METHODOLOGY

The proposed urban trails are prioritized according to their total score with a maximum score of 60. Total scores, in turn, represent the sum of scores earned for a variety of sub-criteria. Criteria used to prioritize the proposed urban trails relate to the following categories: demographics, connectivity, equity, constraints, commuting characteristics and trail experience. Sub-criteria within each of the aforementioned categories, as well as the metrics used to measure them, are listed in Table 4-2 Ranking Criteria.

For example, the population criteria has a possible maximum score of 12, or minimum score of 4, due to the following four sub-criteria which each have a high score of 3.

Population Density (min = 1, max = 3)
 Employment Density (min = 1, max = 3)
 Under 14 Years old (min = 1, max = 3)
 65 Years and older (min = 1, max = 3)

The ranking criteria and metrics chosen reflect a number of factors. The criteria were derived from Caltrans' Active Transportation Plan guidelines and will make prioritized projects more competitive in securing grant funding.

The metrics used to define each criterion were vetted with City staff. This data-driven process, in which criteria and metrics were determined in a transparent and collaborative environment, is consistent with best practices in project prioritization.

Lastly, it should be noted that these analytical techniques were used for the Bicycle Facilities and Alternative Transportation Plan and Parks Master Plan to provide a consistent methodology.

Following the criteria in Table 4-2 are the results of the prioritization process (ranking) and supporting materials, including a summary ranking table, a summary proposed project map and cut sheets for each of the 19 projects.

HOW EXACTLY WERE THE CRITERIA SCORES CALCULATED?

Scores for all criteria were derived utilizing Geographic Information Systems (GIS). The use of GIS allowed for the layering of multiple, spatially referenced data sets to draw conclusions. For instance, it allowed for the intersection of a ¼ mile buffer around a proposed trail and U.S. Census American Communities Survey (ACS) data on travel choice to determine the "number of people who walk to work within a ¼ mile of the trail."

GIS processes were used to produce raw data values, which were then normalized (made into a percent) by dividing their value by the overall corridor length. To use the previous example, rather than simply determining the "number of people who walk to work within a ¼ mile of the trail," the "number of people" is divided by the length of the trail. Normalization is required to make fair comparisons between trails of varying lengths.

TABLE 4-2: RANKING CRITERIA

	Sub-Criteria	Metric
POPULATION	Population Density	Number of people within a ¼ mile of the trail corridor
	Employment Density	Number of people working within a ¼ mile of the trail corridor
	Under 14 Years Old	Number of < 14 year olds within a ¼ mile of the trail corridor
	Senior population (over 65 Years Old)	Number of seniors within a ¼ mile of the trail corridor
COMMUTING	Public Transportation to Work	Number of people who use public transportation within a ¼ mile of the trail corridor
	Bike to Work	Number of people who bike to work within a ¼ mile of the trail
	Walk to Work	Number of people who walk to work within a ¼ mile of the trail
EQUITY	Households Without Vehicles	Number of households without vehicles within a ¼ mile of the trail corridor
	Disability Density	Number of people with a physical disability within a ¼ mile of the trail corridor
	Median Income-Connections to Underserved Communities	Median Income
CONNECTIVITY	Attractors: Retail, parks, schools, job centers, landmarks, transit and other key destinations	Total number of each attractor along the trail corridor
	Existing/proposed facilities: Urban/ open space trails, bike facilities	Percentage of the facility length by the whole trail corridor length
	Existing Sidewalks	Percentage of sidewalks by the whole length of the trail corridor

	Sub-Criteria	Metric
CONSTRAINTS	Barriers: Freeway crossings, trolley crossings, major arterial intersections, sidewalk obstructions, missing curb ramps	Count of each barrier along the trail corridor
	Slope	Average slope of the trail corridor
	Bicycle-Pedestrian Related Collisions	Number of collisions per trail corridor
	Benefit-Cost Ratio	Cost of improvements/length of trail corridor
TRAIL EXPERIENCE	Shade Provided by Street Trees	Length of sidewalks with streets trees / length of trail corridor
	Lighting	Length of sidewalks with streets lights / length of trail corridor
	Pedestrian Level of Comfort*	Level of Traffic Stress. Derived from <i>Mineta Transportation Institutes's Low-Stress Bicycling and Network Connectivity</i> . See parameters below.
PEDESTRIAN LEVEL OF COMFORT DESCRIPTIONS	Level 1	<ul style="list-style-type: none"> Streets with sidewalks & without roadway separation: <25-30 MPH & between 2-3 lanes Streets with sidewalks & one or more roadway separations (parking lane, bike lane or planting buffer), <25-35 MPH & between 2-4 travel lanes
	Level 2	<ul style="list-style-type: none"> Streets w/o sidewalks: <25-30 MPH & between 2-3 travel lanes Streets with sidewalk & without roadway separation: <25-30 MPH & 3-4 travel lanes or 35 MPH & 2 travel lanes Streets with sidewalks & one or more roadway separations (parking lane, bike lane or planting buffer), <25-35 MPH & between 2-4 travel lanes
	Level 3	<ul style="list-style-type: none"> Streets w/o sidewalks: 35 MPH & between 3+ travel lanes or >40 MPH & 2+ travel lanes Streets with sidewalks & one or more roadway separations (parking lane, bike lane or planting buffer), >35 MPH & between 2-4 travel lanes
	Level 4	<ul style="list-style-type: none"> A level of comfort beyond LTS3, with higher speeds, traffic volumes & little or no road separation

*Source: Derived from *Mineta Transportation Institute Low Stress Bicycling and Network Connectivity*, 2012

PRIORITY PROJECTS

A general summary of the priority projects are included in Tables 4-3: Prioritization Results and 4-4: Summary of Prioritized Projects. A map of the locations of each project can be found in Figure 4-4: Prioritized Trail Network. Table 4-3 lists the projects by priority (explained under “Prioritization Methodology”) and is summarized by using charts to highlight their overall scores in each category. Details such as the raw scores can be found in Appendix A: Project Prioritization.

Table 4-4 summarizes project costs and lengths. These items are followed by cut sheets for each of the 19 proposed urban trail projects. Cut sheets include qualitative project descriptions, as well as information related to mileage, cost, the presence of attractors (parks, schools, bus stops and trolley stops) and the percent of sidewalk coverage. Project descriptions and data are supplemented with project-specific photos and maps. Project prioritization and detailed cost estimates can be found in Appendix B.

Some projects earned high priority designation due to relatively few barriers entailed (Downtown Village). Typically, these segments are within neighborhoods that already have solid pedestrian infrastructure, a relatively dense population and other favorable demographics traits. These segments may be added to the urban trail network with little effort (sidewalk trail markers, signage and wayfinding).

HIGH PRIORITY PROJECTS

Several projects were designated as high priority projects since they have already been funded for further design and construction for sections of their alignments. These designs and construction funds were brought forth through previous planning studies. Improvements identified in the UTMAP can be incorporated into these ongoing efforts. These projects have been ranked higher due to their short-term implementation and include:

- Downtown Village
- University Avenue
- Junior High Drive
- Center Street/Spring Street
- Helix High Trail

Details of each of the projects’ scores and values can be found in Appendix A.

TABLE 4-3: PRIORITIZATION RESULTS

Legend



Rank	Trail Name	Population	Commuting	Equity	Connectivity	Constraints	Trail Experience
1	Downtown Village Trail	Moderate	Moderate	High	High	Moderate	High
2	University Avenue Trail	Moderate	Moderate	Moderate	Moderate	Moderate	High
3	Junior High Drive Trail	Moderate	High	Moderate	Low	Moderate	Low
4	Center Street/Spring Street Trail	Moderate	Low	Moderate	Moderate	Moderate	Moderate
5	Helix High Trail	Low	Low	Moderate	Moderate	Moderate	Moderate
6	70th Street Trail	Moderate	High	Moderate	Moderate	Moderate	Moderate
7	Massachusetts Avenue Trail	High	Moderate	Moderate	Moderate	Moderate	Moderate
8	Parks Avenue Trail	High	High	Moderate	Low	Moderate	Low
9	Jackson Drive Trail	High	Moderate	Moderate	Moderate	Moderate	Moderate
10	Alvarado Creek Trail	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
11	Collier Park Trail	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
12	El Cajon Boulevard Trail	Moderate	Moderate	Moderate	Moderate	Moderate	High
13	Palm Avenue Trail	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
14	La Mesa Boulevard Trail	Moderate	Low	Moderate	Moderate	Moderate	High
15	Briercrest Park Trail	Moderate	Moderate	Low	Moderate	Moderate	Moderate
16	Harry Griffen Park Trail	Moderate	Moderate	Low	Moderate	Low	High
17	Severin Drive Trail	Moderate	Moderate	Low	High	Moderate	Moderate
18	Baltimore Drive Trail	Low	Low	Moderate	Moderate	Moderate	Moderate
19	Lake Murray Boulevard Trail	Low	Moderate	Moderate	Moderate	Moderate	Moderate

TABLE 4-4: SUMMARY OF PRIORITIZED PROJECTS

Rank	Priority Trail	Miles	Cost Estimate
1	Downtown Village Trail	2.3	\$73,810
2	University Avenue Trail	1.5	\$29,280 ⁽¹⁾⁽²⁾
3	Junior High Drive Trail	.64	\$201,506
4	Center Street/Spring Street Trail	1.4	\$434,381 ⁽²⁾⁽³⁾
5	Helix High Trail	2.2	\$331,306 ⁽²⁾
6	70th Street Trail	.93	\$605,730
7	Massachusetts Avenue Trail	.62	\$167,140
8	Parks Avenue Trail	.57	\$147,750
9	Jackson Drive Trail	.65	\$156,427
10	Alvarado Creek Trail	.91	\$1,305,138
11	Collier Park Trail	.49	\$136,167
12	El Cajon Boulevard Trail	1.6	\$58,713 ⁽¹⁾
13	Palm Avenue Trail	.88	\$150,365 ⁽²⁾
14	La Mesa Boulevard Trail	1.3	\$117,616 ⁽¹⁾⁽²⁾
15	Briercrest Park Trail	1.3	\$136,869
16	Harry Griffen Park Trail	.65	\$115,488
17	Severin Drive Trail	.94	\$48,800
18	Baltimore Drive Trail	1.3	\$295,942 ⁽²⁾
19	Lake Murray Boulevard Trail	1.9	\$354,524
Grand Total		22.1	\$4,866,952

 High Priority Projects that have secured funding

- (1) Additional costs are subject to the final designs from the Walkability Plan.
- (2) Additional costs are subject to the final recommendation from the Bicycle Facilities and Alternative Transportation Plan.
- (3) Additional costs are subject to the final design of the North Spring Street Smart Growth - Pedestrian and Bicycle Improvements.

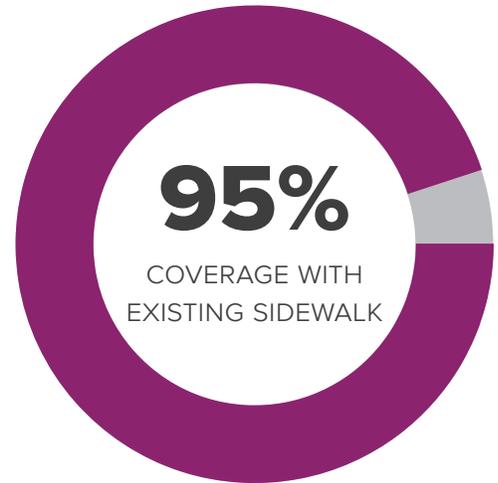
PRIORITY PROJECT 1: DOWNTOWN VILLAGE TRAIL

DESCRIPTION:

The Downtown Village trail is a series of loops through the Downtown area that provide many connections and possibilities for the avid walker. This segment connects residential, retail, commercial and transit to provide many ways of getting around either for pleasure or work. There are opportunities for urban forestry due to the on-street parking, urban nature and dense retail and restaurants in the area. There are very few impediments along the trail, particularly with streetscape improvements along La Mesa Boulevard.

MILES: 2.36

COST: \$73,810



CONNECTS TO:



FIGURE 4-5: DOWNTOWN VILLAGE TRAIL



PRIORITY PROJECT 2: UNIVERSITY AVENUE TRAIL

DESCRIPTION:

University Avenue is a well-traveled walking route with many commercial and retail opportunities along its corridor. Directly off this trail are residential neighborhoods, Helix High School, La Mesa Dale Elementary and La Mesa Arts Academy. Street crossings are vital for these users to access the trail from the neighborhoods. Along with the \$5M of improvements near the Downtown Village, the City received a \$2.3M Storm Water Resources Control Board grant for storm water improvements. In addition, a \$1.9M SANDAG grant includes improvements in West La Mesa such as bicycle lanes, curb extensions and high visibility crosswalks.

The Walkability Plan, BFATP and West La Mesa Pedestrian and Bicycle Connectivity Projects has designs and additional improvements that would add to the cost of the minor recommendations proposed in this plan. Additional recommendation costs include \$1.3M from the BFATP.

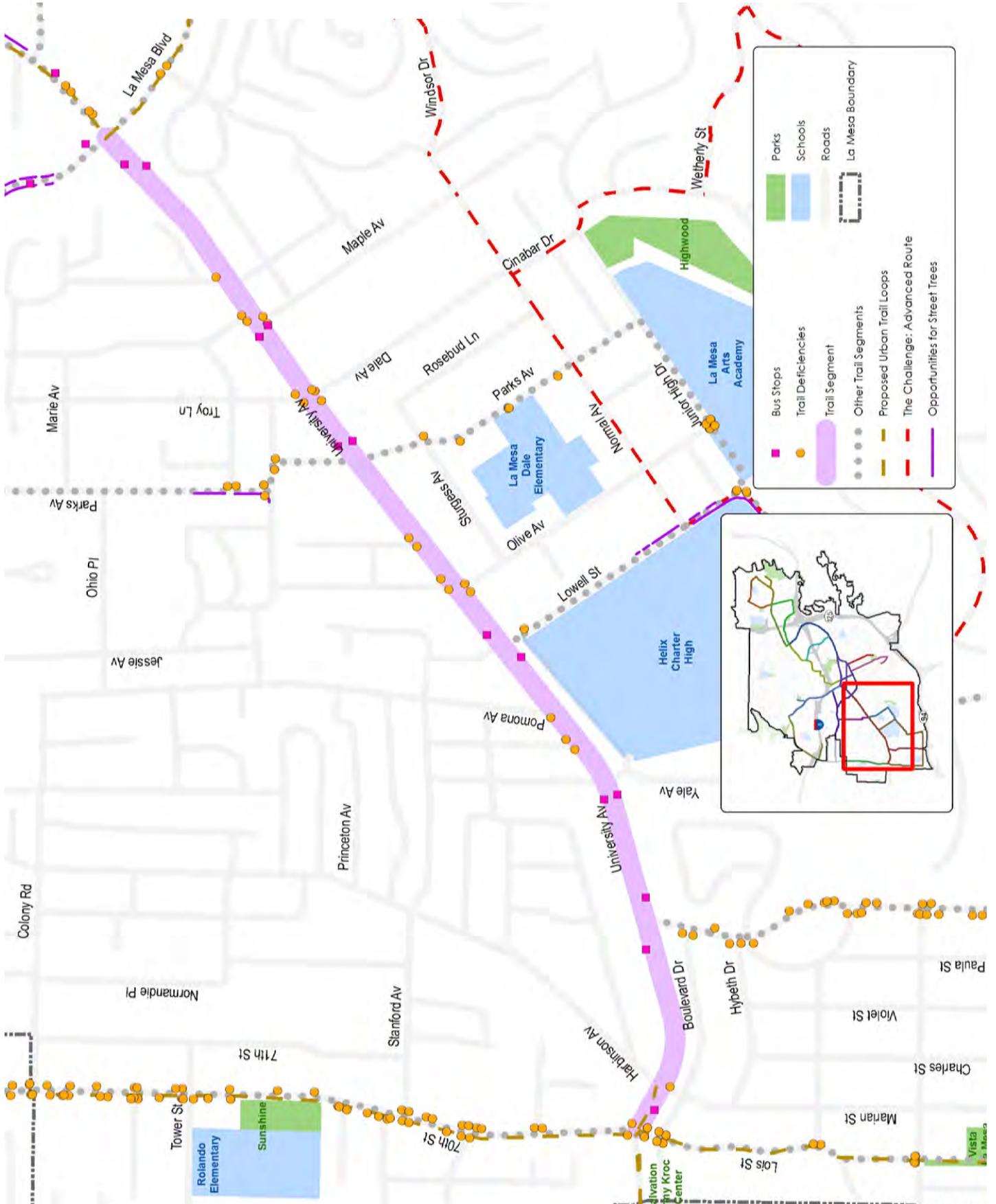


MILES: 1.93 | **COST:** \$29,280

CONNECTS TO:



FIGURE 4-6: UNIVERSITY AVENUE TRAIL



PRIORITY PROJECT 3: JUNIOR HIGH DRIVE TRAIL

DESCRIPTION:

Junior High Drive and Parks Avenue connect University Avenue with Helix High School, La Mesa Dale Elementary and La Mesa Arts Academy. This route is complete with sidewalks and a raised crosswalk at La Mesa Dale Elementary. Currently, Junior High Drive west of Olive Avenue is gated. Plans to open the road from Olive Avenue to Lowell Street are in development and will connect La Mesa Arts Academy to Helix High School. This project has received funding through the same program as Priority Project 2, University Avenue Trail. Over \$4.2M from the Storm Water Resources Control Board and SANDAG.

Parks Avenue will connect to University Avenue and continue to the proposed Parks Avenue Trail.



MILES: .64 | **COST:** \$201,506

CONNECTS TO:



PARKS



SCHOOLS



TRANSIT



RETAIL



URBAN TRAILS



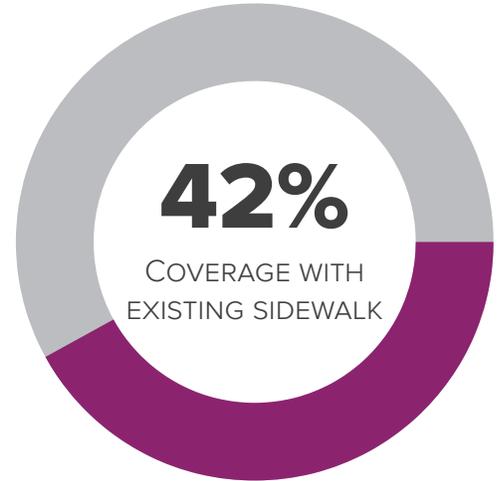
FIGURE 4-7: JUNIOR HIGH DRIVE TRAIL



PRIORITY PROJECT 4: CENTER STREET/SPRING STREET TRAIL

DESCRIPTION:

The Center Street/Spring Street segment is one of the more challenging trails. It connects the Downtown Village to the Grossmont Shopping Center through a heavily used industrial corridor. Through a \$1,088,000 HSIP grant, the City will be improving bicycle and pedestrian amenities such as new sidewalks, bridge safety railings over I-8, ADA ramps and high visibility crosswalks. Through a \$992,000 SGIP grant, additional improvements include a pedestrian/trolley crossing at North Spring Street and I-8 interchange with ADA ramps, high visibility crosswalks, lighting and safety fencing, new sidewalk along Nebo Drive, a new pedestrian crossing at Nebo Drive and University Avenue, and "Sharrow" markings along North Spring Street.



MILES: 1.40 | **COST:** \$434,381

CONNECTS TO:



FIGURE 4-8: CENTER STREET/SPRING STREET TRAIL

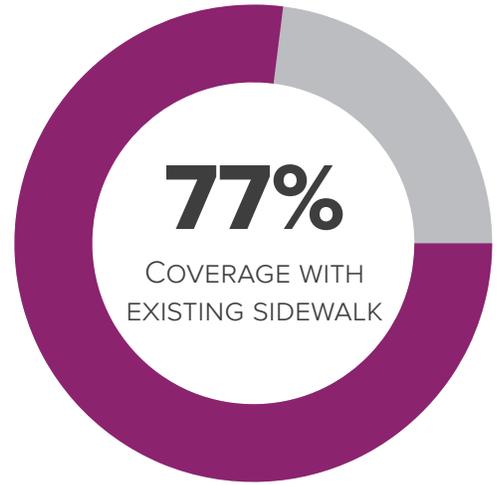


PRIORITY PROJECT 5: HELIX HIGH TRAIL

DESCRIPTION:

This trail provides a loop to connect Helix High School with Vista La Mesa Park. This route also provides access from residential neighborhoods to the commercial and retail opportunities on University Avenue. Sections of Lois Street have some challenges with missing sidewalks and an uphill section between Boulevard Drive and 69th Street. Some future upgrades includes installing Share Lane Markings, or "Sharrows." This project has received funding through the same program as Priority Project 2, University Avenue Trail. Over \$4.2M from the Storm Water Resources Control Board and SANDAG.

According to the BFATP, the cost of additional improvements is \$255,938.

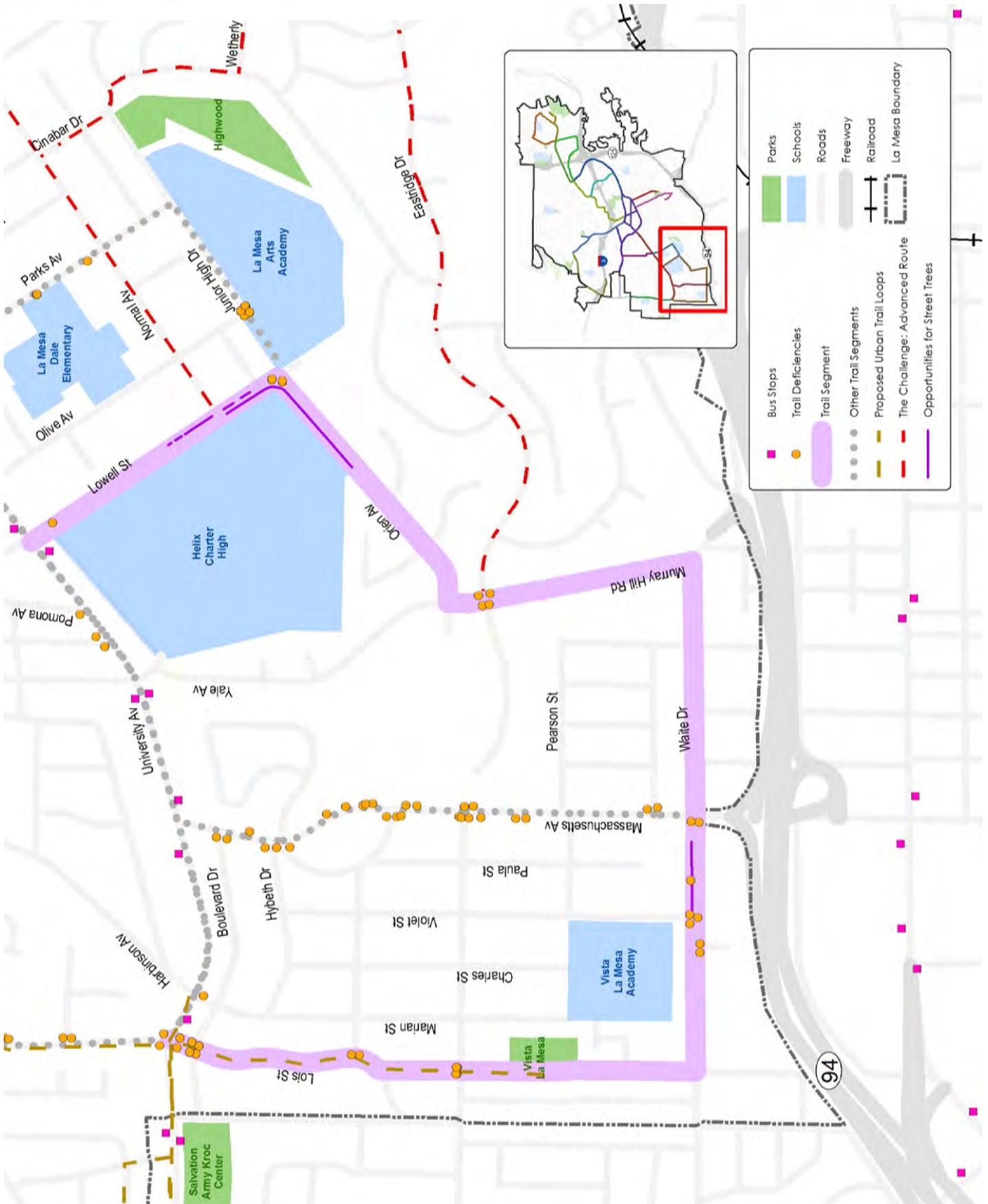


MILES: 2.24 | **COST:** \$331,306

CONNECTS TO:



FIGURE 4-9: HELIX HIGH TRAIL



PRIORITY PROJECT 6: 70TH STREET TRAIL

DESCRIPTION:

This trail segment connects University Avenue to El Cajon Boulevard and to the City of San Diego. This connection is key for the neighborhoods along the corridor to access the commercial and retail on either University Avenue or El Cajon Boulevard and Interstate 8. The trail passes by Rolando Elementary and Sunshine Park and currently has very few walking barriers. This trail does have a few steep sections which may discourage some potential users.

MILES: 0.93

COST: \$605,730



CONNECTS TO:



Figure 4-10: 70th Street Trail



PRIORITY PROJECT 7: MASSACHUSETTS AVENUE TRAIL

DESCRIPTION:

The trail segment along Massachusetts Avenue provides a connection between University Avenue and Waite Drive. All sidewalks along this segment exist, making it ideal for present use. The neighborhoods at the north end have opportunities to access the retail on University Avenue. While relatively flat, there is a steep section between University Avenue and Blackton Drive. This segment is also a regional connection to the City of Lemon Grove.

MILES: 0.62

COST: \$167,140



CONNECTS TO:



Figure 4-11: Massachusetts Avenue Trail



PRIORITY PROJECT 8: PARKS AVENUE TRAIL

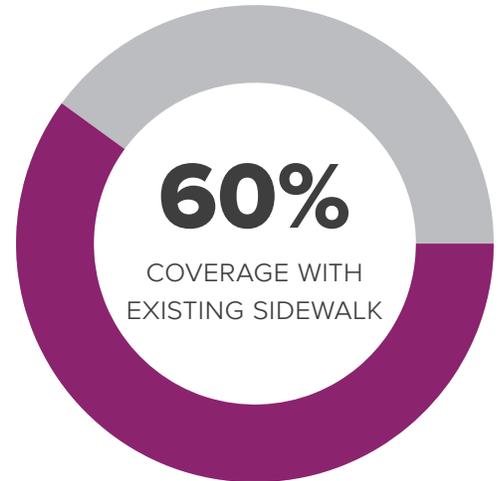
DESCRIPTION:

The Parks Avenue trail is located towards the center of the city, not far from downtown. The segment connects University Avenue and El Cajon Boulevard which provides access to commercial and retail opportunities. There are currently sections of missing sidewalk along the trail which disrupts present pedestrian access. In addition, the steepness of the segment could pose a challenge to some pedestrians.

High bicycle and pedestrian collision rates and sidewalk gaps have made this project a high priority.

MILES: 0.57

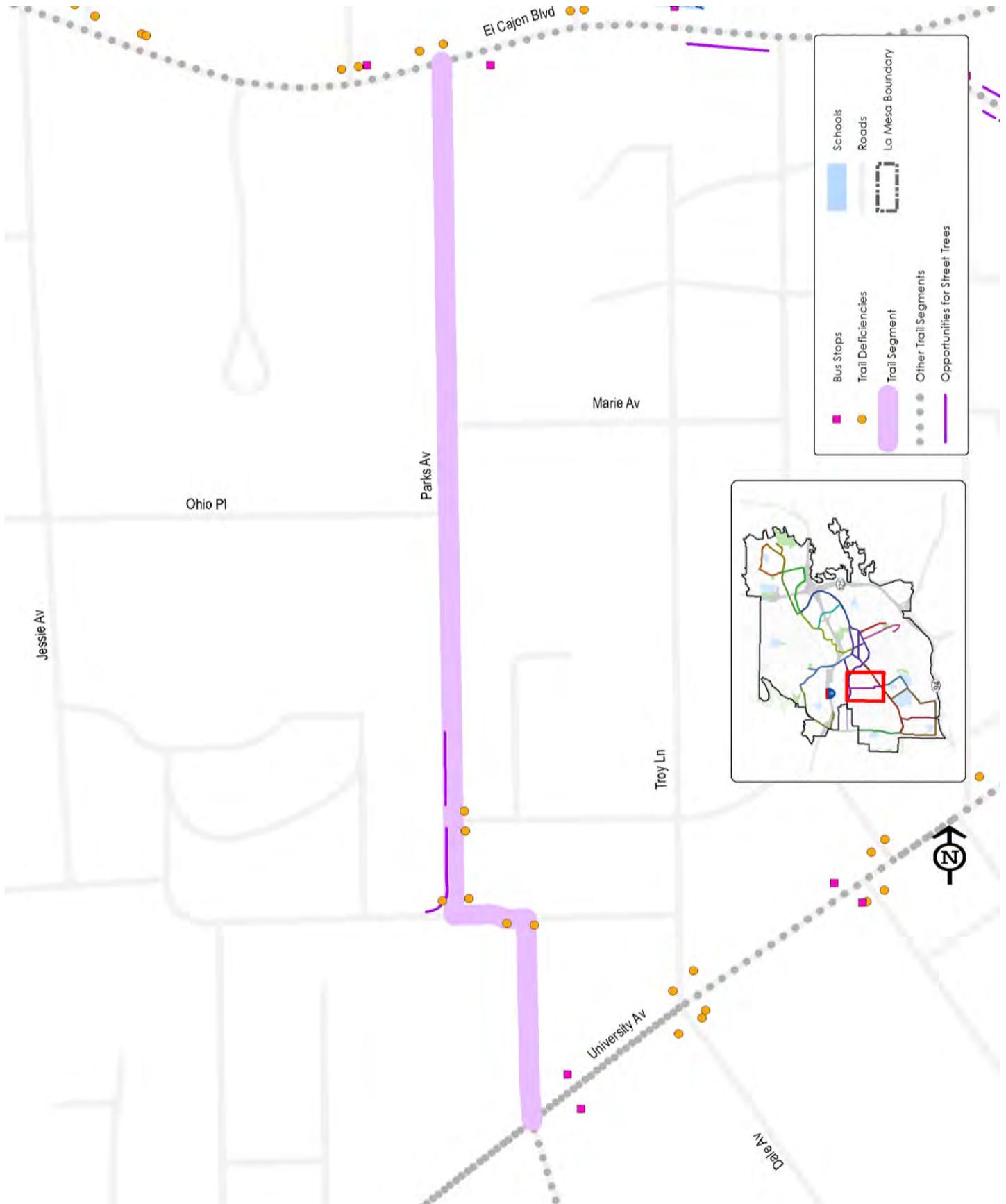
COST: \$147,750



CONNECTS TO:



FIGURE 4-12: PARKS AVENUE TRAIL



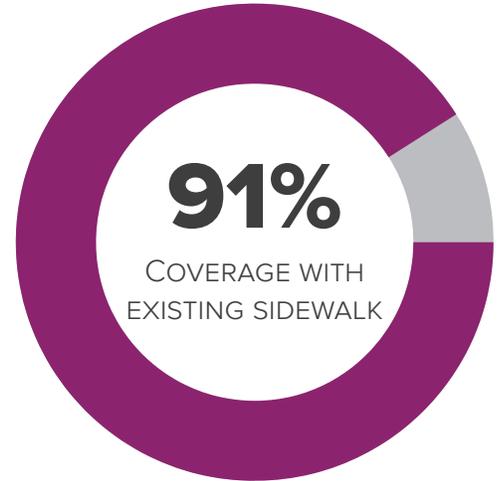
PRIORITY PROJECT 9: JACKSON DRIVE TRAIL

DESCRIPTION:

The Jackson Drive trail provides a short connection between the industrial and retail centers along Center Drive and the commercial corridor on La Mesa Boulevard. This is currently not the most pedestrian friendly route with many missing curb ramps, sidewalk and freeway on-off ramps.

MILES: 0.65

COST: \$156,427



CONNECTS TO:



FIGURE 4-13: JACKSON DRIVE TRAIL



PRIORITY PROJECT 10: ALVARADO CREEK TRAIL

DESCRIPTION:

The Alvarado Creek Trail provides a connection from neighborhoods north of Fletcher Parkway to the Amaya Drive Trolley Station and Grossmont Center Trolley Station. This proposed multi-use path would be on the north side of the trolley tracks. The City plans to construct a portion of the trail with a \$400,000 budget from the Alvarado Creek Supplemental Environmental Project. Constraints such as possible flooding and integration with the Grossmont Center Trolley Station's existing infrastructure will need to be further analyzed.

MILES: .91

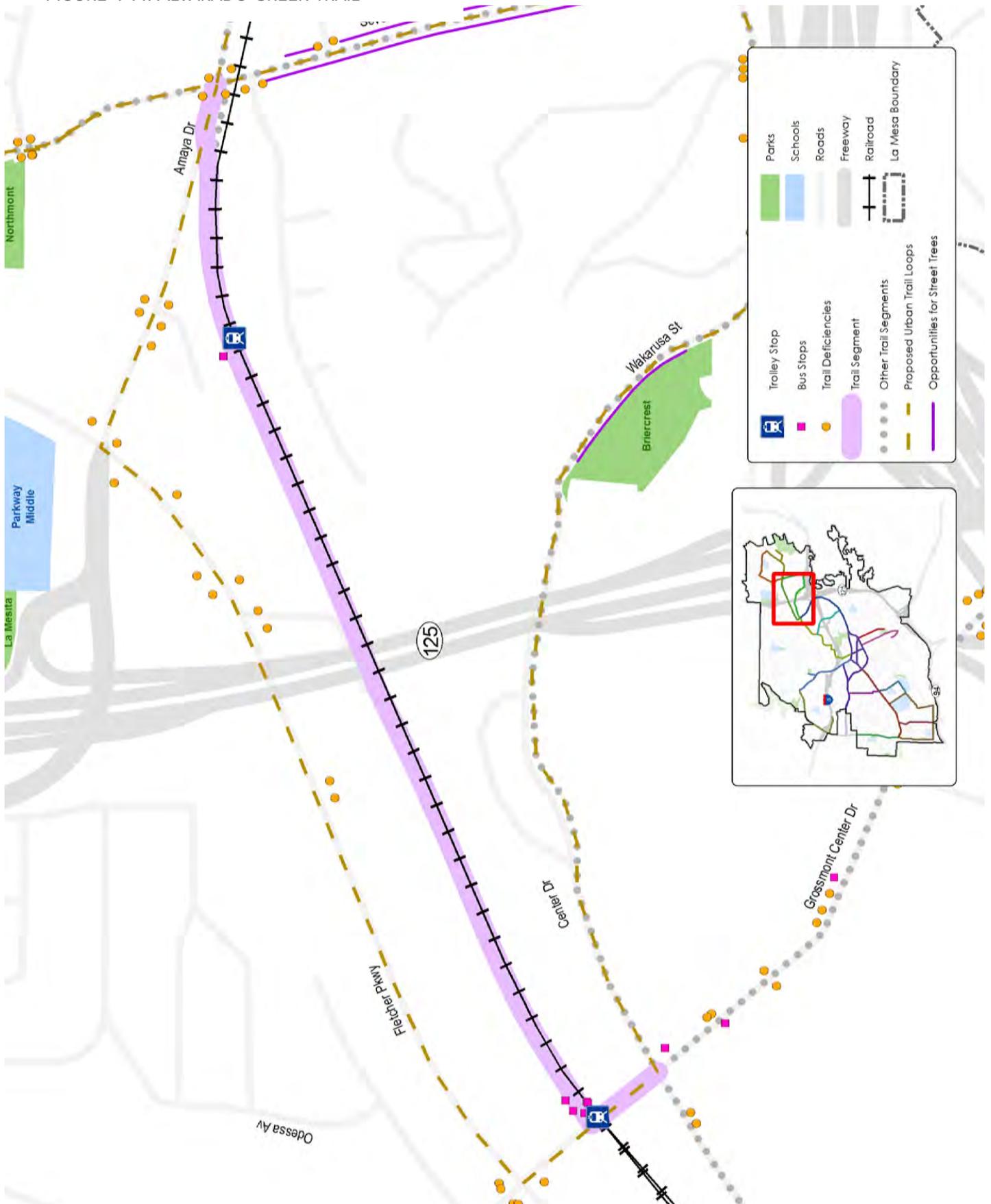
COST: \$1,305,138



CONNECTS TO:



FIGURE 4-14: ALVARADO CREEK TRAIL



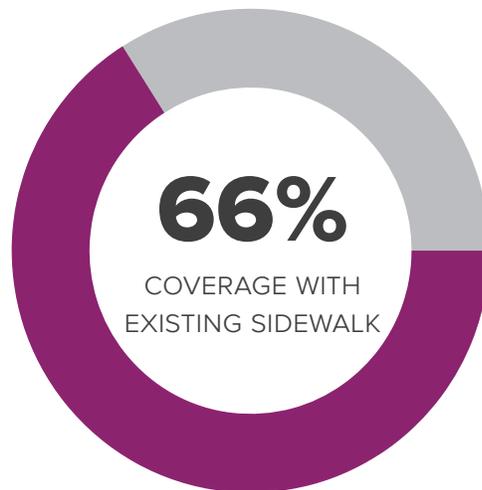
PRIORITY PROJECT 11: COLLIER PARK TRAIL

DESCRIPTION:

The Collier Park Trail travels through 4th Street from the Downtown Village to Collier Park and passes primarily through a residential neighborhood. There are a few sections of missing sidewalks. Overall the segment is short and comfortable for all abilities.

MILES: 0.49

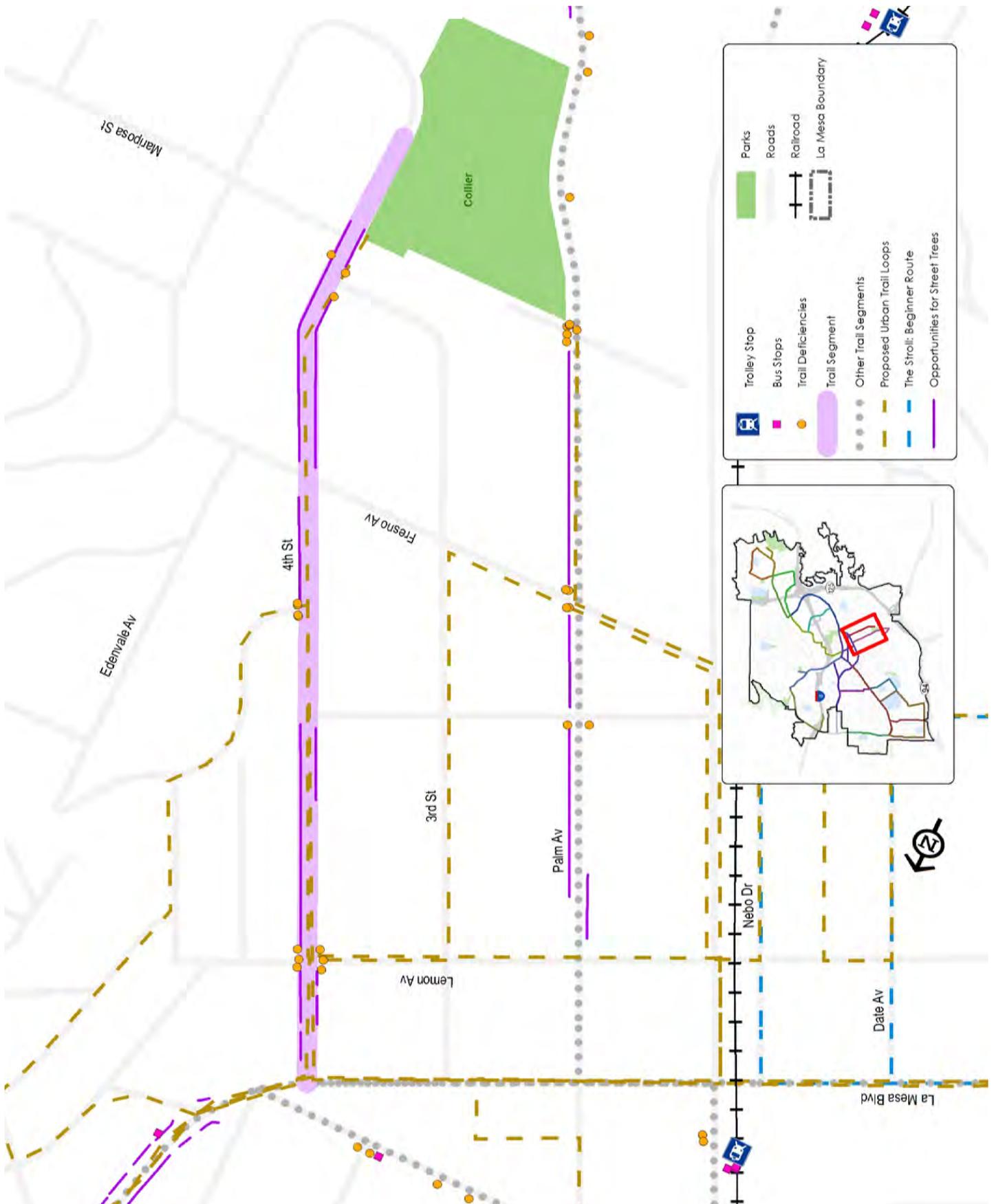
COST: \$136,167



CONNECTS TO:



FIGURE 4-15: COLLIER PARK TRAIL



PRIORITY PROJECT 12: EL CAJON BOULEVARD TRAIL

DESCRIPTION:

This segment along El Cajon Boulevard connects the western edge of the City to the Downtown Village. The segment lies along a very active commercial core that attracts mostly vehicular traffic and transit users. This corridor has few impediments and sidewalks are present throughout. It is a major bus route and has access to adjacent neighborhoods.

MILES: 1.65

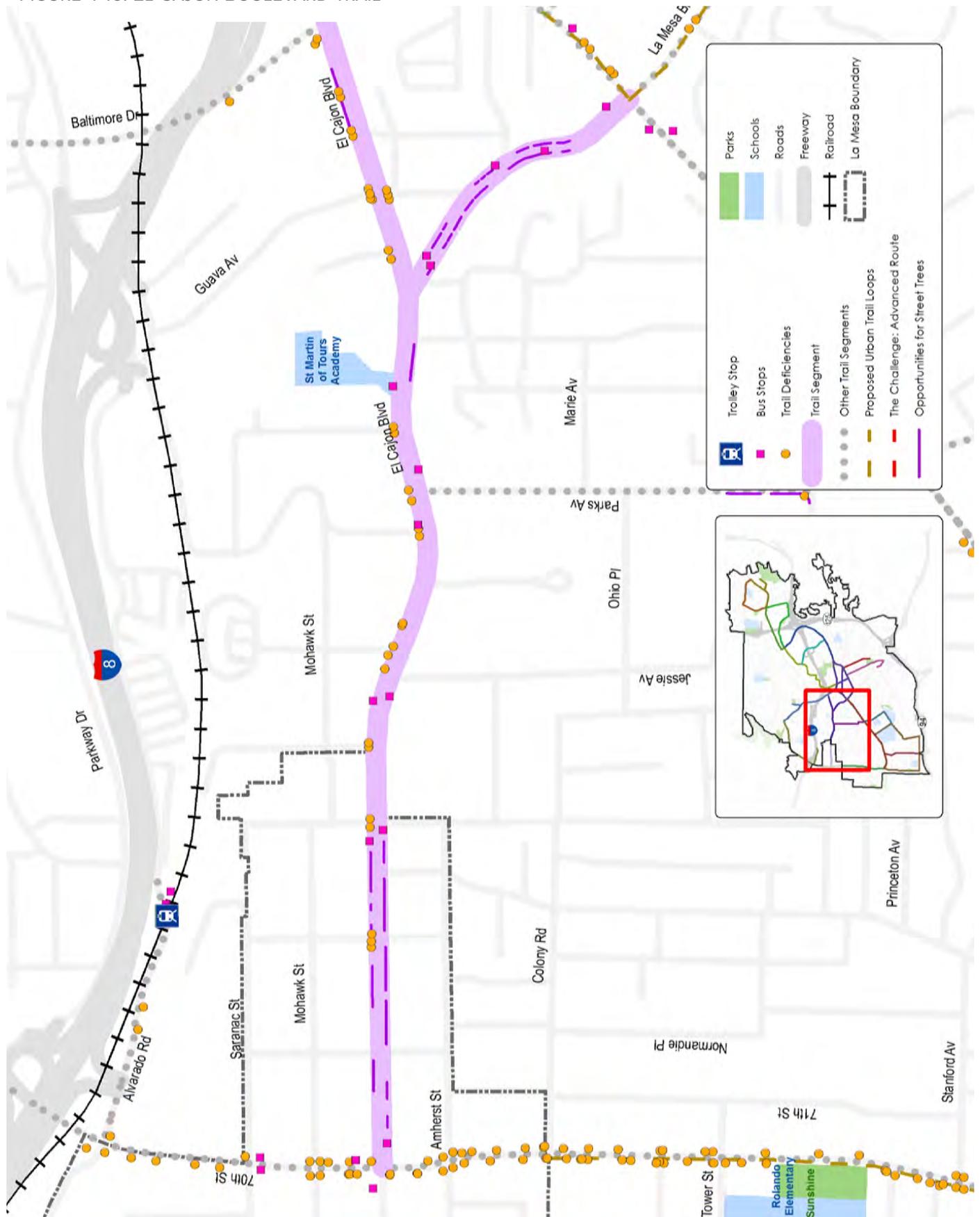
COST: \$58,713



CONNECTS TO:



FIGURE 4-16: EL CAJON BOULEVARD TRAIL



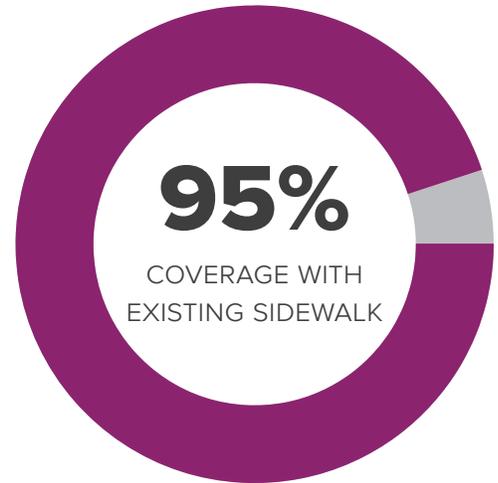
PRIORITY PROJECT 13: PALM AVENUE TRAIL

DESCRIPTION:

The Palm Avenue trail is an important link from the Downtown Village to the Spring Street Trolley Station and Collier Park. This is a fairly short segment with few pedestrian barriers on a mostly residential street.

MILES: 0.88

COST: \$150,365



CONNECTS TO:



FIGURE 4-17: PALM AVENUE TRAIL



PRIORITY PROJECT 14: LA MESA BOULEVARD TRAIL

DESCRIPTION:

La Mesa Blvd is an important segment that connects Grossmont Shopping Center to the Downtown Village. This segment provides bus transportation along the whole corridor and is relatively flat. It has very few impediments and the most challenging aspect of the corridor is navigating the Interstate 8 freeway crossings.

According to the BFATP, additional cost improvements is \$326,606.

MILES: 1.39

COST: \$117,616



CONNECTS TO:



PARKS



SCHOOLS



TRANSIT



RETAIL



URBAN TRAILS

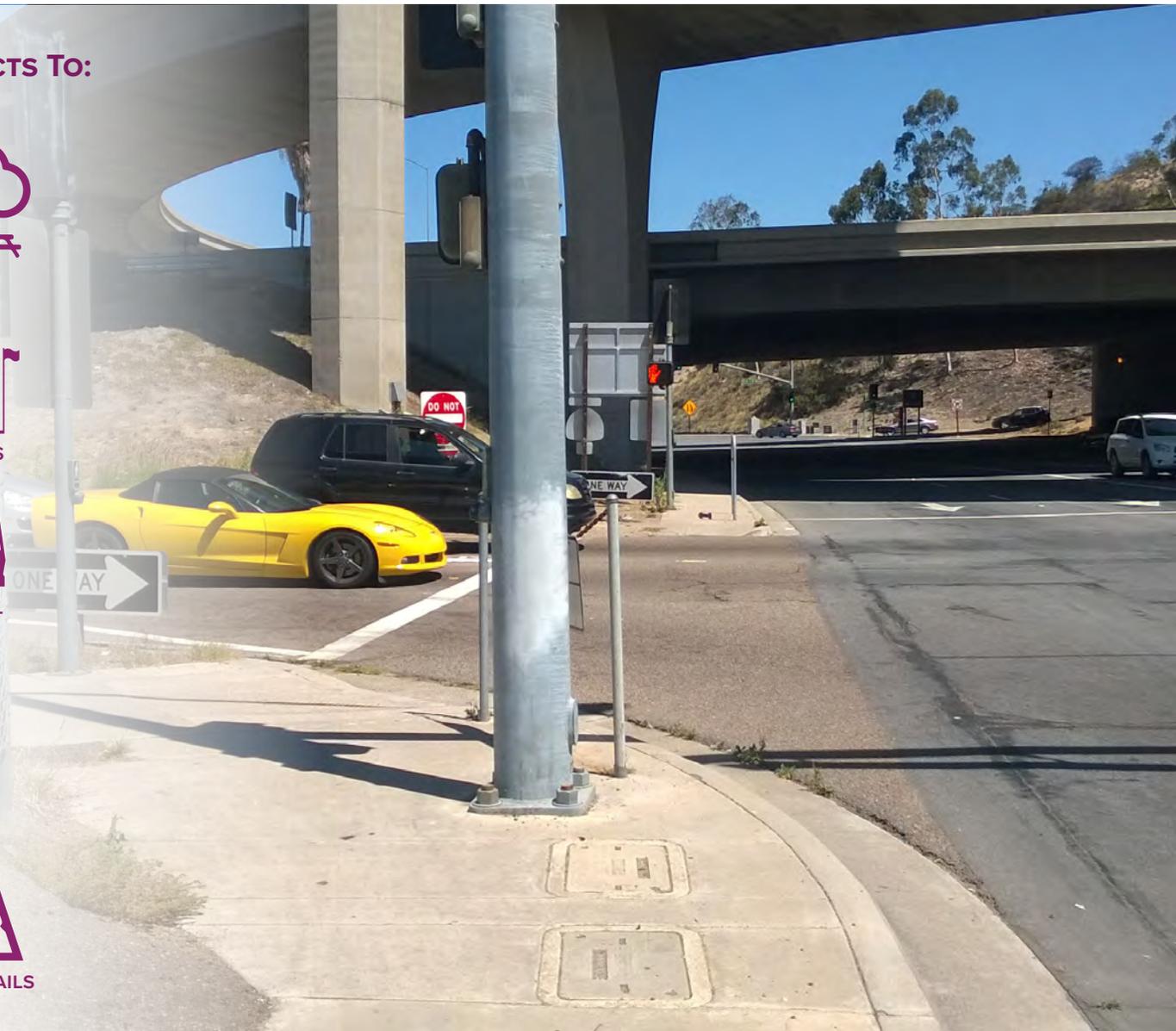
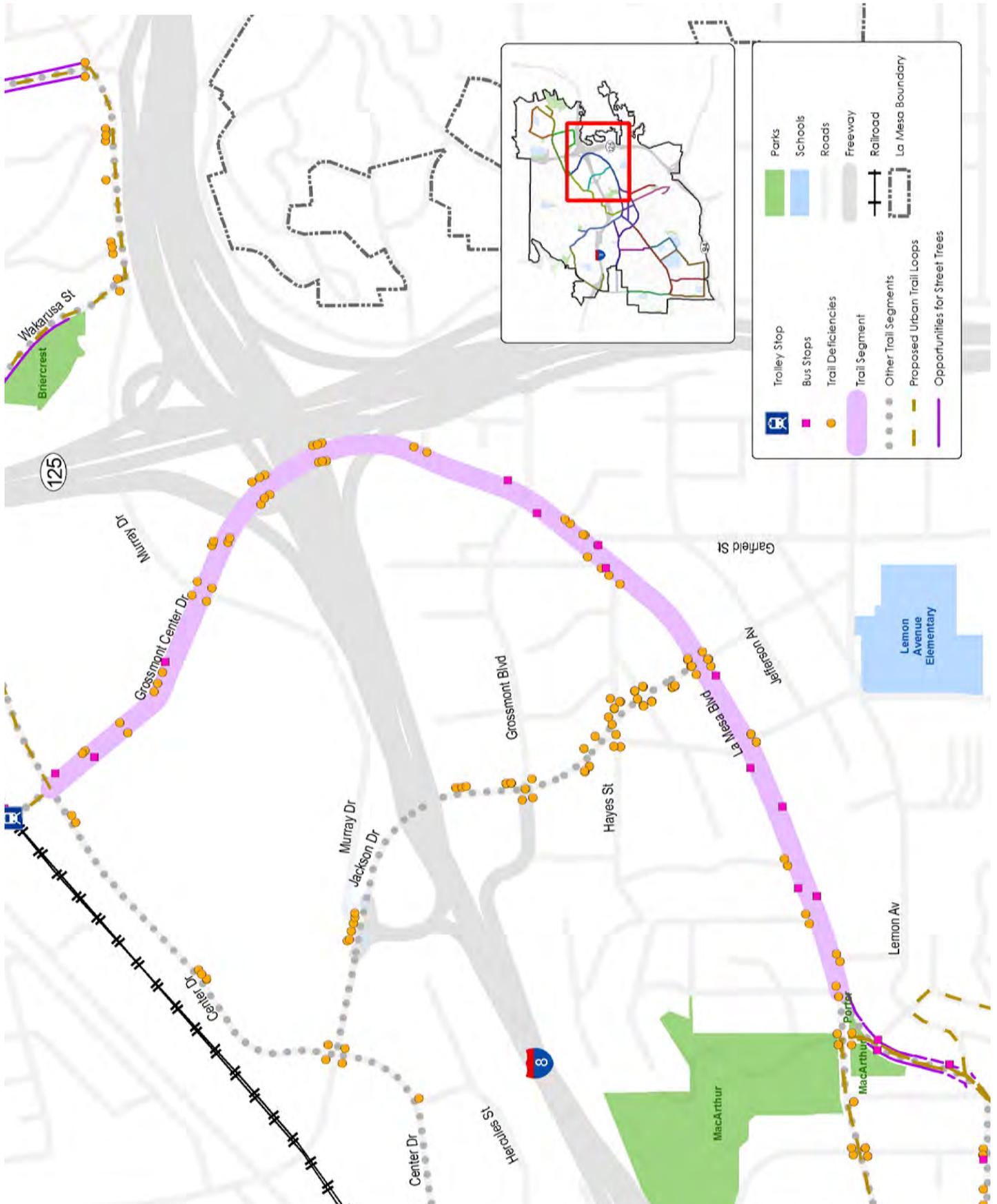


FIGURE 4-18: LA MESA BOULEVARD TRAIL



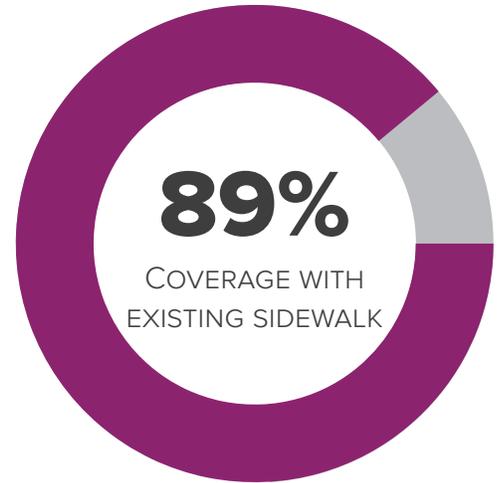
PRIORITY PROJECT 15: BRIERCREST PARK TRAIL

DESCRIPTION:

Briercrest Park trail connects the Grossmont Shopping Center, medical centers, Briercrest Park, and the Amaya Drive Trolley Station to the neighborhoods in the northeast quadrant of the city. There is one section of missing sidewalk on the south side of Murray Drive. While this sidewalk may not be needed, providing shade and additional separation from the travel lanes on the north side sidewalks is recommended. The BFATP recommends installing bike lanes on Murray Drive to provide that separation.

MILES: 1.30

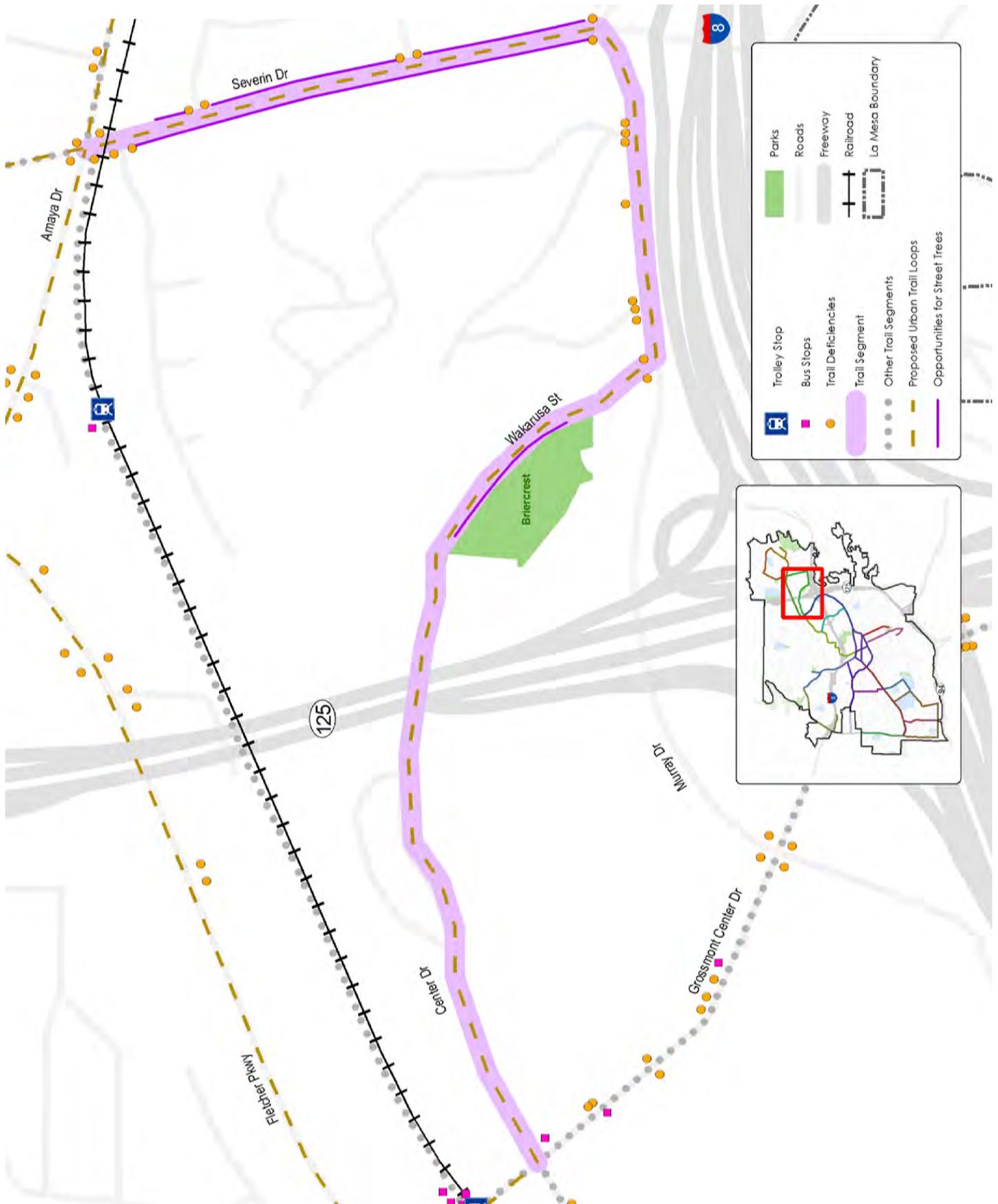
COST: \$136,869



CONNECTS TO:



FIGURE 4-19: BRIERCREST PARK TRAIL



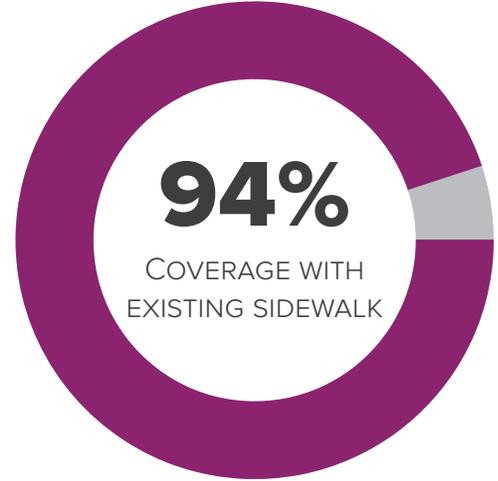
PRIORITY PROJECT 16: HARRY GRIFFEN PARK TRAIL

DESCRIPTION:

This short trail to Harry Griffen Park travels through a residential neighborhood and provides access to the park. There are very few impediments and it is already a suitable trail for all abilities.

MILES: 0.65

COST: \$115,488



CONNECTS TO:



FIGURE 4-20: HARRY GRIFFEN PARK TRAIL



PRIORITY PROJECT 17: SEVERIN DRIVE TRAIL

DESCRIPTION:

This trail along Severin Drive and Gregory Street starts and stops at Amaya Drive and provides neighborhood access to Northmont Park and Northmont Elementary School. By connecting to the Harry Griffen Park trail, pedestrians can access Harry Griffen Park. This route also provides a connection to the Amaya Drive Trolley Station.

MILES: 0.94

COST: \$48,800



CONNECTS TO:



FIGURE 4-21: SEVERIN DRIVE TRAIL



PRIORITY PROJECT 18: BALTIMORE DRIVE TRAIL

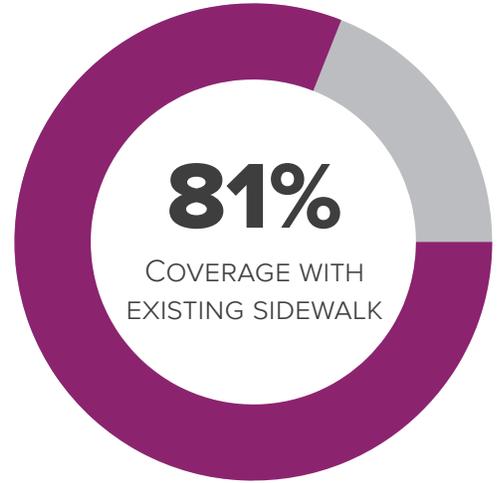
DESCRIPTION:

This trail along Baltimore Drive provides connections between the Downtown Village, Mission Trails Regional Park and Aztec Park. The varying slope, sidewalk gaps and freeway crossings at Interstate 8 are challenging sections along this corridor. Bus stops are present north of Interstate 8.

According to the BFATP, additional cost improvements is \$659,490.

MILES: 1.25

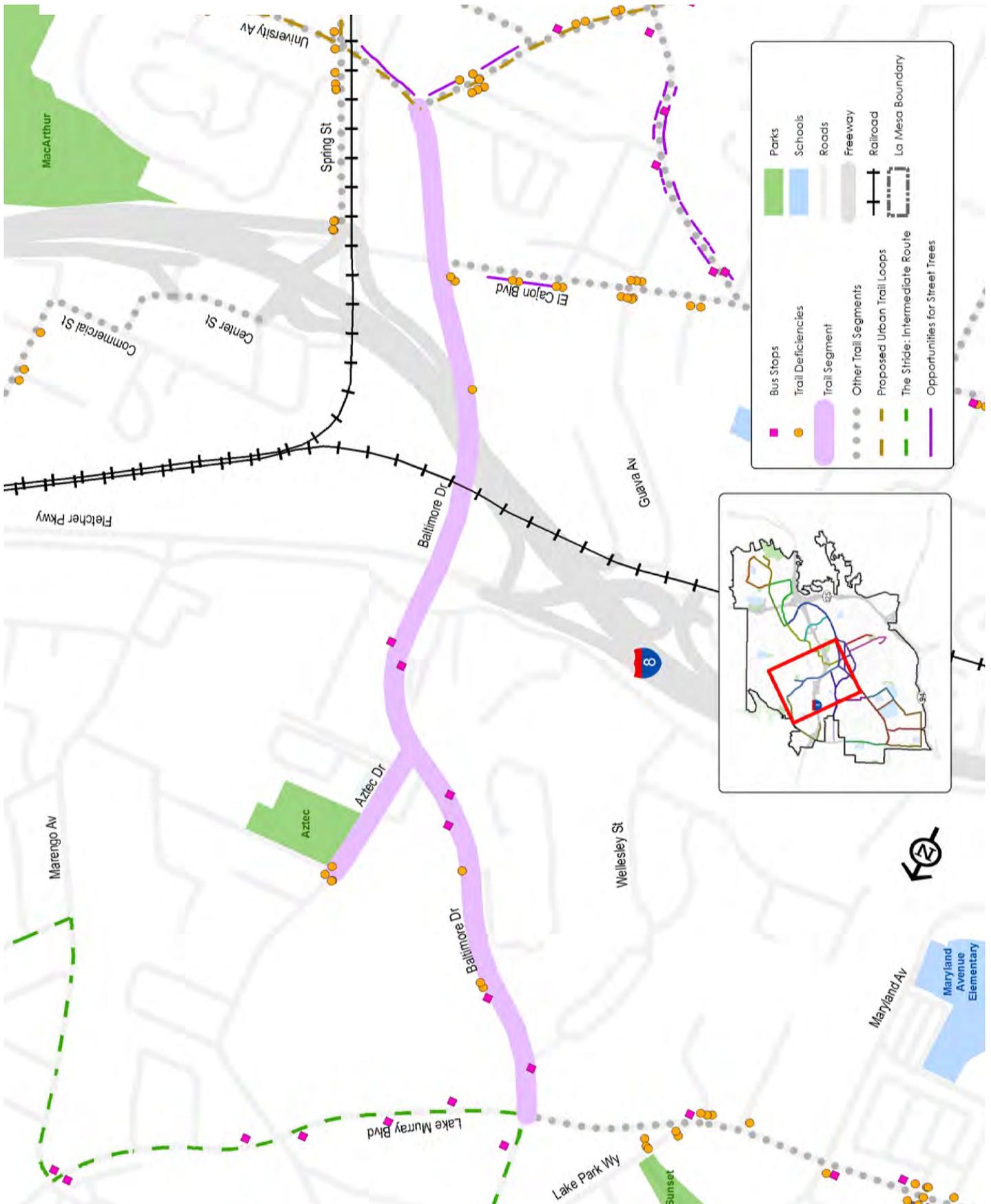
COST: \$295,942



CONNECTS TO:



FIGURE 4-22: BALTIMORE DRIVE TRAIL



PRIORITY PROJECT 19: LAKE MURRAY BOULEVARD TRAIL

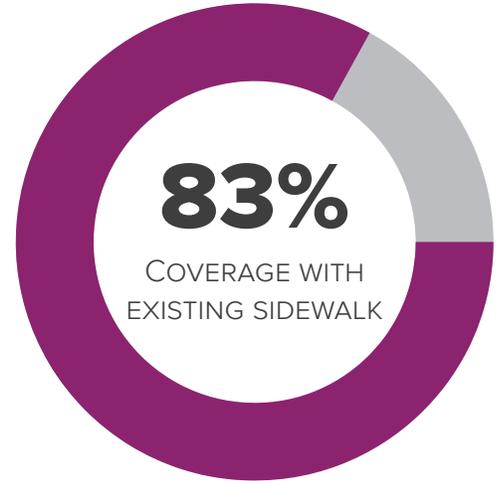
DESCRIPTION:

The Lake Murray Boulevard trail connects El Cajon Boulevard to the edge of Mission Trails Regional Park. It also provides access to the 70th Street Trolley Station and bus stops. Challenges include navigating the Interstate 8 freeway crossing, steep terrain and other miscellaneous impediments.

According to the BFATP, the cost of additional improvements is \$8,320.

MILES: 1.93

COST: \$354,524



CONNECTS TO:



FIGURE 4-23: LAKE MURRAY BOULEVARD TRAIL



FUTURE OPPORTUNITIES

Based on public input, the following are long-term potential urban trail projects that may hinge on future roadway development, smart growth and redevelopment. These projects were identified at the Connect La Mesa Block Party and could be analyzed as future projects. Figure 4-24: Future Opportunities shows the locations of these long-term routes.

- Nagel Street between Fletcher Parkway and Dallas Street
- Connection between the Mount Nebo neighborhood and Spring Street Trolley Station
- Roland Knolls Drive/Vigo Drive between Rolando Park and 70th Street
- Normal Avenue between La Mesa Boulevard and Lowell Street
- Baltimore Drive between Lake Murray Boulevard to Mission Trails Regional Park
- Lemon Avenue/Jackson Drive between Crowder Lane and La Mesa Boulevard
- Maple Avenue, Marie Avenue, Ohio Place, Pomona Avenue, West Point Avenue, Secret Stairs, Yale Avenue
- Dale Avenue
- Maple Avenue
- Cinnabar Drive
- Eastridge Drive
- Normal Avenue

Along with future improvements for pedestrians on these routes, bicycle improvements are just as important. When future improvements occur along these routes, closing bicycle gaps can be an interim solution before pedestrian facilities are installed. Some of these solutions can include bike lanes as additional separation from moving vehicles or traffic calming elements such as curb extensions and roundabouts.



Neighborhood stairs between West Point Avenue and Stanford Avenue

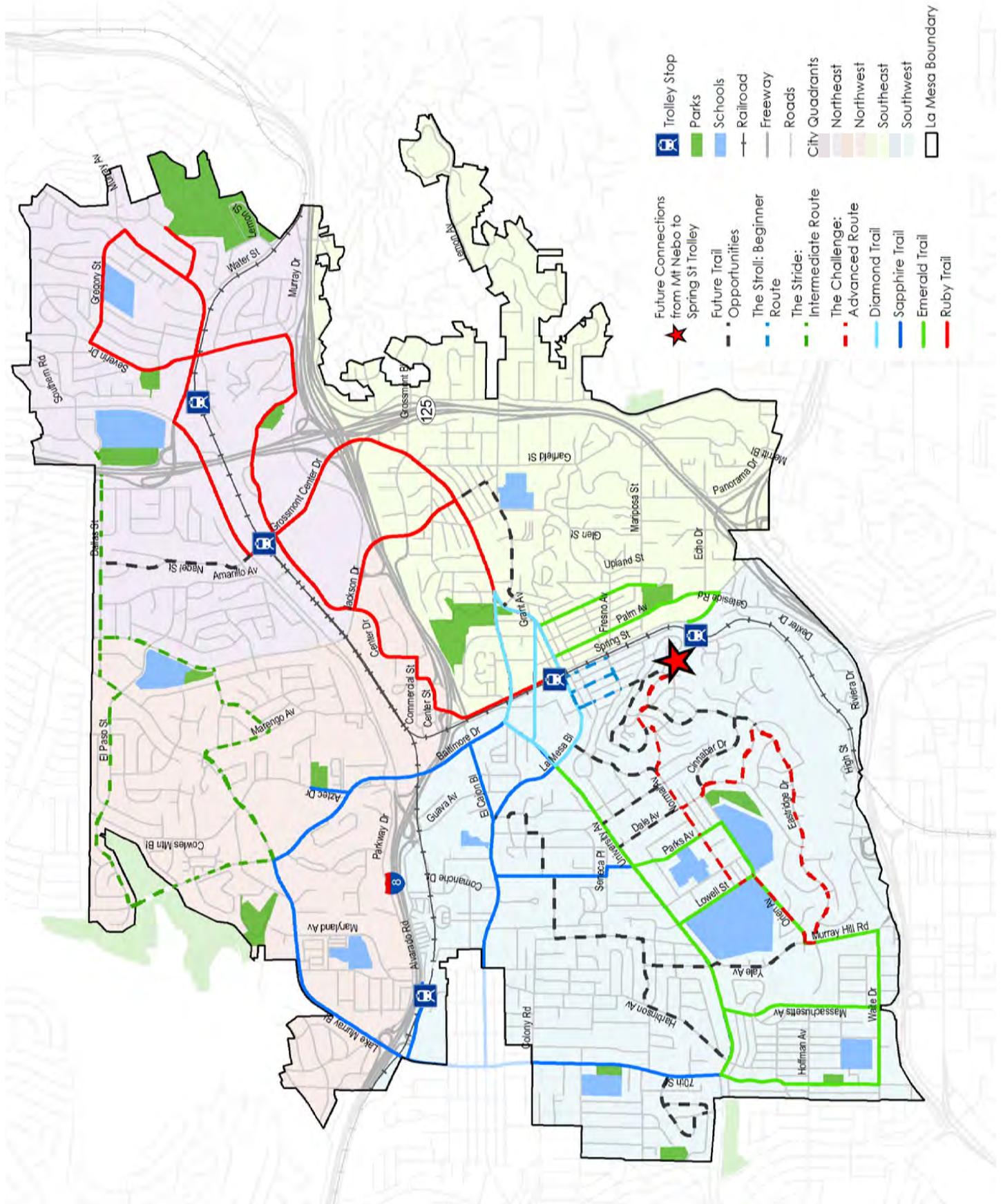


Eastridge Drive



Cinnabar Drive by La Mesa Arts Academy

FIGURE 4-24: FUTURE OPPORTUNITIES



IMPLEMENTATION GUIDE

The La Mesa Urban Trails Mobility Action Plan presents strategies and recommendations advocated for by the community. The ability to implement the proposed projects was a widespread and persistent concern among the community. This section identifies a range of options to facilitate the implementation of the La Mesa Urban Trails Plan and its recommended projects.

FUNDING STREET MAINTENANCE AND IMPROVEMENT PROJECTS

PROJECT FUNDING

Like most cities faced with budget challenges, the City of La Mesa has had to find creative ways to fund improvement projects. The Downtown Village Streetscape Improvement Project is one such example. That project used multiple funding sources, including the Downtown Parking Fund and Smart Growth Incentive Program Grant funds. Projects on University Avenue were funded through multiple sources including stormwater and SANDAG Active Transportation grants.

New funding sources can also combine locally-derived assessments with corporate and philanthropic donations to increase community benefits and reduce the burden of annual assessments to residents and property owners. Establishing partnerships between sectors (government, business, non-profit) and community organizations could enhance the opportunities for identify various ways to fund projects.

MAINTENANCE FUNDING

Although capital funding may be present, the on-going maintenance of new features presents a challenge for cities.

The maintenance of the public right-of-way outside of the travel lanes is typically the responsibility of the adjacent landowner. In some cases, the developer has provided the capital investment as part of a Development Agreement. Older, built out areas have few choices for additional revenue sources and are limited to private or philanthropic investments or self-assessment. In cases where an assessment district is established, property owners are assessed annually through property tax payments for specified improvements. While property owners may be concerned about additional assessments for maintenance, a nexus can be established to effectively demonstrate direct benefits to those assessed and indirect benefits to the broader community.

Improving an urban community requires plant material that needs watering, pruning, and other forms of maintenance. Sidewalk repairs, and crosswalk and bike lane re-striping also place a burden on maintenance costs. Similarly, most storm water facilities require some level of maintenance. With recent droughts, voluntary and mandatory water use reductions also place a stress on the City's existing landscaped features.

MAINTENANCE STEPS

STEP 1: FORM AN APPROACH INVOLVING PARTNERSHIPS FOR MAINTENANCE

There are several different ways in which the City of La Mesa could develop partnerships to facilitate the implementation of this plan and other active transportation projects. The options below could be considered as part of the implementation package. However, with changing decisions, priorities and opportunities that may vary over time, partnership approaches should be strategically reviewed. For example, local landscape companies may provide reduced fees if contracted to have a certain amount of work per year or geographic area.

PARTNERSHIP TYPE 1: PARTNERSHIPS WITH STATE AND REGIONAL AGENCIES

The City and the community should continue to pursue state level grant programs such as Caltrans' Active Transportation Planning (ATP) and Sustainable Transportation Planning grants, the Strategic Growth Council's Sustainable Community Planning Grants, Urban Greening Grants and the California Air Resources Board Cap and Trade program. SANDAG, the regional Metropolitan Planning Organization (MPO), also has funding mechanisms through mini-grants and their Active Transportation Program. Projects that are not awarded funding through the Caltrans ATP cycles are sent to the local MPOs for consideration for funding through their programs. Other regional programs, such as Smart Growth Incentive Program planning and construction grants, as well as other programs from the San Diego Air Resources Board and the Regional Water Quality Control Board, should also be considered. While these programs support the implementation of capital projects, they do not cover maintenance costs; maintenance costs must be assumed by local organizations.

PARTNERSHIP TYPE 2: VOLUNTEER ORGANIZATIONS AND COMMUNITY/ NEIGHBORHOOD ASSOCIATIONS

Through coordination between one or more community service organizations, the City may procure a great deal of local volunteer

support. The same is possible with local neighborhood groups or private individuals interested in helping their community. Tree plantings, parkway improvements and horticultural maintenance does not require high levels of training, and with brief instruction, volunteers can be quickly trained for special work parties and community efforts.

STEP 2: COORDINATE COMMUNITY IMPROVEMENTS WITH OTHER CONSTRUCTION EFFORTS

The City of La Mesa has several on-going community improvement efforts that could be leveraged to facilitate the implementation of this plan. Included in these efforts are the City's Capital Improvement Program, Utility Undergrounding Program and Water Quality Management Programs, all of which are discussed briefly below.

OPPORTUNITY 1: CITY OF LA MESA CAPITAL IMPROVEMENT PROGRAM (CIP)

Nearly all of the recommended projects, as well as many of the other intended street improvements, can be implemented as part of larger street improvement plans. Any proposed CIP related to roadway alignment, lane configurations or upgrades of damaged or missing walkways may potentially be combined with the recommendations of this plan. The Capital Improvement Program within the Engineering Division could incorporate the Plan's recommendations into future CIP projects. The Capital Improvement Program is an ongoing process which attempts to match available funds with community plans and needs to maintain and improve facilities and infrastructure in La Mesa.

The CIP conducts an inventory of the City's existing infrastructure and facilities and then develops a prioritized project list, consistent with community goals. The program is designed to optimize the use of taxpayer dollars and to make sound budgetary decisions.

OPPORTUNITY 2: UTILITY UNDERGROUNDING PROGRAM

Utility undergrounding is a huge effort, not just in La Mesa, but throughout the nation. In most cities, there is an opportunity to leverage this effort for coordinated street improvements. The City could negotiate and partner with San Diego Gas & Electric (SDG&E) to improve La Mesa's streets. When an Urban Forestry program is in place, the City may allow SDG&E to plant trees in parkway strips, assuming the adjacent property owner would agree to maintain the trees.

OPPORTUNITY 3: WATER QUALITY MANAGEMENT

Regional water quality management is a standard that is established in the San Diego region under the new MS4 permit. Any project requiring Low Impact Development or any other stormwater permit is required to install, register and maintain these facilities in perpetuity. The new permit structure also allows for off-site mitigation banking of stormwater runoff improvements. The extensive canyon lands, water courses and lack of stormwater conveyance systems makes it valuable for La Mesa to bank these opportunities.

STEP 3: ASSIST IN THE FORMATION OF SPECIAL FUNDING DISTRICTS

The City of La Mesa may consider forming special funding districts to help finance the implementation of this plan. Examples of special funding districts include Infrastructure Financing Districts, Maintenance/Landscape Assessment Districts and Business Improvement Districts, all of which are discussed briefly below.

ENHANCED INFRASTRUCTURE FINANCING DISTRICTS (EIFDs)

Infrastructure financing districts are funded through tax-increment financing. However, there have been numerous barriers to the advancement of these EIFDs, namely a requirement of a vote of approval by 55% of those in the District to issue bonds. The EIFDs would be able to fund a variety of improvements that could include street improvement and urban forestry. In 2014, SB 628 was signed to authorize the creation of these districts and outlines how they can be created and for what purpose. In 2015, AB 313 updated the law.

MAINTENANCE ASSESSMENT DISTRICTS (MADs) AND LANDSCAPE MAINTENANCE DISTRICTS (LMDs)

A Maintenance Assessment District is a legal mechanism that property owners can vote on to assess themselves to receive services above and beyond what the City of La Mesa normally provides. The purpose of a MAD is to finance special benefit services, including installation or maintenance of open space, street medians, rights-of-way, mini-parks, street lighting, security, flood control and/or drainage. These special benefit services are provided at a level over and above the standard City general benefit level. MADs are also known as Landscape Maintenance Districts (LMDs) or Lighting and Landscape Maintenance Districts (LLMDS).

BUSINESS IMPROVEMENT DISTRICTS (BIDs)

A business improvement district would be a geographically defined area within the City of La Mesa, in which services, activities and programs are paid for through a special assessment charged to all members within the district. This assessment provides the agreed-upon services, activities and programs through an equal distribution of benefits received and the costs incurred. The assessment money is collected by the City through a special contractual arrangement with members of the district. Because the assessment funds collected in a given district cannot legally be

spent outside of that BID, the City creates a trust fund for each BID, with funds periodically released to support operations.

STEP 4: ENCOURAGE PRIVATE DEVELOPMENT TO INCLUDE PLAN RECOMMENDATIONS

The City of La Mesa has several different streams of development-related resources that could be leveraged to facilitate the implementation of this plan. Among these resources are Development Projects themselves, as well as related Impact Fees and In-Lieu Fees, all of which are discussed briefly below.

DEVELOPMENT PROJECTS

When a future development plan is prepared, the recommendations of the urban trails plan could be incorporated. This integration will allow staff and community members to review a project for conformance with the adopted plan's goals and policies. Developers could integrate relevant recommendations into their proposals to provide community benefit. Future changes to applicable ordinances should consider incorporating the plan recommendations and guidelines where appropriate.

IMPACT FEES

Impact fees are a commonly-used and well-accepted means of mitigating the impacts created by future growth. Public agencies regularly levy impact fees on new development to fund a variety of public facilities, including roads, sewer and water facilities, libraries, parks and schools. For example, if a new retail development is being constructed, the developer must pay for the sidewalk or street improvements around their development to mitigate transportation or environmental impacts. The developers are conditioned to make these improvements prior to final approval. The City of La Mesa has impact fees in place such as Traffic Impact Fees and Park Improvement Impact Fees. The City of La Mesa can continue to leverage these fees to provide improvements to the sidewalk and bicycle network.

IN-LIEU FEES

In-lieu fees allow developers to pay fees into a municipal parking or traffic mitigation fund in-lieu of providing the required parking on site. Common in-lieu fees, such as transportation and environmental fees, allow development projects to pay into a fund to offset environmental or parking requirements. Parking in-lieu fee programs give proposed projects or uses the option to pay a designated fee rather than provide some or all on-site parking spaces required by the zoning code. The City approved a zoning ordinance amendment in 2014 for a parking in-lieu fee within the Downtown Commercial Zone.

In areas of more intense activity or where the community wants to promote density, requiring each use to provide separate parking facilities can degrade the pedestrian environment, limit density, and encourage drivers to drive from one site to the next rather than parking once and walking between destinations. At some point, the City might modify this in-lieu fee to provide centralized public parking. In some cases, the community may wish to establish the fund in such a way that it can also be used for transit, bicycle and pedestrian improvements to reduce parking demand. Fees can also improve the overall efficiency of parking provision by addressing the needs of the area as a whole rather than the needs of each individual site.

Table 4-5: Implementation Strategies, provides a list of potential steps needed to implement some of the items proposed in this plan.

TABLE 4-5: IMPLEMENTATION STRATEGIES

No.	Actions	Lead	Notes
1	Identify items on the city's CIP list that can incorporate recommended improvements and projects outlined in this Plan	City of La Mesa	Major projects are defined as a street reconfiguration of lanes, geometry, curbs, drainage systems or other major utility improvements requiring a substantial percentage of the pavement to be removed and/or replaced.
2	Integrate the recommendations and projects from this plan into all applicable grant applications	City of La Mesa	In some cases, grants could be pursued specifically for only projects identified in this plan, while in others, parts of this plan can be used to strengthen benefits for other projects.
3	Analyze if an environmental review is needed for each project to determine level of impact	City of La Mesa	Projects classified as maintenance or replacement can be considered categorical exemptions under CEQA. Major projects affecting traffic, natural areas or ROW acquisitions may require full environmental review. Projects in this plan are primarily retrofits to existing infrastructure and/or re-striping.
4	Develop design and engineering documents and obtain appropriate permits for each project	City of La Mesa and/or consultants	At this stage, wayfinding and signage can be incorporated into the designs to assure the fixtures needed are integrated into the project.
5	Identify sources of funding for ongoing maintenance of street enhancements	City of La Mesa	Ongoing maintenance responsibilities will likely need to be identified prior to implementation.
6	Identify alternate sources of funding, including assessment programs	City of La Mesa, community stakeholders	Consider additional assessment districts, including MADs, lighting districts, BIDs or other funding sources applied to those who will benefit from the improvements.

No.	Actions	Lead	Notes
7	Develop a volunteer program focused on implementation and sustainment of this plan	City of La Mesa, community organizations	Utilize neighborhood residents, community leaders, and volunteers from schools, churches, community organizations and businesses.
8	Identify alternative funding sources and fund-raising opportunities	City of La Mesa, local planners and community activists	Examples include philanthropic offers, donations, endowment funds, corporate sponsorships, capital fundraising efforts, grants, and government sources. Highlight the economic, environmental, health, engagement, safety and connectivity improvements that these projects will bring.
9	Identify opportunities to incorporate Plan recommendations and projects into proposed redevelopment projects	City of La Mesa, and community advocates	For major projects, the improvements should go beyond the immediate project parcel boundaries.
10	Integrate this Plan with all applicable Development Service processes and projects	City of La Mesa	Consider requiring projects to implement portions of this plan where relevant.

PUBLIC OUTREACH SUSTAINABILITY GUIDE

As part of the UTMAP, the outreach activities described in Chapter 3 were a valuable asset to the community. Both the Connect La Mesa “Walking Wednesdays” Meetup and Transit Training Series engaged diverse groups of participants, impacting a wide spectrum of stakeholders. The outreach activities were made possible through funding provided by the Caltrans Community Based Transportation Planning grant program.

In order to secure ongoing operations of the walking groups and transit trainings, it is important that the city looks at alternative funding strategies. The UTMAP gained strong momentum, leading to the community’s high demand to sustain the Connect La Mesa walking group and potentially biannual transit trainings. Another benefit that the Connect La Mesa Meetup provides is the ability to gather valuable community feedback from residents on specific walking and biking infrastructure needs. This group could continue to function as a walkability coalition, and be responsible for coordinating with city staff to voice community infrastructure needs and overall feedback.

RECOMMENDATIONS TO SUSTAIN THE CONNECT LA MESA MEETUP (WALKING GROUP AND COMMUNITY ENGAGEMENT TOOL)

OPTION 1:

Sustaining the walking group momentum, activity coordination and management could be funded through the existing Safe Routes Coordinator position with support from volunteer resident leaders. To assist in coordinating walks and volunteers, the city could benefit from developing an online, interactive database, such as Google Sheets or Docs, for volunteer sign-up. This spreadsheet could provide information on upcoming walk locations, dates, walk leaders and topics. The city would need to determine how much of a role they would need to have in route selection.

There are costs associated with this strategy, which includes the Meetup subscription plan fee of approximately \$180 annually or \$14.99 per month. These costs and some ancillary marketing expense could be covered by charging Meetup participants a modest annual fee of \$2. Assuming that half the existing 600 UTMAP participants would drop out due to a fee, this would still generate \$600 per year.

OPTION 2:

Coordinate with La Mesa Community Services Department and the existing Walk and Talk La Mesa group to merge the two groups. When looking at this option, special consideration could ensure that the walking routes, times, and activity promotion accommodate the needs of the diverse groups. Differences in the groups to consider are: route distance, meet up locations and times, and participant ability levels. Through the UTMAP process, the city offered walks every week. The Connect La Mesa Walking Wednesday group participated on the second and fourth week, while Walk and Talk La Mesa conducted walks on the first and third weeks.

OPTION 3:

Hire a private contractor as a Connect La Mesa organizer to coordinate, promote, and lead walks, either funded through general funds or through Meetup member contributions and/or dues. Utilizing membership contributions and dues could help cover the cost of marketing and promotional materials. Coordination with the Park and Recreation Department could lead to the walking group being offered to the community as an Adult Enrichment Center Class with a quarterly cost or per walking class.

Another funding strategy that could be applied to any of the options above would be to find a corporate sponsor to underwrite the program. These sponsors could receive promotional consideration in return, such as including the sponsor's name as part of the program name (e.g. the Walk and Talk Group Sponsored by Starbucks). This would only be practical if the program were to be absorbed into an existing city endeavor and the sponsorship would be used to cover the Meetup.com fees and any small marketing costs. It would not be likely that a sponsorship would be large enough to cover personnel costs.

RECOMMENDATIONS TO SUSTAIN BIANNUAL TRANSIT TRAININGS (EDUCATION, EMPOWERMENT AND AWARENESS TOOL)

OPTION 1:

Secure grant funding through local resources. This option may require working with or subcontracting with a company or partner with expertise in this field. An example funding source includes Section 5310 from SANDAG's Specialized Transportation Grant Program Monitoring.

OPTION 2:

Coordinate with existing resident leaders, especially those who rely on public transportation, to organize informal transit trainings to educate, empower, and motivate residents to use public transportation. Request resources from the Metropolitan Transit System (MTS) since they offer educational materials on transit routes, schedules, accessibility, safety and security. If volunteers provided the primary labor, this could be a low-cost program and participants could be charged \$5, the cost of a transit day pass.

POTENTIAL PUBLIC OUTREACH FUNDING SOURCES

This section examines the potential resources that could be used to secure future funding for outreach and engagement activities.

STATE FUNDING

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS: SUSTAINABLE COMMUNITIES

The Sustainable Communities grants are funded by the Federal Transit Administration (FTA, Section 5304) and also the State Highway Account. Caltrans administers the Sustainable Communities grant to fund transportation planning projects that identify and address mobility deficiencies in the multi-modal transportation system, encourage stakeholder collaboration, involve active public engagement, and integrate Smart Mobility 2010 concepts. The purpose is to achieve programmed system improvements that give emphasis to the Caltrans mission and overarching objectives.

ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

The Environmental Enhancement and Mitigation Program provides funds for projects that reduce environmental impacts of altered or new public transportation facilities, including streets, mass transit guideways, park-n-ride facilities, transit stations, tree planting (to minimize the effects of motor vehicle emissions), off-road trails, and the acquisition or development of roadside recreational facilities. Proposed shared-use path improvements are eligible under the Roadside Recreation Projects category.

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

The Office of Traffic Safety (OTS) aims to reduce vehicular fatalities and injuries through a national highway safety program. OTS obtains funds from the National Highway Safety Act which provides grants for approximately one to two years. One of the priority areas that OTS grants focuses on includes pedestrian and bicycle safety, including bicycle safety programs.

LOCAL FUNDING

SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM

The TransNet Smart Growth Incentive Program and TransNet Active Transportation Grant Program fund local capital and planning projects that increase opportunities for biking, walking and transit usage throughout the region. The TransNet Smart Growth Incentive Program supports transportation investments that create more compact, walkable, bikeable and transit-oriented communities. The TransNet Active Transportation Grant Program provides funding for projects that improve safety and prioritize access for people biking and walking.

POTENTIAL INFRASTRUCTURE FUNDING SOURCES

Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans and projects to improve conditions for cyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. Also, the competition between municipalities for available funding is often fierce.

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and facility in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

According to the publication by the Federal Highway Administration (FHWA), *An Analysis of Current Funding Mechanisms for Bicycle and Pedestrian Programs at the Federal, State and Local Levels*, where successful local bicycle facility programs exist, there is usually an active transportation coordinator with extensive understanding of funding sources. Cities such as Seattle, Washington, Portland, Oregon and Tucson, Arizona are prime examples. City staff are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for cyclists within their jurisdictions. Some of the following information on federal and state funding sources was derived from the previously mentioned FHWA publication.

Table 4-6: Funding Sources, identifies potential funding opportunities that may be used from design to maintenance phases of projects. The sources are arranged by federal, state, local, and private, and the uses that the funds may address.

TABLE 4-6: FUNDING SOURCES

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY	SAFE & HEALTHY ACCESS	BACK TO NATURE	COMMUNITY GARDENS	LOW IMPACT DEVELOPMENT	CULTURE AND HISTORY
									
Federal Funding Sources									
Land and Water Conservation Fund (LCWF)	U.S. National Park Service/California Dept. of Parks and Recreation	✓				✓		✓	
Urban Community Forestry Program	U.S. National Park Service	✓		✓			✓		
Surface Transportation Program	Federal Highway Administration (FHWA) / Caltrans	✓			✓			✓	
Transportation Alternative Program	Federal Highway Administration (FHWA) / SANDAG	✓			✓			✓	
Recreational Trails Program	Federal Highway Administration (FHWA) / Regional agency may also contribute	✓			✓	✓		✓	
Highway Safety Improvement Program	Federal Highway Administration (FHWA) / Caltrans	✓			✓			✓	
Transportation Investment Generating Economic Recovery Program (TIGER)	US Department of Transportation	✓			✓			✓	✓
EPA Brownfields Clean Up & Assessments	U.S. Environmental Protection Agency	✓			✓			✓	
Sustainable Communities Planning Grant and Incentive Program	U.S. Dept. of Housing and Urban Development (HUD)				✓				
Urban Revitalization & Livable Communities Act	U.S. Dept. of Housing and Urban Development (HUD)				✓		✓		
Community Development Block Grants	U.S. Dept. of Housing and Urban Development (HUD)	✓			✓	✓	✓		✓
ACHIEVE, Communities Putting Prevention to Work, Pioneering Communities	Center for Disease Control & Prevention				✓	✓	✓		
Wildlife Services	Department of Agriculture, Animal and Plant Health Inspection	✓		✓		✓		✓	
Urban and Community Forest Program	Department of Agriculture, Forest Service	✓		✓		✓		✓	
Community Forest and Open Space Conservation	Department of Agriculture, Forest Service	✓		✓		✓		✓	
Choice Neighborhoods Implementation Grants	Department of Housing and Urban Development, Office of Public and Indian Housing	✓			✓	✓		✓	

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY	SAFE & HEALTHY ACCESS	BACK TO NATURE	COMMUNITY GARDENS	LOW IMPACT DEVELOPMENT	CULTURE AND HISTORY
Undesirable/Noxious Plant Species	Department of the Interior, Fish and Wildlife Service		✓	✓		✓			
Recovery Act Funds - Habitat Enhancement, Restoration and Improvement	Department of the Interior, Fish and Wildlife Service	✓	✓	✓		✓		✓	
Cooperative Landscape Conservation	Department of the Interior, Fish and Wildlife Service	✓	✓	✓		✓		✓	
Save America's Treasures	Department of the Interior, National Park Service	✓	✓						✓
Safe Routes to School, Mini-grants	National Center for Safe Routes to School & Caltrans	✓			✓				

State Funding Sources

Land and Water Conservation Fund (LCWF)	CA Dept. of Parks & Rec	✓			✓	✓		✓	
Statewide Park Program Prop 84 Round 2	CA Dept. of Parks & Rec	✓			✓		✓		
Recreational Trails Program	CA Dept. of Parks & Rec	✓	✓		✓	✓		✓	
Proposition 117 - Habitat Conservation	CA Dept. of Parks & Rec	✓		✓		✓		✓	
Nature Education Facilities	CA Dept. of Parks & Rec	✓	✓			✓			✓
Watershed Program	CA Dept. of Parks & Rec	✓				✓		✓	
Stormwater Flood Management Prop. 1E	CA Dept. of Parks & Rec	✓		✓		✓		✓	
Aquatic Center Grants	Dept. of Boating and Waterways	✓			✓				✓
Community Based Transportation Planning, Environmental Justice & Transit Planning	Caltrans	✓			✓			✓	
Active Transportation Planning Grants	Caltrans	✓			✓			✓	

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY 	SAFE & HEALTHY ACCESS 	BACK TO NATURE 	COMMUNITY GARDENS 	LOW IMPACT DEVELOPMENT 	CULTURE AND HISTORY 
Regional Improvement Program	Caltrans	✓			✓			✓	
Safe Routes to School Programs(SR2S)	Caltrans	✓			✓			✓	
Traffic Safety Grants	Office of Traffic Safety	✓			✓				
Coastal Conservancy Grants	CA Coastal Conservancy	✓		✓	✓	✓		✓	✓
Non-point Source Pollution, Watershed Plans, Water Conservation (Props 13, 40, 50 & 84)	State Water Resources Control Board	✓	✓	✓				✓	
Sustainable Communities Planning, Regional SB 375	Strategic Growth Council/Dept of Conservation	✓		✓	✓	✓	✓	✓	✓
Environmental Enhancement & Mitigation (EEMP)	California Natural Resources Agency & Caltrans	✓				✓		✓	
California River Parkway and Urban Streams Restoration Grant	CA Natural Resources Agency /Dept of Water Resources	✓	✓		✓	✓		✓	
California Cap and Trade Program	Cal EPA, Air Resources Board	✓		✓		✓	✓		
Urban Forestry Program (Leafing Out, Leading Edge and Green Trees Grants)	California Department of Forestry and Fire Protection (CAL FIRE)	✓		✓			✓		
Local Funding Sources									
Special Habitat Conservation Programs	Regional MPOs / Local Cities			✓		✓		✓	
Special Parks and Recreation Bond Revenues	Regional MPOs / Local Cities	✓	✓	✓	✓	✓	✓	✓	✓
Special Transportation Bonds and Sales Tax Initiatives	Regional MPOs / Local Cities	✓	✓	✓	✓	✓	✓	✓	✓
Advertising Sales/Naming Rights	Local Jurisdictions	✓	✓	✓	✓				✓

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY	SAFE & HEALTHY ACCESS	BACK TO NATURE	COMMUNITY GARDENS	LOW IMPACT DEVELOPMENT	CULTURE AND HISTORY
Community Facilities District (CFD) Infrastructure Financing District (IFD) Facilities Benefit Assessment District (BFA)	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Active Transportation Program (ATP)	SANDAG	✓			✓			✓	
TransNet (Active Transportation and Smart Growth Grants)	SANDAG	✓			✓			✓	
Business Improvement (BID) Maint. Districts (MAD) Property Based Improvement Districts (PBID) Landscape Maint. District (LMD)	Non-profits, business organizations or City		✓	✓	✓			✓	✓
Easement Agreements/Revenues	Local Jurisdictions	✓	✓	✓			✓		
Equipment Rental Fees	Local Jurisdictions	✓	✓		✓	✓	✓		✓
Facility Use Permits Fees	Local Jurisdictions	✓	✓		✓	✓	✓		✓
Fees and Charges/Recreation Service Fees	Local Jurisdictions	✓	✓		✓	✓	✓		✓
Food and Beverage Tax	Local Jurisdictions	✓	✓		✓	✓	✓		✓
General Fund	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
General Obligation Bonds	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Intergovernmental Agreements	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Lease Revenues	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Mello Roos Districts	Local jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Residential Park Improvement Fees	Local Jurisdictions	✓		✓	✓	✓	✓	✓	✓
Park Impact Fees	Local Jurisdictions	✓		✓	✓	✓	✓	✓	✓

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY 	SAFE & HEALTHY ACCESS 	BACK TO NATURE 	COMMUNITY GARDENS 	LOW IMPACT DEVELOPMENT 	CULTURE AND HISTORY 
Traffic Impact Fees	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
In-Lieu Fees	Local Jurisdictions	✓		✓	✓	✓	✓	✓	✓
Pouring Rights Agreements	Local Jurisdictions	✓		✓	✓	✓	✓	✓	✓
Private Development Agreements	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Surplus Real Estate Sale Revenues	Local Jurisdictions	✓		✓	✓	✓	✓	✓	✓
Revenue Bond Revenues	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Sales Tax Revenues	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Transient Occupancy Tax Revenues	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Wastewater Fund Reserves	Local Jurisdictions		✓	✓	✓		✓	✓	
Utility Taxes	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Private Funding Sources									
Community Stories Grant	California Council for the Humanities	✓							✓
Community Impact Grants Program	Home Depot	✓					✓		
California ReLeaf Urban Forestry Grant	California ReLeaf	✓		✓					
Preservation Funding	National Trust for Historic Preservation	✓	✓						✓
Grants for Parks	California State Parks Foundation	✓			✓	✓		✓	
Various Sports Field Grants	Various Agencies, Foundation & Corporations	✓	✓		✓				
Community Health Initiatives	Kaiser Permanente	✓			✓		✓	✓	

FINDING, FRAMING AND FUNDING A PROJECT		FUNDING USES							
		Typical Approaches		ATYPICAL APPROACHES					
FUNDING SOURCE	FUNDING ORIGIN	CIP Development	Maint. & Operations	URBAN FORESTRY 	SAFE & HEALTHY ACCESS 	BACK TO NATURE 	COMMUNITY GARDENS 	LOW IMPACT DEVELOPMENT 	CULTURE AND HISTORY 
America's Historical Planning Grants	National Endowment for the Humanities	✓							✓
Corporate Sponsorships	Corporate Citizens	✓	✓	✓	✓	✓	✓	✓	✓
Private Sector Partnerships	Private Corporations	✓	✓	✓	✓	✓	✓	✓	✓
Non-Profit Partnerships	Non-Profit Corporations	✓	✓	✓	✓	✓	✓	✓	✓
Foundation Grants	Private Foundations	✓	✓	✓	✓	✓	✓	✓	✓
Private Donations	Private Individuals	✓	✓	✓	✓	✓	✓	✓	✓
Irrevocable Remainder Trusts	Private Individuals	✓	✓					✓	✓
Targeted Fund-raising Activities	Local Jurisdictions	✓	✓	✓	✓	✓	✓	✓	✓
Land Trusts	Non-Profit Corporations	✓		✓		✓		✓	✓



Chapter 5

DESIGN TOOLKIT

STREET DESIGN TOOLKIT

The UTMAP Design Toolkit is a guide that can be used to build a desirable street, urban trail and attractive public realm. The Toolkit is organized by the following four design elements: Urban Forestry, Urban Runoff, Multi-Modal Connectivity and Urban Open Space.

The following pages identify where the various improvements and solutions can be applied. It is important to recognize the existing limited right-of-way found throughout many of the neighborhoods. Many of La Mesa's streets are built-out which makes implementing certain toolkit elements and designs difficult. It's important to acknowledge these constraints to properly design solutions for more walkable streets.

HOW TO USE THE TOOLKIT?

The Toolkit is organized into four sections. Each section describes one Street Design Element and provides examples of improvements that can be installed within the different zones of the right-of-way.

RIGHT-OF-WAY ZONES

The Street Design Toolkit identifies different zones within the right-of-way that can be improved with amenities to enhance the Urban Trail experience.

Building Interface Zone

The building interface zone is the space immediately adjacent to a building. This space typically contains outdoor seating, merchandise displays and other features that may attract people to enter the business.

Pedestrian Zone

The pedestrian zone is the paved space in the right-of-way dedicated to pedestrian directly adjacent to the building interface zone. Sidewalks are constructed within this zone.

Parkway Zone

The parkway zone is the space between the sidewalk and the curb edge. It serves as a buffer between people on the sidewalk and parked or traveling vehicles.

WHAT ARE THE ELEMENTS OF THE TOOLKIT?

Urban Forestry Element

This element addresses improvements that relate to "greening" the street or urban trail. The improvements in this element must coordinate with the Urban Runoff Element.

Urban Runoff Element

The Urban Runoff Element addresses improvements as they relate to capturing water. These strategies can be incorporated into the sidewalk, parkway and median.

Multi-Modal Connectivity Element: Pedestrian Focus

The design solutions found here focus on enhancing the pedestrian experience by providing a range of design options such as crosswalks, lighting and wayfinding signage.

Urban Open Space

Open spaces ideally occur adjacent to or part of the street. These can include canyons, parks, plazas or access to existing trails. This Element describes how open spaces can be placed in the public realm and how connections to existing trails can be improved.

FIGURE 5-1: RIGHT-OF WAY ZONES



Building
Interface
Zone

Pedestrian
Zone

Parkway
Zone

On-Street
Parking
Zone

Bicycle
Zone

Travel Lane
Zone

Center
Median

On-Street Parking Zone with Curb Extensions

This zone is the space used for on-street parking. Pedestrian curb extensions (also known as bulbouts) are constructed within this space at intersections or midblock crossings. Curb extensions reduce the crossing distance from one side of the street to another while also providing improved pedestrian visibility to drivers.

Bicycle Zone

The bicycle zone is the space in the right-of-way that is used for bicycle facilities such as bicycle lanes.

Travel Lane Zone

The travel lane zone is the space used for vehicular traffic.

Center Median

The center median separates opposing lanes of traffic on roadways. This space can be delineated through road striping or a raised curb with decorative paving or plants. Mulch can be installed in place of vegetation.

URBAN FORESTRY ELEMENT

Parkway, On-Street Parking with Curb Extensions and Center Median Zones

The Urban Forestry Element recommends planting drought-tolerant, litter-free, upright trees. Trees with canopies that provide shade are also recommended. Native, drought-tolerant shrubs or ground cover with mulch are also recommended in all parkway zones, curb extensions and center medians. Rock mulch can be installed in place of vegetation as a low-cost and low-maintenance option.



Small open tree in a curb extension



Small to large canopy tree



Ground cover in a midblock curb extension

URBAN RUNOFF ELEMENT

Pedestrian Zone

The Urban Runoff Element in the Pedestrian Zone recommends installing hardscape features that improve water infiltration. Permeable pavers, asphalt or decorative concrete are a few examples.



Permeable pavers



Permeable asphalt or concrete



Decorative concrete in Downtown La Mesa

Parkway and On-Street Parking Zones

The Urban Runoff Element in this zone recommends the use and/or installation of infiltration basins to capture and filter water. Infiltration basins that are planted with vegetation that tolerate both wet and dry conditions in conjunction with subsurface drains work well together. For areas that don't have a Parkway Zone, a sidewalk with permeable pavers in conjunction with trees installed with a tree grate can improve water infiltration.



Infiltration basin with bioretention soils and subsurface drain



Small to large tree with tree grate



Curb openings draining to bioretention or infiltration areas

Center Median

Center Median stormwater and urban runoff recommends the use and/or installation of infiltration basins to capture and filter water. Infiltration basins that are planted with vegetation that tolerate both wet and dry conditions in conjunction with subsurface drains work well together. Decomposed granite, rock swales and gravel trenches are low-cost, low maintenance alternatives.



Permeable concrete with sand filtration and subsurface drains



Decomposed granite, rock swale or gravel trench



Infiltration basin with bioretention soils and subsurface drain

MULTI-MODAL CONNECTIVITY

Building Interface Zone

In the Building Interface Zone, multi-modal connectivity recommends outdoor restaurant and café seating, public seating, bicycle racks or bicycle lockers.



Public seating



Bicycle rack



Bicycle lockers

Parkway Zone

Similarly, the Multi-Modal Connectivity element in the Parkway Zone recommends installing a variety of amenities that make walking and bicycling more enjoyable such as public art, wayfinding signs, public seating, transit facilities with shelters and pedestrian scale lighting.



Transit facilities with shelters and seating



Public art and wayfinding signs



Pedestrian-scale lighting

Street Crossing Options

The Multi-Modal Connectivity element recommends a variety of street crossing options. Enhanced marked crosswalks, curb extensions, median refuges and traffic signals are a few examples that increase safety and comfort for everyone on the street.



Median refuge



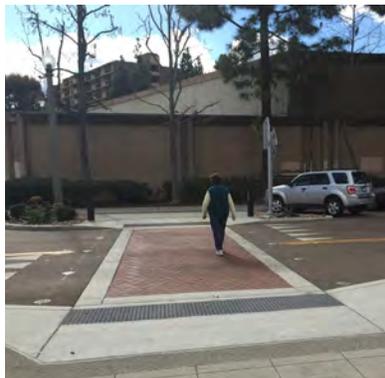
Staggered crosswalk



Enhanced marked crosswalk



Curb extension



In-road flashers/warning lights
at midblock crossing



Pedestrian Hybrid Beacon (PHB)



Pedestrian signal



Rectangular Rapid Flashing Beacon
(RRFB)



Traffic signal

URBAN OPEN SPACE

The Urban Open Space element recommends installing enhanced concrete walkways, wayfinding signage and trees that provide shade within the pedestrian and parkway zones.



Enhanced concrete walkway



Wayfinding directional markers



Shade from street trees



Trailhead signage



Wayfinding signage



Destination signage

SIGNAGE AND WAYFINDING

Wayfinding is a fundamental part of a functional and comprehensive urban trail network. Effective wayfinding systems create well-structured pathways that help travelers to:

1. Identify their location
2. Assure that they are traveling in the desired direction
3. Navigate junctions and other decision-making points
4. Identify their destination upon arrival

The following guidelines closely follow SANDAG's recently released "Best Practices in Developing and Implementing Bicycle Wayfinding Signage" (October 2014) and "Wayfinding Design Guidelines" (October 2015). Although these two documents are intended primarily for bicycle wayfinding, the principles discussed can be applied to create a successful wayfinding signage program for both pedestrians and bicyclists.

These guidelines address urban trail routes and how wayfinding signage can improve the experience for people already riding and walking, as well as to help encourage people to begin bicycling and walking altogether. Wayfinding signage design is intended to readily orient users to their location within the overall system by employing system-wide key maps on all backbone trail signs. Wayfinding signage would occur along the City's existing and proposed routes.

DESTINATION DRIVEN

Wayfinding guides users through the destinations along a route. Destinations noted on wayfinding signage should be immediately recognizable and meaningful to the majority of users. As users approach a given sign, it presents a set of destinations accessible from that point. A user may be attempting to reach one of the destinations shown on the signage, and should direct the person directly to their destination. However, destinations also serve a broader role by painting a general picture of the route, the areas it serves and the terminus. The sign provides useful orientation information even for people who are not going to the destination. Users can use the signage to approximate their path to their

own destination. This is supported by the recommended system-wide key maps on all backbone trail wayfinding signs.

DESTINATION HIERARCHY

Destinations should be assigned a hierarchical level based on their regional significance. Major destinations such as cities should be listed in the highest level while local destinations, such as parks and community centers, should be in the lowest levels

Tier I: Up to five miles

- Cities

Tier II: Up to two miles

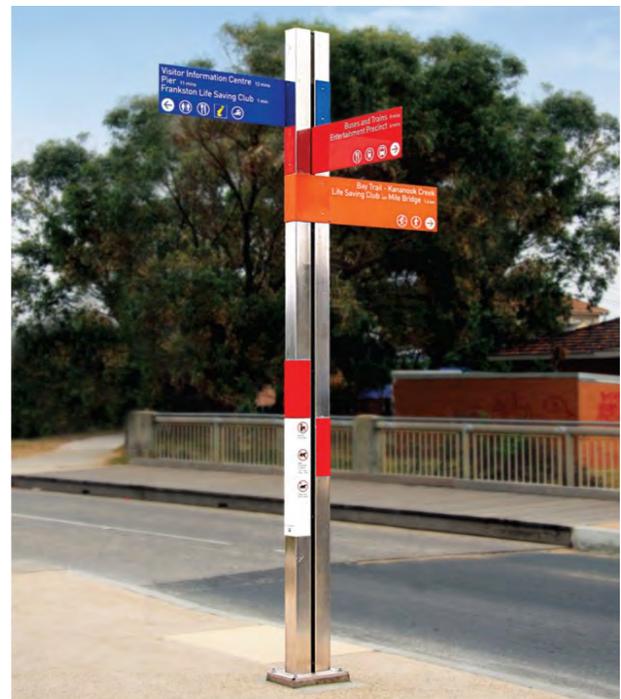
- Airports, colleges, neighborhoods/districts, transit centers, regional landmarks, etc.

Tier III: Up to one mile

- Major bikeways, high schools, regional parks, hospitals, etc.

Tier IV: Up to one-half mile

- Community centers, elementary/middle schools, local parks, public facilities, etc.



NAMING ROUTES

Naming routes simplifies navigation and can provide a sense of place. Routes such as bikeways that follow only one street can be named after the street, but corridors with many turns often require a broader name. One approach is to name routes based on key attributes such as level of difficulty (“The Stride”) or destination (“Art Walk”). The UTMAP has provided general names through the City’s civic motto “Jewel of the Hills.”

INFORMATION HIERARCHY

Because eyes tend to scan information from top to bottom and left to right, wayfinding signs should be arranged as a hierarchical information flow that takes this into account. Meaning that the most important information should be near the top and left and displayed in the largest size. Information of lesser importance is placed below that and in smaller sizes, located toward the right and bottom portions of the sign.

THE FOUR D’S

In the context of a route wayfinding signage system, fundamental information is **designation, destination, direction and duration**. Each individual sign should first designate itself as a piece of route wayfinding information, typically with a recurring and prominent icon or text, such as the Connect La Mesa Urban Trails logo or jewel type. This information is displayed prominently at the top of the sign. The sign should indicate the route name, color or logo.

People using a sign first need to identify the destination most relevant to them before they proceed to direction or distance information. Destination information is generally presented along the left side of the sign. Direction and distance information are shown on the same line as the destination. Directional arrows should be prominent.

SIGN TYPES

There are four basic route wayfinding sign types: confirmation, decision, turn and off-route. Each type has a unique purpose, location and message. The first three sign types move users along a designated route network. The fourth sign type, off-route, directs them onto the route network from adjacent streets.

Confirmation:

1. Indicate to trail users which designated trail they are on. This may include the City’s existing signage due to limited space
2. Include destinations and distance/time, without arrows
3. May be stand-alone or be combined with decision signs

Decision:

1. Marks junctions of three or more trails
2. Inform trail users of designated route to access desired destinations
3. Display both destinations and arrows
4. Intended to be used in sets or combined with confirmation signs
5. When combined, confirmation signs should be mounted above decision signs. Decision signs should be mounted in order of distance from destinations listed, with the closest first.

Turn:

1. Indicates where a route turns, either from one street onto another street or through a difficult or confusing area. This may include the existing trail markers

Off-route:

1. Inform users that are currently not on a designated trail that one exists nearby

A large key map that displays all routes in the network can also be implemented. The map can be combined with “You Are Here” labels to help users orient themselves or help them decide on a new destination. These maps can be located at major intersections, where two or more trails meet, or at popular local destinations such as community centers and parks.

Even on a street, wayfinding signs are placed in both directions since pedestrians may be walking the opposite direction than the flow of traffic. Typically, a mile of route will include four to five wayfinding signs in each direction.

PREDICTABILITY AND REDUNDANCY

Users should become familiar with the signs’ position, shape, color and font. Consistently repeating these features helps users anticipate where signs will be placed and the messages the signs will convey. The Connect La Mesa Urban Trails logo and colors could consistently be applied across the trail network’s signage system.

Confirmation Signage Examples



Diamond Loop

Transit Station	3 Minutes	
City Hall	6 Minutes	
Police Station	8 Minutes	



Emerald Loop

Transit Station	20 Minutes	
City Hall	15 Minutes	
Police Station	15 Minutes	

Decision Signage Examples

City Hall
0.6 miles 

Transit Station
2.5 miles 

Highwood Park
2.5 miles 

Turn Signage Examples

Diamond Loop 

TURN LEFT 

Emerald Loop 

TURN RIGHT 

Sapphire Loop 

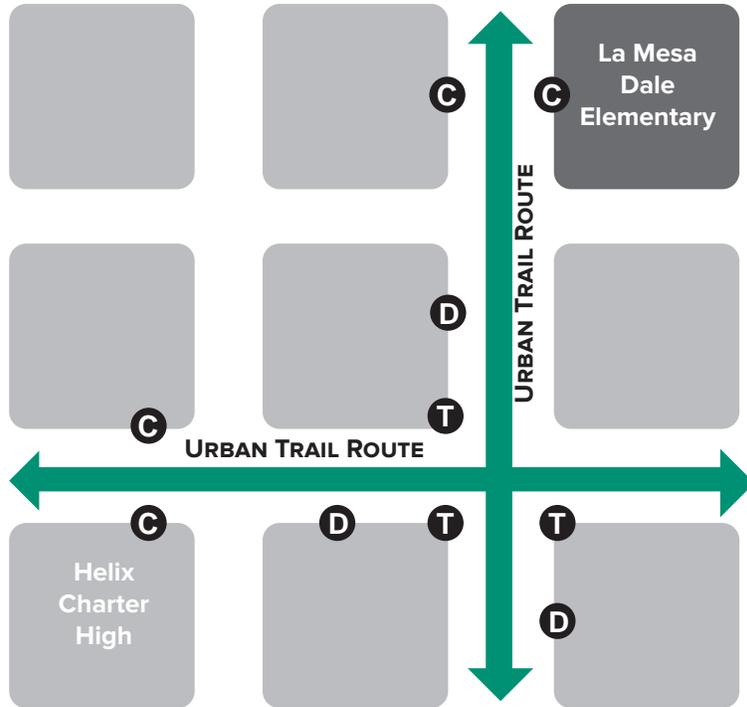
TURN RIGHT 

Ruby Loop 

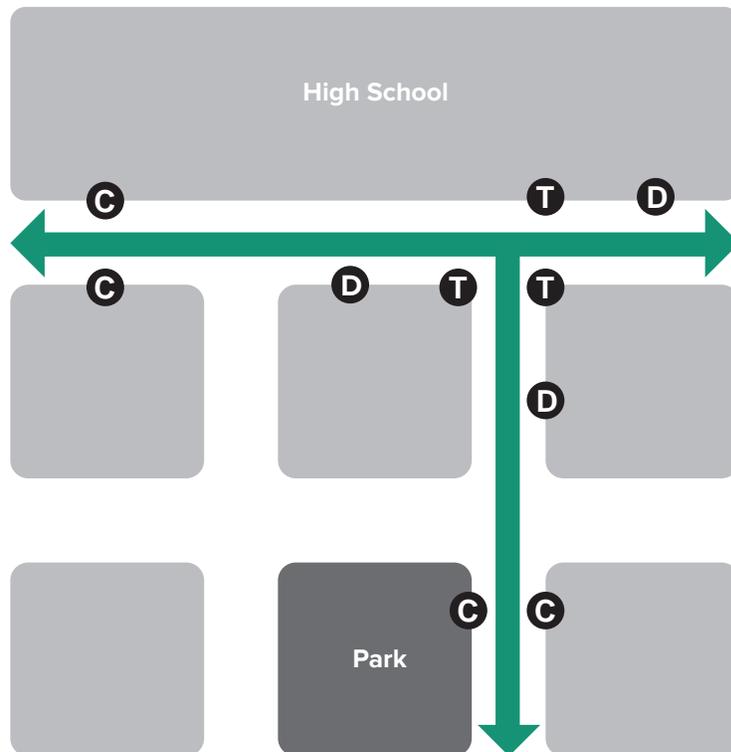
TURN LEFT 

C Confirmation **D** Decision **T** Turn

Signage Placement-
Traditional Grid Such
as University Ave at La
Mesa Blvd



Signage Placement- "T"
Intersection Such as
University Ave at Lowell St



SIGN MOUNTING AND PLACEMENT

As a general rule, signs should be mounted in consistent, conspicuous locations. Clear sightlines, free of vegetation and other obstructions, need to be maintained between the path of travel and the signs. Along roadways, best practice is to mount wayfinding signs on their own poles. It is recommended that there be a minimum seven foot clearance between the ground and the bottom of the sign. Signs should not be mounted to traffic signals, lighting, utility or transit stop poles.

Manual on Uniform Traffic Control Devices (MUTCD) Chapter 9B should be consulted for shared-use path signage placement guidance. For consistency, signage on other facilities, such as natural surface trails, should also generally follow these guidelines.

DESIGNING FOR HUMAN SCALE

Signs need to be designed for immediate legibility from the perspective of a person riding a bicycle or walking. Factors like a bicyclist's intended lane position or height can inform sign design. However, the main design consideration is speed. Based on guidance from Portland, Oregon, people riding bicycles should be able to see an upcoming sign from about 100 feet away. Bicyclists should not have to stop to read a sign, so signs must clearly convey their message, ideally within a seven second envelope. The following principles help to achieve this goal:

Text

- Signs should be visible from roughly 100 feet away, so capital letters should be 2 to 2.5 inches tall.
- Signs should be mixed-case rather than all upper case.
- Minimize the number of lines of text (five maximum recommended).

Contrast and Proximity

- There should be high contrast between text and background colors.
- Related pieces of information should be grouped and assigned similar sizes and shapes.

Consistency and Repetition

- Maintain a consistent color, font and iconographic scheme.
- Strive to position signs at consistent heights and locations on standard mounting devices.

Simplicity and Legibility

- Use the shortest, most concise phrasing whenever possible.
- Consider using icons to supplement text for people not fluent in English.

Distance Measurements

- Confirmation, decision and off-bike route signs should convey distances measured spatially (miles) or temporally (minutes), or both.

Wayfinding Signage Sample



SIGN DESIGN AND COLOR

The Manual on Uniform Traffic Control Devices (MUTCD) establishes standards for traffic signs and related traffic control devices and MUTCD-compliant signs are familiar to nearly all roadway users. The MUTCD should therefore govern sign design and placement technical aspects, such as dimensions, font size and ground clearance. However, signs do not have to be austere to accomplish this goal. Route wayfinding signs often include some aesthetic cues and place a stronger emphasis on graphic design. As shown in the previous conceptual examples, La Mesa's primary signage colors could be those already in use in the Connect La Mesa Urban Trails logo, City logo, or jewel type.

SIGN IMPLEMENTATION

1. Define the route network to be signed, including trunk and connecting routes, as well as route names (if desired).
2. Establish a master list of destinations and assign each to a hierarchical level, if needed.
3. Establish signage design and placement guidelines.
4. Display destinations and route network together on maps.
5. Divide the routes into segments bookended by major destinations. These destinations will be used as control locations (termini) when creating signs.
6. Identify junctions, turns and other decision points where turn or decision signs will be necessary.
7. Prepare signage plan, including placement and content of individual signs. Ideally, create a GIS database to manage content and location details for each sign, and to support future system management.
8. Prioritize implementation.
9. Implement signs.



Appendix A

PROJECT PRIORITIZATION

Urban Trail Prioritization

The UTMAP project prioritization methodology quantifies raw numbers based typically from non-motorized transportation criteria with input from City and consultant staff. These raw numbers were normalized either by area (1/4 buffer) or length of project to eliminate one project from scoring overly high based on its length or area.

The scores range from 3, 2 and 1 point, representing high, moderate and low scores with a maximum total score of 60. The ranges of each criteria uses the average of all the raw values and one standard deviation above and below the mean to provide the high, moderate and low scores.

As mentioned in Chapter 4, the top 5 projects were still ranked with the other projects but moved up in priority due to being funded for design and construction at the time of the completion of the UTMAP.

Sources for the data were collected from City of La Mesa, SANDAG, American Community Survey (ASC), US Census and CA Highway Patrol's Statewide Integrated Traffic Recording System (SWITRs).

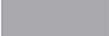
- **Attractors/Destinations:** This criterion tallies the attractors for pedestrian access such as retail, schools, parks, public services, bus and transit stops.
- **Public Transportation to Work:** Number of people who use the bus or trolley to work.
- **Under 14 Years Old:** Number of elementary and middle school age children.
- **65 Years Old and above:** Number of seniors.
- **Disability Density:** Number of people with a physical disability within a ¼ mile of the trail corridor
- **Walk to Work:** Number of people who walk to work.
- **Households without Vehicles:** Number of households that do not own a vehicle and either walk, bike or use transit as their means of transportation.
- **Connections to Under-served Communities:** Trail connects to low income neighborhoods
- **Reported Collisions:** Quantifies bicycle and pedestrian related collisions within each walkshed.
- **Population and Employment Density:** Population and employment density quantifies the number of people living and working within each school zone. The more people live and work in the school zone, the higher the score.
- **Barriers:** Freeway crossings, trolley crossings, major arterial intersections, sidewalk obstructions, missing curb ramps.
- **Slope:** Average slope of the trail corridor
- **Pedestrian Level of Comfort** identifies perceived safety related to traffic speed, number of lanes and existing buffers from travel lanes or parkway strips. Details can be found in Chapter 4.
- **Cost-Benefit:** Cost of improvements/ length of trail
- **Shade Provided by Street Trees:** Length of sidewalks with street trees / length of trail corridor
- **Lighting:** Length of sidewalks with street lights / length of trail corridor
- **Existing/proposed facilities Urban/open space trails, bike facilities:** Percentage of the facility length by the whole trail corridor length
- **Existing Sidewalks:** Percentage of sidewalks by the whole length of the corridor

Figure 1: Population

Rank	Description	Score	Population Density		Employment Density		Under 14 Years Old		65 Years old and over	
			Sub-Score	RV	Score	RV	Score	RV	Score	RV
1	Downtown Village Trail	8	9.3	1	7.5	1	88.9	3	69.7	3
2	University Ave Trail	8	9.8	1	7.7	1	80.7	3	50.0	3
3	Junior High Dr Trail	8	18.5	3	14.7	3	10.6	1	21.1	1
4	Center St/Spring St Trail	7	8.3	1	6.9	1	64.0	2	56.5	3
5	Helix High Trail	4	6.6	1	5.2	1	39.4	1	22.2	1
6	70th Street Trail	7	14.5	2	11.5	2	59.6	2	31.0	1
7	Massachusetts Ave Trail	9	16.3	3	12.8	3	46.5	2	27.0	1
8	Parks Ave Trail	9	19.7	3	15.6	3	52.8	2	33.3	1
9	Jackson Dr Trail	9	15.5	2	13.0	3	47.8	2	41.0	2
10	Alvarado Creek Channel Trail	6	14.9	2	12.0	2	5.7	1	7.0	1
11	Collier Drive Trail	8	14.2	2	11.6	2	50.6	2	40.3	2
12	El Cajon Blvd Trail	6	7.7	1	6.2	1	64.2	2	47.4	2
13	Palm Avenue Trail	7	11.8	2	9.5	1	57.2	2	42.9	2
14	La Mesa Blvd Trail	5	8.2	1	6.8	1	43.3	1	36.3	2
15	Briercrest Trail	5	11.7	2	9.6	1	46.3	1	34.2	1
16	Harry Griffen Park Trail	6	14.4	2	11.5	2	35.7	1	22.0	1
17	Severin Drive Trail	6	13.0	2	10.5	2	33.0	1	21.7	1
18	Baltimore Drive Trail	4	7.8	1	6.5	1	40.9	1	41.1	1
19	Lake Murray Blvd Trail	4	7.5	1	6.2	1	19.0	1	17.3	1

Max Score = 12

RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Population Density	Score
> 16.0	3
12.1 - 16	2
< 12.1	1

Employment Density	Score
> 12.8	3
9.8 - 12.8	2
< 9.8	1

Under 14 Years Old	Score
> 67.2	3
46.6 - 67.2	2
< 46.6	1

65 Years Old and over	Score
> 49.5	3
34.8 - 49.5	2
< 34.8	1

Population Total Score	Rank Level
8 - 12	High
4 - 8	Moderate
0 - 4	Low

Figure 2: Commuting

Rank	Description	Score	Bike to work		Walk to Work		Public Transportation to Work	
			Sub-Score	RV	Score	RV	Score	RV
1	Downtown Village Trail	4	0.05	1	0.11	2	0.16	1
2	University Ave Trail	4	0.10	2	0.09	1	0.13	1
3	Junior High Dr Trail	8	0.20	3	0.14	2	0.27	3
4	Center St/Spring St Trail	3	0.04	1	0.09	1	0.12	1
5	Helix High Trail	3	0.07	1	0.06	1	0.09	1
6	70th Street Trail	7	0.22	3	0.16	3	0.16	1
7	Massachusetts Ave Trail	6	0.19	2	0.13	2	0.19	2
8	Parks Ave Trail	9	0.24	3	0.21	3	0.23	3
9	Jackson Dr Trail	6	0.08	1	0.13	2	0.24	3
10	Alvarado Creek Channel Trail	5	0.07	1	0.10	1	0.23	3
11	Collier Drive Trail	7	0.08	1	0.16	3	0.25	3
12	El Cajon Blvd Trail	4	0.07	1	0.10	2	0.10	1
13	Palm Avenue Trail	5	0.05	1	0.13	2	0.21	2
14	La Mesa Blvd Trail	3	0.05	1	0.07	1	0.13	1
15	Briercrest Trail	4	0.05	1	0.07	1	0.18	2
16	Harry Griffen Park Trail	5	0.06	1	0.11	2	0.21	2
17	Severin Drive Trail	4	0.05	1	0.09	1	0.20	2
18	Baltimore Drive Trail	3	0.03	1	0.10	1	0.11	1
19	Lake Murray Blvd Trail	4	0.10	2	0.09	1	0.08	1

Max Score = 9
RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Bike to Work	Score
> .16	3
.09 - .16	2
< .09	1

Walk to Work	Score
> 0.15	3
0.11 - 0.15	2
< 0.11	1

Public Transportation to Work	Score
> 0.23	3
0.17 - 0.23	2
< 0.17	1

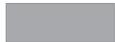
Commuting Total Score	Rank Level
6 - 9	High
3 - 6	Moderate
0 - 3	Low

Figure 3: Equity

Rank	Description	Score	Households w/o vehicles		Disability Density		Connections to Underserved Areas	
		Sub-Score	RV	Score	RV	Score	RV	Score
1	Downtown Village Trail	8	0.19	2	1.67	3	3	3
2	University Ave Trail	5	0.17	1	1.44	2	2	2
3	Junior High Dr Trail	7	0.31	3	1.85	3	1	1
4	Center St/Spring St Trail	5	0.13	1	1.47	2	2	2
5	Helix High Trail	5	0.13	1	0.74	1	3	3
6	70th Street Trail	6	0.30	3	1.24	2	1	1
7	Massachusetts Ave Trail	5	0.30	3	0.82	1	1	1
8	Parks Ave Trail	5	0.34	3	1.02	1	1	1
9	Jackson Dr Trail	5	0.19	2	1.18	2	1	1
10	Alvarado Creek Channel Trail	4	0.09	1	1.45	2	1	1
11	Collier Drive Trail	5	0.37	3	1.01	1	1	1
12	El Cajon Blvd Trail	5	0.12	1	1.39	2	2	2
13	Palm Avenue Trail	4	0.23	2	1.01	1	1	1
14	La Mesa Blvd Trail	4	0.14	1	0.95	1	2	2
15	Briercrest Trail	3	0.06	1	0.93	1	1	1
16	Harry Griffen Park Trail	3	0.10	1	0.60	1	1	1
17	Severin Drive Trail	3	0.08	1	0.60	1	1	1
18	Baltimore Drive Trail	5	0.13	1	1.11	2	2	2
19	Lake Murray Blvd Trail	4	0.11	1	0.52	1	2	2

Max Score = 9

RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Households without Vehicles	Score
> 0.28	3
0.18 - 0.28	2
< 0.18	1

Disability Density	Score
> 1.5	3
1.1 - 1.5	2
< 1.1	1

Connections to Underserved Areas	Score
> \$48,500	3
\$24,250 - \$48,500	2
< \$24,250	1

Equity Total Score	Rank Level
6 - 9	High
3 - 6	Moderate
0 - 3	Low

Figure 4: Connectivity

Rank	Description	Score	Attractions / Destinations		Existing / Proposed facilities		Existing Sidewalks	
			Sub-Score	RV	Score	RV	Score	RV
1	Downtown Village Trail	8	69	3	2.25	3	1.61	2
2	University Ave Trail	6	44	3	1.04	1	1.79	2
3	Junior High Dr Trail	3	5	1	0.85	1	0.64	1
4	Center St/Spring St Trail	5	19	2	1.32	2	0.68	1
5	Helix High Trail	5	10	1	1.38	2	1.44	2
6	70th Street Trail	5	4	1	1.59	2	1.49	2
7	Massachusetts Ave Trail	5	5	1	1.00	1	1.79	3
8	Parks Ave Trail	3	5	1	1.00	1	1.18	1
9	Jackson Dr Trail	4	5	1	1.06	1	1.51	2
10	Alvarado Creek Channel Trail	5	5	1	1.99	3	0.00	1
11	Collier Drive Trail	3	7	1	0.10	1	1.22	1
12	El Cajon Blvd Trail	4	33	2	0.98	1	1.39	1
13	Palm Avenue Trail	5	27	2	1.19	1	1.75	2
14	La Mesa Blvd Trail	6	37	3	1.00	1	1.73	2
15	Briercrest Trail	6	5	1	2.06	3	1.63	2
16	Harry Griffen Park Trail	5	4	1	1.29	2	1.79	2
17	Severin Drive Trail	7	4	1	2.91	3	1.82	3
18	Baltimore Drive Trail	4	15	1	1.49	2	1.25	1
19	Lake Murray Blvd Trail	4	23	2	0.80	1	1.16	1

Max Score = 9
RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Attractions/ Destinations	Score
> 34.6	3
17.2 - 34.6	2
< 17.2	1

Existing / Proposed Facilities	Score
> 1.9	3
1.3 - 1.9	2
< 1.3	1

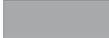
Existing Sidewalks	Score
> 1.8	3
1.4 - 1.8	2
< 1.4	1

Connectivity Total Score	Rank Level
6 - 9	High
3 - 6	Moderate
0 - 3	Low

Figure 5: Constraints

Rank	Description	Score	Barriers		Average Slope		Benefit-Cost		Reported Collisions	
		Sub-Score	RV	Score	RV	Score	RV	Score	RV	Score
1	Downtown Village Trail	72	83	3	2.23	1	61,691	1	20.3	3
2	University Ave Trail	66	28	1	2.71	1	17,966	1	27.4	1
3	Junior High Dr Trail	62	9	1	2.18	1	567,741	2	21.8	1
4	Center St/Spring St Trail	54	29	1	4.02	2	347,308	1	10.0	1
5	Helix High Trail	50	39	2	3.68	2	158,797	1	4.9	2
6	70th Street Trail	53	102	3	2.48	1	1,891,000	3	2.2	3
7	Massachusetts Ave Trail	58	36	2	4.14	2	754,137	2	14.5	2
8	Parks Ave Trail	55	6	1	3.74	2	243,157	1	22.8	1
9	Jackson Dr Trail	55	52	2	2.61	1	320,426	1	4.6	2
10	Alvarado Creek Channel Trail	50	25	1	4.89	3	1,229,638	3	14.9	1
11	Collier Drive Trail	55	13	1	4.14	2	252,994	1	2.0	1
12	El Cajon Blvd Trail	48	32	1	2.33	1	30,038	1	21.2	1
13	Palm Avenue Trail	42	35	1	3.55	2	328,222	1	11.4	1
14	La Mesa Blvd Trail	46	56	2	2.78	1	82,421	1	10.8	2
15	Briercrest Trail	51	24	1	4.88	3	98,943	1	7.9	1
16	Harry Griffen Park Trail	47	24	1	3.14	1	111,828	1	7.7	1
17	Severin Drive Trail	40	25	1	3.65	2	71,383	1	3.2	1
18	Baltimore Drive Trail	44	11	1	4.05	2	521,013	2	19.2	1
19	Lake Murray Blvd Trail	43	51	2	3.64	2	363,057	1	4.7	2

Max Score = 12
RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Barriers	Score
> 59.7	3
35.8 - 59.7	2
< 35.8	1

Slope	Score
> 4.2	1
3.4 - 4.2	2
< 3.4	3

Benefit-Cost	Score
> \$849,779	3
\$392,197 - \$849,779	2
< \$392,197	1

Collisions	Score
> 19.9	3
12.2 - 19.9	2
< 12.2	1

Constraints Total Score	Rank Level
8 - 12	High
4 - 8	Moderate
0 - 4	Low

Figure 6: Trail Experience

Rank	Description	Score	Shade Provided by Trees		Pedestrian Level of Comfort		Lighting	
			Sub-Score	RV	Score	RV	Score	RV
1	Downtown Village Trail	7	0.27	2	3	3	1.55	2
2	University Ave Trail	7	0.00	1	3	3	1.79	3
3	Junior High Dr Trail	3	0.00	1	1	1	0.02	1
4	Center St/Spring St Trail	4	0.00	1	2	2	0.66	1
5	Helix High Trail	4	0.16	1	1	1	1.26	2
6	70th Street Trail	5	0.00	1	3	3	1.17	1
7	Massachusetts Ave Trail	5	0.00	1	3	3	1.18	1
8	Parks Ave Trail	3	0.00	1	1	1	1.07	1
9	Jackson Dr Trail	6	0.00	1	3	3	1.37	2
10	Alvarado Creek Channel Trail	4	0.00	1	2	2	0.00	1
11	Collier Drive Trail	5	1.02	3	1	1	1.10	1
12	El Cajon Blvd Trail	7	0.38	2	3	3	1.30	2
13	Palm Avenue Trail	5	0.35	2	1	1	1.48	2
14	La Mesa Blvd Trail	7	0.00	1	3	3	1.73	3
15	Briercrest Trail	6	0.56	2	2	2	1.55	2
16	Harry Griffen Park Trail	7	1.24	3	2	2	1.37	2
17	Severin Drive Trail	5	0.00	1	2	2	1.63	2
18	Baltimore Drive Trail	6	0.00	1	3	3	1.25	2
19	Lake Murray Blvd Trail	5	0.00	1	3	3	1.08	1

Max Score = 9
RV = Raw Values

 Projects prioritized due to approved funding for further design and construction

Shade Trees	Score
> 0.6	3
0.2 - 0.6	2
< 0.2	1

Pedestrian Comfort Levels	Score
> 3	3
2.2 - 3	2
< 2.2	1

Lighting	Score
> 1.7	3
1.2 - 1.7	2
< 1.2	1

Trail Experience Total Score	Rank Level
6 - 9	High
3 - 6	Moderate
0 - 3	Low

Figure 7: Total Scores

Rank	Description	Total Score (Max = 60)	Population	Commuting	Equity	Connectivity	Constraints	Trail Experience
1	Downtown Village Trail	43	8	4	8	8	8	7
2	University Ave Trail	36	8	4	5	6	6	7
3	Junior High Dr Trail	36	8	8	7	3	7	3
4	Center St/Spring St Trail	29	7	3	5	5	5	4
5	Helix High Trail	27	4	3	5	5	6	4
6	70th Street Trail	38	7	7	6	5	8	5
7	Massachusetts Ave Trail	38	9	6	5	5	8	5
8	Parks Ave Trail	36	9	9	5	3	7	3
9	Jackson Dr Trail	35	9	6	5	4	5	6
10	Alvarado Creek Channel Trail	33	6	5	4	5	9	4
11	Collier Drive Trail	33	8	7	5	3	5	5
12	El Cajon Blvd Trail	32	6	4	5	4	6	7
13	Palm Avenue Trail	31	7	5	4	5	5	5
14	La Mesa Blvd Trail	30	5	3	4	6	5	7
15	Briercrest Trail	30	5	4	3	6	6	6
16	Harry Griffen Park Trail	30	6	5	3	5	4	7
17	Severin Drive Trail	30	6	4	3	7	5	5
18	Baltimore Drive Trail	28	4	3	5	4	6	6
19	Lake Murray Blvd Trail	27	4	4	4	4	6	5

Projects prioritized due to approved funding for further design and construction





Appendix B

COST ESTIMATES

Project Segment: Downtown Village Trail

Paving				
Items	Unit Cost	Unit	QTY	Cost Estimate
Truncated Dome	\$400	EA	31	\$12,400
				\$12,400

Landscape				
Items	Unit Cost	Unit	QTY	Cost Estimate
Trees 15 gallon, 24" Box	\$250	EA	48	\$12,000
Landscape Totals:				\$12,000

Road Striping				
Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	6	\$24,000
Striping Totals:				\$24,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$48,400

CONSTRUCTION COST

Contingency (20%):	\$9,680
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$3,630
TOTAL CONSTRUCTION COST:	\$13,310

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$4,840
Environmental Clearance (4%):	\$1,936
Permitting (2%):	\$968
Bid Support Services (3%):	\$1,452
Project Management (3%):	\$1,452
Traffic Management Services (3%):	\$1,452
TOTAL SOFT COST:	\$12,100

TOTAL COST: \$73,810

Project Segment: University Avenue Trail

Paving					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Curb Ramps	\$2,000	EA	2	\$4,000	
Truncated Dome	\$400	EA	38	\$15,200	
				\$19,200	

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$19,200

CONSTRUCTION COST

Contingency (20%):	\$3,840
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$1,440
TOTAL CONSTRUCTION COST:	\$5,280

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$1,920
Environmental Clearance (4%):	\$768
Permitting (2%):	\$384
Bid Support Services (3%):	\$576
Project Management (3%):	\$576
Traffic Management Services (3%):	\$576
TOTAL SOFT COST:	\$4,800

TOTAL COST: \$29,280

Project Segment: Junior High Drive Trail

Project Length (Feet)	2,221
Project Length (Miles)	0.4
Cost Linear Feet	2,221
Input width for SF	5
Square Feet	11,105

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	11,105	\$77,735
Curb Ramps	\$2,000	EA	6	\$12,000
Truncated Dome	\$400	EA	6	\$2,400
				\$92,135

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	4	\$40,000
Demolition Totals:				\$40,000

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	0	\$0
Striping Totals:				\$0

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$132,135**

CONSTRUCTION COST

Contingency (20%):	\$26,427
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$9,910
TOTAL CONSTRUCTION COST:	\$36,337

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$13,214
Environmental Clearance (4%):	\$5,285
Permitting (2%):	\$2,643
Bid Support Services (3%):	\$3,964
Project Management (3%):	\$3,964
Traffic Management Services (3%):	\$3,964
TOTAL SOFT COST:	\$33,034

TOTAL COST: **\$201,506**

Project Segment: Center Street/Spring Street Trail

Project Length (Feet)	7,064
Project Length (Miles)	1.3
Cost Linear Feet	7,064
Input width for SF	5
Square Feet	35,320

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	35,320	\$247,240
Curb Ramps	\$2,000	EA	3	\$6,000
Truncated Dome	\$400	EA	19	\$7,600
				\$260,840

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	2	\$20,000
Demolition Totals:				\$20,000

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	1	\$4,000
Striping Totals:				\$4,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$284,840**

CONSTRUCTION COST

Contingency (20%):	\$56,968
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$21,363
TOTAL CONSTRUCTION COST:	\$78,331

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$28,484
Environmental Clearance (4%):	\$11,394
Permitting (2%):	\$5,697
Bid Support Services (3%):	\$8,545
Project Management (3%):	\$8,545
Traffic Management Services (3%):	\$8,545
TOTAL SOFT COST:	\$71,210

TOTAL COST: \$434,381

Project Segment: Helix High Trail

Project Length (Feet)	5,020
Project Length (Miles)	1.0
Cost Linear Feet	5,020
Input width for SF	5
Square Feet	25,100

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	25,100	\$175,700
Curb Ramps	\$2,000	EA	4	\$8,000
Truncated Dome	\$400	EA	32	\$12,800
				\$196,500

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	1	\$10,000
Demolition Totals:				\$10,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$217,250

CONSTRUCTION COST

Contingency (20%):	\$43,450
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$16,294
TOTAL CONSTRUCTION COST:	\$59,744

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$21,725
Environmental Clearance (4%):	\$8,690
Permitting (2%):	\$4,345
Bid Support Services (3%):	\$6,518
Project Management (3%):	\$6,518
Traffic Management Services (3%):	\$6,518
TOTAL SOFT COST:	\$54,313

TOTAL COST: **\$331,306**

Project Segment: 70th Street Trail

Paving					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Curb Ramps	\$2,000	EA	1	\$2,000	
Truncated Dome	\$400	EA	28	\$11,200	
				\$13,200	

Demolition					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Relocate Utility Pole	\$10,000	EA	38	\$380,000	
Demolition Totals:				\$380,000	

Road Striping					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Crosswalk Striping at intersection	\$4,000	EA	1	\$4,000	
Striping Totals:				\$4,000	

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$397,200

CONSTRUCTION COST

Contingency (20%):	\$79,440
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$29,790
TOTAL CONSTRUCTION COST:	\$109,230

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$39,720
Environmental Clearance (4%):	\$15,888
Permitting (2%):	\$7,944
Bid Support Services (3%):	\$11,916
Project Management (3%):	\$11,916
Traffic Management Services (3%):	\$11,916
TOTAL SOFT COST:	\$99,300

TOTAL COST: **\$605,730**

Project Segment: Massachusetts Avenue Trail

Paving					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Truncated Dome	\$400	EA	14	\$5,600	
					\$5,600

Demolition					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Relocate Utility Pole	\$10,000	EA	10	\$100,000	
Demolition Totals:					\$100,000

Road Striping					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Crosswalk Striping at intersection	\$4,000	EA	1	\$4,000	
Striping Totals:					\$4,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$109,600

CONSTRUCTION COST

Contingency (20%):	\$21,920
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$8,220
TOTAL CONSTRUCTION COST:	\$30,140

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$10,960
Environmental Clearance (4%):	\$4,384
Permitting (2%):	\$2,192
Bid Support Services (3%):	\$3,288
Project Management (3%):	\$3,288
Traffic Management Services (3%):	\$3,288
TOTAL SOFT COST:	\$27,400

TOTAL COST: \$167,140

Project Segment: Parks Avenue Trail

Project Length (Feet)	2,391
Project Length (Miles)	0.5
Cost Linear Feet	2,391
Input width for SF	5
Square Feet	11,955

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	11,955	\$83,685
Curb Ramps	\$2,000	EA	6	\$12,000
Truncated Dome	\$400	EA	3	\$1,200
				\$96,885

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$96,885**

CONSTRUCTION COST

Contingency (20%):	\$19,377
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$7,266
TOTAL CONSTRUCTION COST:	\$26,643

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$9,689
Environmental Clearance (4%):	\$3,875
Permitting (2%):	\$1,938
Bid Support Services (3%):	\$2,907
Project Management (3%):	\$2,907
Traffic Management Services (3%):	\$2,907
TOTAL SOFT COST:	\$24,221

TOTAL COST: \$147,750

Project Segment: Jackson Drive Trail

Project Length (Feet)	485
Project Length (Miles)	0.1
Cost Linear Feet	485
Input width for SF	5
Square Feet	2,425

Paving				
Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	2,425	\$16,975
Curb Ramps	\$2,000	EA	14	\$28,000
Truncated Dome	\$400	EA	29	\$11,600
				\$56,575

Demolition				
Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	3	\$30,000
Demolition Totals:				\$30,000

Road Striping				
Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	4	\$16,000
Striping Totals:				\$16,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$102,575**

CONSTRUCTION COST

Contingency (20%):	\$20,515
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$7,693
TOTAL CONSTRUCTION COST:	\$28,208

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$10,258
Environmental Clearance (4%):	\$4,103
Permitting (2%):	\$2,052
Bid Support Services (3%):	\$3,077
Project Management (3%):	\$3,077
Traffic Management Services (3%):	\$3,077
TOTAL SOFT COST:	\$25,644

TOTAL COST: \$156,427

Project Segment: Alvarado Creek Trail

Project Length (Feet)	4,615.0
Project Length (Miles)	0.874

Cost Linear Feet	4,615.0	No. of Intersections	2
Input width for SF	10	No. of Lanes	0
Square Feet	46,150	No. of Lane Stripes	0
Input for Depth (If applicable)	3	No. of Street Segments	0
Cubic Yards	5,128	No. Parking spaces lost	0

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Clear and Grub	\$1	SF	46,150	\$46,150
Remove & Replace Curb and Gutter (includes grading)	\$42	LF	4,615	\$193,830
Asphalt	\$4	SF	46,150	\$184,600
Excavate and Export 1,000-20,000	\$35	CY	5,128	\$179,472
Demolition Totals:				\$604,052

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Asphalt	\$2	SF	46,150	\$92,300
Curb Ramps	\$2,000	EA	4	\$8,000
Truncated Dome	\$400	EA	4	\$1,600
Paving Totals:				\$101,900

Fences and Gates

Items	Unit Cost	Unit	QTY	Cost Estimate
5' Chainlink Fence	\$18	LS	0	\$0
6' Chainlink Fence	\$21	LS	4216	\$88,536
Removable Decorative Bollard (19)	\$730	EA	4	\$2,920
Fences and Gates Totals:				\$91,456

Site Furnishings

Items	Unit Cost	Unit	QTY	Cost Estimate
Street Light	\$5,000	EA	10	\$50,000
Furnishings Totals:				\$50,000

Signage/Wayfinding

Items	Unit Cost	Unit	QTY	Cost Estimate
Bike Path Signs (with core drilling)	\$350	EA	4	\$1,400
Bike Lane/Sharrows Marking, Paint	\$180	EA	4	\$720
Bike Detector Loop	\$700	EA	4	\$2,800
Wayfinding/Informative Signs	\$350	EA	2	\$700
Regulatory Signs (Stop signs, etc)	\$350	EA	8	\$2,800
Signage Totals:				\$8,420

* Cost estimate does not include land acquisition or utilities

Base Line Cost:	\$855,828
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CONSTRUCTION COST

Contingency (20%):	\$171,166
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$64,187
TOTAL CONSTRUCTION COST:	\$235,353

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$85,583
Environmental Clearance (4%):	\$34,233
Permitting (2%):	\$17,117
Bid Support Services (3%):	\$25,675
Project Management (3%):	\$25,675
Traffic Management Services (3%):	\$25,675
TOTAL SOFT COST:	\$213,957

TOTAL COST:	\$1,305,138
--------------------	--------------------

Project Segment: **Collier Park Trail**

Project Length (Feet)	1,654
Project Length (Miles)	0.3
Cost Linear Feet	1,654
Input width for SF	5
Square Feet	8,270

Paving				
Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	8,270	\$57,890
Curb Ramps	\$2,000	EA	2	\$4,000
Truncated Dome	\$400	EA	11	\$4,400
				\$66,290

Landscape				
Items	Unit Cost	Unit	QTY	Cost Estimate
Trees 15 gallon, 24" Box	\$250	EA	60	\$15,000
Landscape Totals:				\$15,000

Road Striping				
Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	2	\$8,000
Striping Totals:				\$8,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$89,290

CONSTRUCTION COST

Contingency (20%):	\$17,858
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$6,697
TOTAL CONSTRUCTION COST:	\$24,555

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$8,929
Environmental Clearance (4%):	\$3,572
Permitting (2%):	\$1,786
Bid Support Services (3%):	\$2,679
Project Management (3%):	\$2,679
Traffic Management Services (3%):	\$2,679
TOTAL SOFT COST:	\$22,323

TOTAL COST: \$136,167

Project Segment: El Cajon Boulevard Trail

Paving				
Items	Unit Cost	Unit	QTY	Cost Estimate
Truncated Dome	\$400	EA	30	\$12,000
				\$12,000

Landscape				
Items	Unit Cost	Unit	QTY	Cost Estimate
Trees 15 gallon, 24" Box	\$250	EA	74	\$18,500
Landscape Totals:				\$18,500

Road Striping				
Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	2	\$8,000
Striping Totals:				\$8,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: \$38,500

CONSTRUCTION COST

Contingency (20%):	\$7,700
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$2,888
TOTAL CONSTRUCTION COST:	\$10,588

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$3,850
Environmental Clearance (4%):	\$1,540
Permitting (2%):	\$770
Bid Support Services (3%):	\$1,155
Project Management (3%):	\$1,155
Traffic Management Services (3%):	\$1,155
TOTAL SOFT COST:	\$9,625

TOTAL COST: **\$58,713**

Project Segment: Palm Avenue Trail

Project Length (Feet)	450
Project Length (Miles)	0.1
Cost Linear Feet	450
Input width for SF	5
Square Feet	2,250

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	2,250	\$15,750
Curb Ramps	\$2,000	EA	3	\$6,000
Truncated Dome	\$400	EA	14	\$5,600
				\$27,350

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	5	\$50,000
Demolition Totals:				\$50,000

Landscape

Items	Unit Cost	Unit	QTY	Cost Estimate
Trees 15 gallon, 24" Box	\$250	EA	37	\$9,250
Landscape Totals:				\$9,250

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	3	\$12,000
Striping Totals:				\$12,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$98,600**

CONSTRUCTION COST

Contingency (20%):	\$19,720
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$7,395
TOTAL CONSTRUCTION COST:	\$27,115

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$9,860
Environmental Clearance (4%):	\$3,944
Permitting (2%):	\$1,972
Bid Support Services (3%):	\$2,958
Project Management (3%):	\$2,958
Traffic Management Services (3%):	\$2,958
TOTAL SOFT COST:	\$24,650

TOTAL COST: **\$150,365**

Project Segment: La Mesa Boulevard Trail

Project Length (Feet)	455
Project Length (Miles)	0.1
Cost Linear Feet	455
Input width for SF	5
Square Feet	2,275

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	2,275	\$15,925
Curb Ramps	\$2,000	EA	4	\$8,000
Truncated Dome	\$400	EA	48	\$19,200
				\$43,125

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	1	\$10,000
Demolition Totals:				\$10,000

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	6	\$24,000
Striping Totals:				\$24,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$77,125**

CONSTRUCTION COST

Contingency (20%):	\$15,425
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$5,784
TOTAL CONSTRUCTION COST:	\$21,209

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$7,713
Environmental Clearance (4%):	\$3,085
Permitting (2%):	\$1,543
Bid Support Services (3%):	\$2,314
Project Management (3%):	\$2,314
Traffic Management Services (3%):	\$2,314
TOTAL SOFT COST:	\$19,281

TOTAL COST: \$117,616

Project Segment: Briercrest Park Trail

Project Length (Feet)	1,400
Project Length (Miles)	0.3
Cost Linear Feet	1,400
Input width for SF	5
Square Feet	7,000

Paving				
Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	7,000	\$49,000
Curb Ramps	\$2,000	EA	2	\$4,000
Truncated Dome	\$400	EA	20	\$8,000
				\$61,000

Road Striping				
Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	2	\$8,000
Striping Totals:				\$8,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$89,750**

CONSTRUCTION COST

Contingency (20%):	\$17,950
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$6,731
TOTAL CONSTRUCTION COST:	\$24,681

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$8,975
Environmental Clearance (4%):	\$3,590
Permitting (2%):	\$1,795
Bid Support Services (3%):	\$2,693
Project Management (3%):	\$2,693
Traffic Management Services (3%):	\$2,693
TOTAL SOFT COST:	\$22,438

TOTAL COST: \$136,869

Project Segment: Harry Griffen Park Trail

Project Length (Feet)	528
Project Length (Miles)	0.1
Cost Linear Feet	528
Input width for SF	5
Square Feet	2,640

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	2,640	\$18,480
Curb Ramps	\$2,000	EA	9	\$18,000
Truncated Dome	\$400	EA	15	\$6,000
				\$42,480

Landscape

Items	Unit Cost	Unit	QTY	Cost Estimate
Trees 15 gallon, 24" Box	\$250	EA	133	\$33,250
Landscape Totals:				\$33,250

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$75,730**

CONSTRUCTION COST

Contingency (20%):	\$15,146
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$5,680
TOTAL CONSTRUCTION COST:	\$20,826

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$7,573
Environmental Clearance (4%):	\$3,029
Permitting (2%):	\$1,515
Bid Support Services (3%):	\$2,272
Project Management (3%):	\$2,272
Traffic Management Services (3%):	\$2,272
TOTAL SOFT COST:	\$18,933

TOTAL COST: \$115,488

Project Segment: Severin Drive Trail

Paving					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Curb Ramps	\$2,000	EA	8	\$16,000	
Truncated Dome	\$400	EA	15	\$6,000	
				\$22,000	

Demolition					
Items	Unit Cost	Unit	QTY	Cost Estimate	
Relocate Utility Pole	\$10,000	EA	1	\$10,000	
Demolition Totals:				\$10,000	

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$32,000**

CONSTRUCTION COST

Contingency (20%):	\$6,400
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$2,400
TOTAL CONSTRUCTION COST:	\$8,800

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$3,200
Environmental Clearance (4%):	\$1,280
Permitting (2%):	\$640
Bid Support Services (3%):	\$960
Project Management (3%):	\$960
Traffic Management Services (3%):	\$960
TOTAL SOFT COST:	\$8,000

TOTAL COST: **\$48,800**

Project Segment: **Baltimore Drive Trail**

Project Length (Feet)	1,476
Project Length (Miles)	0.3
Cost Linear Feet	1,476
Input width for SF	5
Square Feet	7,380

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	7,380	\$51,660
Curb Ramps	\$2,000	EA	1	\$2,000
Truncated Dome	\$400	EA	31	\$12,400
				\$66,060

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	12	\$120,000
Demolition Totals:				\$120,000

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	2	\$8,000
Striping Totals:				\$8,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$194,060****CONSTRUCTION COST**

Contingency (20%):	\$38,812
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$14,555
TOTAL CONSTRUCTION COST:	\$53,367

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$19,406
Environmental Clearance (4%):	\$7,762
Permitting (2%):	\$3,881
Bid Support Services (3%):	\$5,822
Project Management (3%):	\$5,822
Traffic Management Services (3%):	\$5,822
TOTAL SOFT COST:	\$48,515

TOTAL COST: **\$295,942**

Project Segment: Lake Murray Boulevard Trail

Project Length (Feet)	2,345
Project Length (Miles)	0.4
Cost Linear Feet	2,345
Input width for SF	5
Square Feet	11,725

Paving

Items	Unit Cost	Unit	QTY	Cost Estimate
Pedestrian Concrete (4" Thick)	\$7	SF	11,725	\$82,075
Curb Ramps	\$2,000	EA	1	\$2,000
Truncated Dome	\$400	EA	31	\$12,400
				\$96,475

Demolition

Items	Unit Cost	Unit	QTY	Cost Estimate
Relocate Utility Pole	\$10,000	EA	12	\$120,000
Demolition Totals:				\$120,000

Road Striping

Items	Unit Cost	Unit	QTY	Cost Estimate
Crosswalk Striping at intersection	\$4,000	EA	4	\$16,000
Striping Totals:				\$16,000

* Cost estimate does not include land acquisition or utilities

Base Line Cost: **\$232,475**

CONSTRUCTION COST

Contingency (20%):	\$46,495
Bonding / Mobilization / Contractor Internal Management (7.5%):	\$17,436
TOTAL CONSTRUCTION COST:	\$63,931

DESIGN / MANAGEMENT / PERMITTING / ENGINEERING

Engineering / Design (10%):	\$23,248
Environmental Clearance (4%):	\$9,299
Permitting (2%):	\$4,650
Bid Support Services (3%):	\$6,974
Project Management (3%):	\$6,974
Traffic Management Services (3%):	\$6,974
TOTAL SOFT COST:	\$58,119

TOTAL COST: **\$354,524**



Appendix C

PUBLIC INPUT RESULTS

PUBLIC INPUT RESULTS

This appendix summarizes all the public input for the UTMAP through the various events and online surveys.

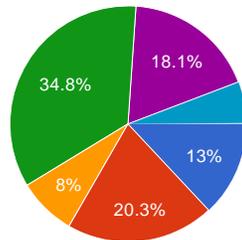
The first set of survey results from the La Mesa Urban Trail Survey asking questions regarding perceptions of safety for pedestrians, bicyclists and transit use and what type of non-motorized transportation modes residents use.

The second set of survey results are from the various transit training activities.

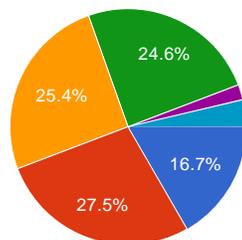
URBAN TRAILS SURVEY RESULTS

Which La Mesa neighborhood do you live/work in (Northwest, Northeast, Southwest, Southeast)?

- 70th and Colony
- Marengo & Fletcher Parkway East
- Mount Nebo (west) Acacia at Lemon
- On Park between Allison and University
- Lake Murray & Connecticut
- Central East village
- Northeast Horton Dr and Gregory
- La Mesa blvd and Spring St
- Jackson St and La Mesa blvd
- Jackson and Laird
- Maple and University
- Normal and Windsor
- Rosebud lane
- Northwest
- Harbinson and Watson
- Nebo Drive and Pasadena
- Gateside rd./quarry rd.
- Lemon & Bancroft
- Garfield St/Alpine St
- Central
- Live close to Bancroft at Campo Rd.
- Harbinson Avenue & Purdue
- Northwest (Connecticut & Wyoming Ave)
- Village
- Harbinson ave
- La Mesa and Normal Ave
- Chevy Chase and boulder
- Fuerte Dr @ Pandora Dr
- Southwest
- Stanford and Lowell
- Northeast
- Mariposa st
- Crowder
- Normal and maple (southwest?)
- West point/harbinson
- Jefferson and Jackson
- Mills and Spring
- Bancroft and Golondrina
- Sunset Drive and Troy St
- Rolando border/La Mesa Colony
- University & Allison Avenue
- Near The Village
- Baltimore & Lake Murray
- Harbinson / Camellia Dr (91942)
- Hoffman and Marion
- Amarillo/Clay
- Mt Nebo. Nebo & Lemon Northwest
- Orien & Yale
- Parks
- El Cajon blvd and La Mesa
- 3/lemon se?
- Homewood Pl. & Parks
- Southeast
- Northwest, Highgate and Manon
- South west
- Spring and University
- Northwest (Baltimore and El Cajon Blvd)
- Amarillo/Melmanor
- Mt. Helix Alto Dr. Lemon Ave
- Third and Fresno
- La Mesa Blvd & Memorial Dr
- Fairview at westview
- "The Village" la mesa blvd./Glen
- Vassar, Harbinson Ave
- Mt Nebo
- Eastridge and cinnabar
- Y and x
- Mt. Nero
- La Mesa West
- Alto, Lemon
- Northeast
- Homewood Pl & Parks
- Southeast
- Bancroft and edgewood dr.
- bottom of Mount Helix
- Mt. Nebo
- Pomona & University
- Southwest Serramar SE
- Fletcher Parkway
- Panorama mariposa
- Lemon Ave/Nebo Dr
- Upland and Pasadena
- Fletcher Parkway and Nagel St.
- Marlen & Hayes
- Fletcher parkway and Nagel st Pomona & Harbinson

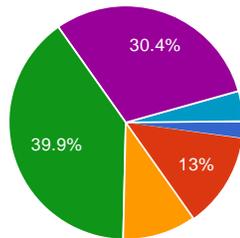
Pedestrian Safety: The neighborhood I live/work in is a safe place for walking.

Strongly Disagree	18	13%
Disagree	28	20.3%
Neither Agree nor Disagree	11	8%
Agree	48	34.8%
Strongly Agree	25	18.1%
Other	8	5.8%

Cyclist Safety: The neighborhood I live/work in is a safe place for biking.

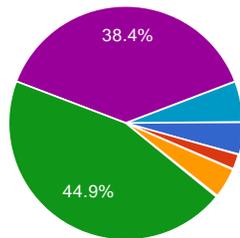
Strongly Disagree	23	16.7%
Disagree	38	27.5%
Neither Agree nor Disagree	35	25.4%
Agree	34	24.6%
Strongly Agree	3	2.2%
Other	5	3.6%

Key Destination Access: Retail, services, medical facilities, schools, parks and recreation, and other amenities are within a 10-15 min. walk, bike ride or transit stop from my home/work.



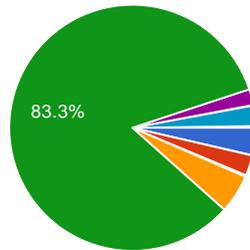
Strongly Disagree	3	2.2%
Disagree	18	13%
Neither Agree nor Disagree	14	10.1%
Agree	55	39.9%
Strongly Agree	42	30.4%
Other	6	4.3%

Transit Access: I can access transit (bus, trolley) within a 10-15 min. walk or bike ride from my home/work.



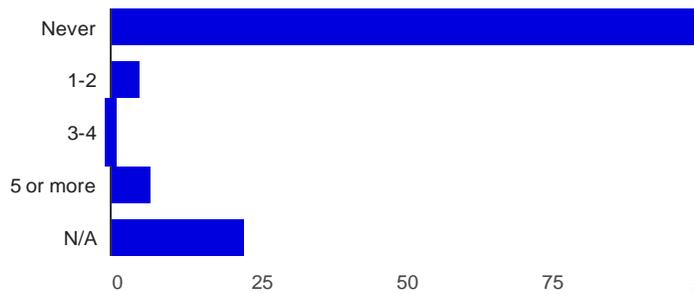
Disagree	6	4.3%
Strongly Disagree	3	2.2%
Neither Agree nor Disagree	6	4.3%
Agree	62	44.9%
Strongly Agree	53	38.4%
Other	8	5.8%

Transportation Choices: What mode of transportation do you use MOST OFTEN to get to/from work or school?



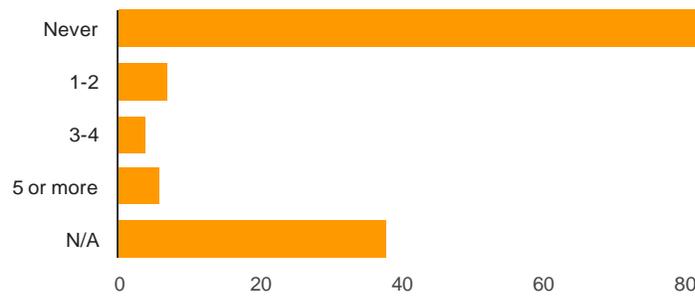
Transit	7	5.1%
My Own Car	115	83.3%
None	3	2.2%
Other	4	2.9%

To/From Work? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



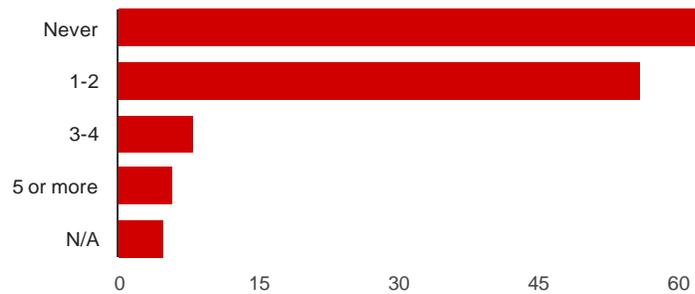
Never	101	73.2%
1-2	5	3.6%
3-4	2	1.4%
5 or more	7	5.1%
N/A	23	16.7%

To/From School? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



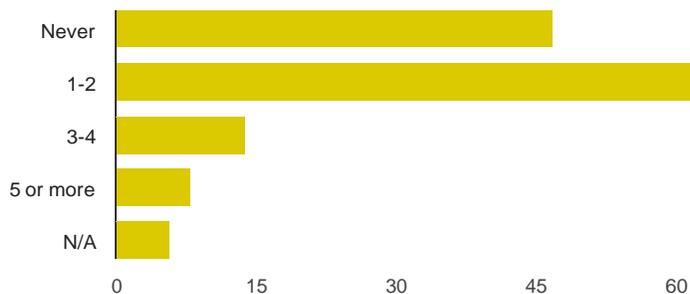
Never	83	60.1%
1-2	7	5.1%
3-4	4	2.9%
5 or more	6	4.3%
N/A	38	27.5%

To/From Services? (Bank, library, post office, etc.) [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



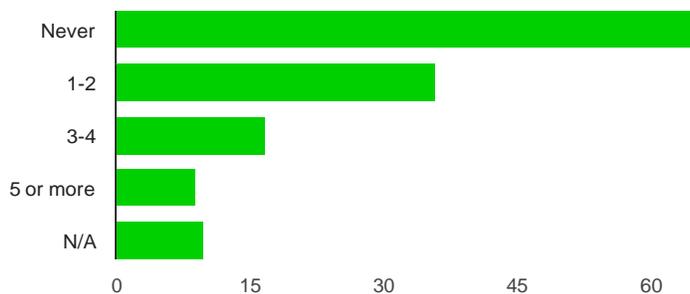
Never	63	45.7%
1-2	56	40.6%
3-4	8	5.8%
5 or more	6	4.3%
N/A	5	3.6%

To/From Shops, (Restaurants, coffee shops, etc.)? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



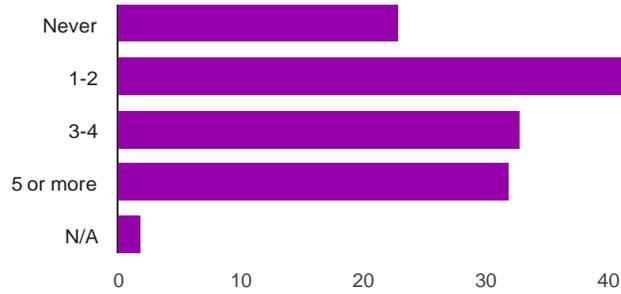
Never	47	34.1%
1-2	63	45.7%
3-4	14	10.1%
5 or more	8	5.8%
N/A	6	4.3%

To/From Visits with Friends/Family? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



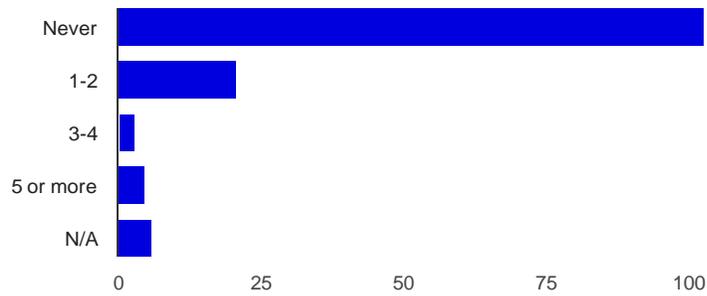
Never	66	47.8%
1-2	36	26.1%
3-4	17	12.3%
5 or more	9	6.5%
N/A	10	7.2%

For Recreation? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



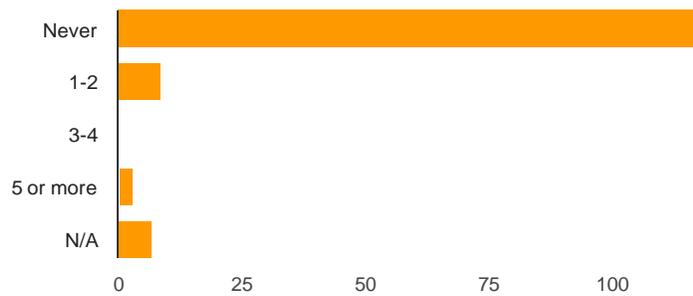
Never	23	16.7%
1-2	48	34.8%
3-4	33	23.9%
5 or more	32	23.2%
N/A	2	1.4%

To/From the Trolley? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



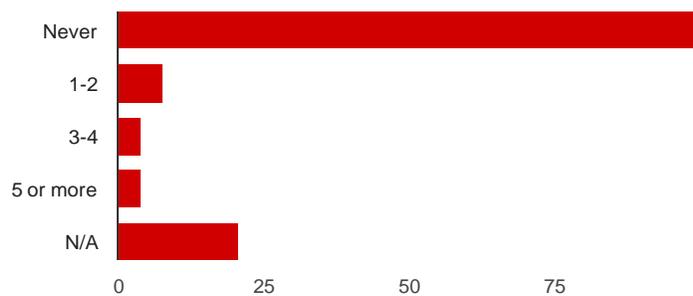
Never	103	74.6%
1-2	21	15.2%
3-4	3	2.2%
5 or more	5	3.6%
N/A	6	4.3%

To/From Bus Lines? [Walking Behavior: How many times PER WEEK do you walk around La Mesa and neighboring communities for the following activities?]



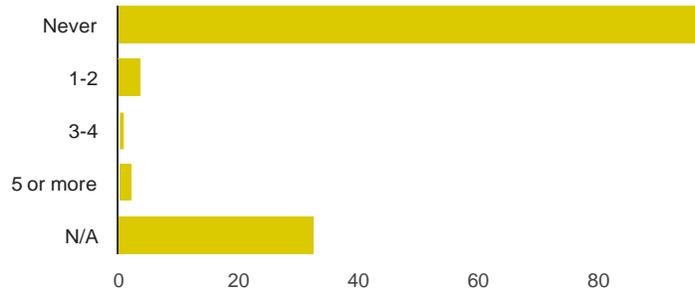
Never	119	86.2%
1-2	9	6.5%
3-4	0	0%
5 or more	3	2.2%
N/A	7	5.1%

To/From Work? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



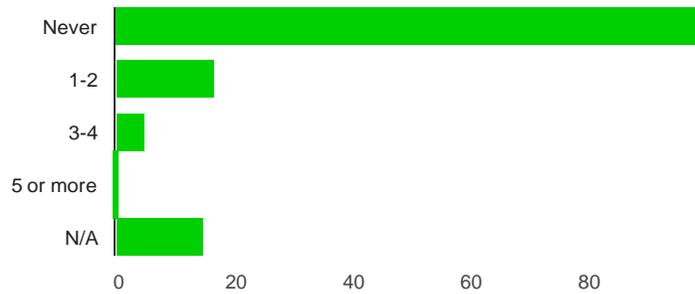
Never	101	73.2%
1-2	8	5.8%
3-4	4	2.9%
5 or more	4	2.9%
N/A	21	15.2%

To/From School? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



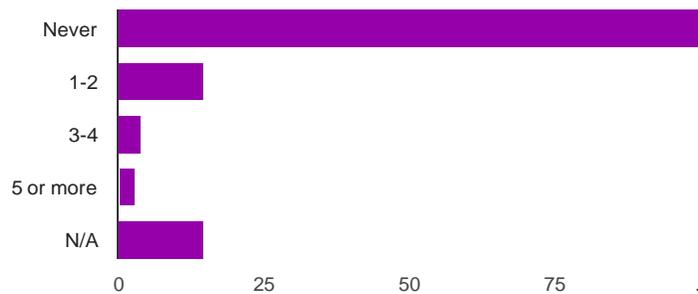
Never	98	71%
1-2	4	2.9%
3-4	1	0.7%
5 or more	2	1.4%
N/A	33	23.9%

To/From Services? (Bank, library, post office, etc.) [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



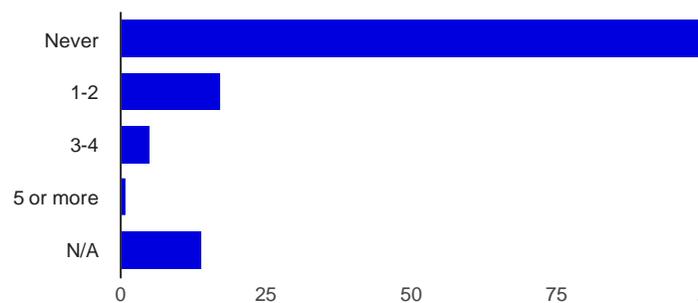
Never	100	72.5%
1-2	17	12.3%
3-4	5	3.6%
5 or more	1	0.7%
N/A	15	10.9%

To/From Shops, (Restaurants, coffee shops, etc.)? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



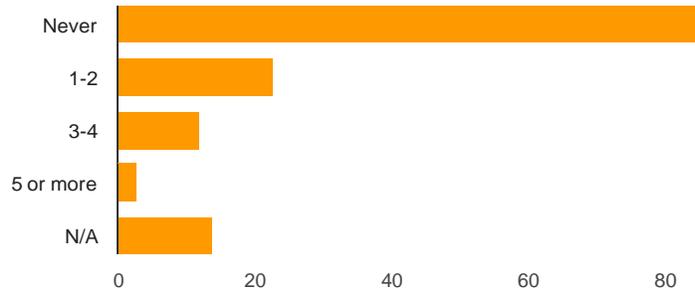
Never	101	73.2%
1-2	15	10.9%
3-4	4	2.9%
5 or more	3	2.2%
N/A	15	10.9%

To/From Visits with Friends/Family? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



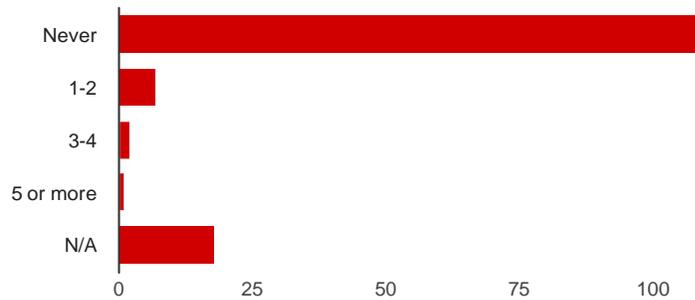
Never	101	73.2%
1-2	17	12.3%
3-4	5	3.6%
5 or more	1	0.7%
N/A	14	10.1%

For Recreation? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]

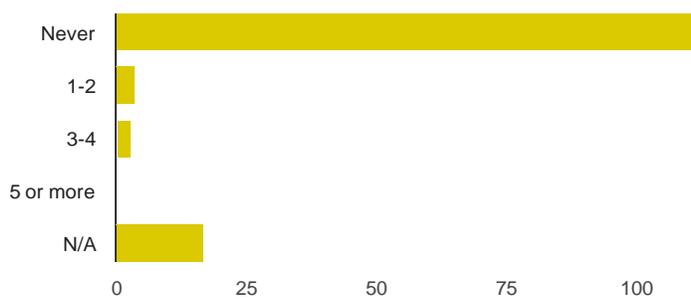


Never	86	62.3%
1-2	23	16.7%
3-4	12	8.7%
5 or more	3	2.2%
N/A	14	10.1%

To/From the Trolley? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]

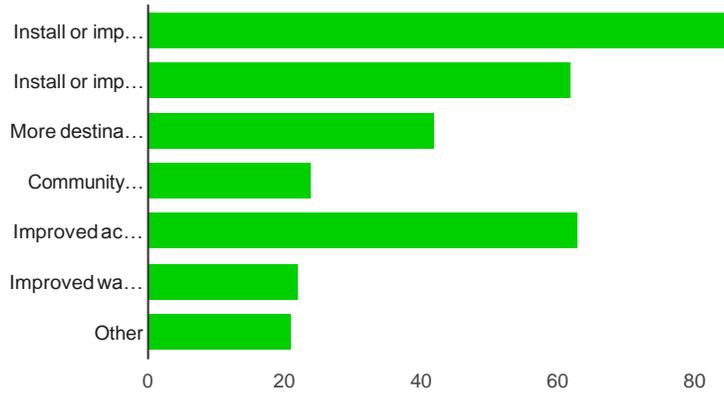


To/From Bus Lines? [Biking Behavior: How many times PER WEEK do you bike around La Mesa and neighboring communities for the following activities?]



Never	113	81.9%
1-2	4	2.9%
3-4	3	2.2%
5 or more	1	0.7%
N/A	17	12.3%

Physical Activity: Which of these would MOST LIKELY encourage greater physical activity for you and/or your family in La Mesa?



Install or improve sidewalks or pedestrian enhancements	86	62.3%
Install or improve bike trails, lanes, etc.	62	44.9%
More destinations within walking or biking distance	42	30.4%
Community walking or biking groups	24	17.4%
Improved access to trails, parks, and open space	63	45.7%
Improved way-finding signage around City	22	15.9%
Other	21	15.2%

The following comments have not edited for grammar or punctuation. They have been included as received through the online survey.

Observations: Please identify specific locations (intersections and/or roadway segments) where improvements (installation of sidewalks or bike lanes, improved signage, etc.) would make active transportation better for all.

- Safer parks for biking too many homeless make me stay away
- Improved bicycle facilities connecting regionally
- Bike Lanes along major roads, i.e. LM Blvd., around Grossmont Center, and University Ave. (El Cajon Blvd. better designation).
- Mariposa st, on east side of collier park on Pasadena and upland
- Sidewalks on Mariposa and Panorama would help as people drive too fast on those roads. Make the parks into places people want to visit.
- I don't ride my bike around La Mesa Village very much just because I live on Mt Nebo and it is too steep to ride back up it. My bike is a beach cruiser that isn't good for hills. I usually throw the bike in the back of the pickup truck and drive to Lake Murray to ride. That said, if we could create perhaps a series of connected loops that had a dedicated bike path (not to include the steepest hills) I would use it. The village is reasonably flat but I still go to Lake Murray because there are no cars. Maybe an area could be set aside as a bicycle track, a big meandering circle where the speed people could take the outside and the slower, recreational bicyclists could have the inside tracks. It would need to be large enough not to be boring and maybe the center could be park benches and tables, maybe have some outdoor type of exercise things, like low balance beams and things to do pushups on and the like. I could see such a thing happening at Griffen Park and maybe even in more urban places, too. I don't mean a velodrome like in Balboa Park but something more organically linked to the town. I hope that makes sense.
- Bike paths.
- Crosswalk (need safe way to cross from Mariposa St. to get to the park if on foot/bike) to cross Bancroft to Eucalyptus Park. Corner of Fresno and Palm needs improved sidewalk.
- We have few sidewalks in the neighborhoods east of downtown La Mesa. I have lived in the same house since 1969 and didn't worry about pedestrian safety until the past decade. Sidewalks would make walking safer for school children and recreational walkers/joggers.
- Harbinson it's a disconnected landscape of sidewalk start/stops, I would like to see it improved through uniformity
- We need sidewalks between Palm St. and Mills St., The Mills loop to Pine St., Colina Dr. Also I've noticed some new progressive businesses on Center St. (Bolt Brewery, Winery, ect.). A sidewalk from Spring St. to Center St. would greatly increase safe access to all the business in that area.
- Increased lighting on El Paso St between Baltimore and Lake Murray would improve nighttime walking, biking, and driving experience and safety.
- Suggest there should be improved signage for public transportation along Fletcher Parkway, Marengo Ave, and other heavily trafficked residential streets. I couldn't tell you where to catch a bus in the area. Also, maybe have a small drop off and pickup station at Costco.
- I live on Eastridge, but also frequent lower west la Mesa, and Harbinson should have complete sidewalks, as well as Stanford.
- Sidewalks are desperately needed along Pearson and Hoffman, so that access to King Street Park and local shops off of University are safe for walking access. Both of these roads have heavy vehicle traffic but are also the main arteries for pedestrians.
- Parks between El Cajon Blvd and University is dangerous to walking. Traffic is a bit fast.

- When biking, left turns at stoplights are problematic unless there is auto traffic. The bike by itself won't trip the left-turn arrow in many cases. One has to dismount and become a pedestrian to negotiate, e.g. Allison at University.
- Sidewalk installation on Maple (south of University) and on neighboring streets without sidewalks.
- The lack of bike lanes on Spring St. and La Mesa Blvd. make it very difficult to navigate those thoroughfares. Merging onto those streets is particularly dangerous. Also, might designated bike paths that connect disparate parts of the city be possible (i.e. from the Village to Grossmont Center)?
- Harbinson, Pamaona dangerous speeding, no sidewalks. El Cajon Blvd is dangerous because of violence, loitering characters, and what appears to be hookers.
- Nebo Dr. & Lemon needs a clearly marked crosswalk. Too much traffic on Lemon makes it to dangerous for walkers and cyclists. Additionally, Nebo & Lemon is negatively impacted by loud blasting automobile sound systems. Very obnoxious and is unnecessary noise pollution. Drivers waiting for signals are culprits during prime traffic hours. Wish cops would enforce noise codes. Too many cars makes it dangerous to cross streets at this corner.
- Corner of Lemon Avenue and Glen Street bad sight lines drivers going west on Lemon
- Avenue cannot see cars sitting at stop sign going north on Glen Street also cars turning right from westbound Lemon Avenue onto northbound Glen Street DO NOT STOP they just coast through the intersection
- No sidewalks in my neighborhood :(We need more pedestrian cross walks. We need more street lights to light up dark neighborhood streets.
- Windsor Hills Reduce speeds on major boulevards. Congestion on Spring St thru center of town is just absurd.
- My neighborhood (around Falmouth Dr/ Westwind) doesn't have sidewalks.
- Jackson is a 35 mph avenue yet there is no cross walk between Parkway Drive and El Paso (school zone). Boldly visible cross walks are needed for safe pedestrian crossing, especially at Jackson & Laird where there is a park.
- Installation of sidewalks: On Orchard between Palm and Mills The Mills/Pine loop Colina Dr Improved Side walks: On Orchard between Palm and Mills On Pine and Palm Between Allison and University.
- We recently moved to the Mt Helix neighborhood and love walking the area. The biggest concern we have is on Fuerte Dr. It is extremely dangerous to walk or ride bicycles on this road. It would be a major benefit if we could designate a bike lane along the Fuerte corridor between Severin Dr and Avocado Ave. I know the community here would come together with donations and support to accomplish this project.
- The intersection of Parks and Seneca is dangerous for both cars and pedestrians and would benefit from a 3 way stop. There are relatively few bike lanes throughout La Mesa. A more walkable and bike friendly community would enhance citizens' quality of life and positively affect home values.
- sidewalks are needed on mount nebo, acacia and beverly area. lots of people walk up the hill to get to the stairs, and there is no sidewalk to protect them from cars and poor visibility for drivers.
- I live on Marlen Way, it dead ends into Grossmont Blvd. Many people Marlen residents or neighbors from surrounding neighborhood streets walk down Marlen Way to cross Grossmont Blvd for shopping. I do this as well. Super convenient, love walking for groceries. However Grossmont Blvd can be very busy with traffic at times. I would love to see a cross walk go in similar to the one on Jackson near Lemon Ave. Elementary. A yeild to cars going by. Having a button to push to light up the crosswalk when it's dark would be great as well. People are not going to stop crossing here. So let's make it safe. Lastly a "slow for pedestrians" sign or something along those lines at Marlen & Hayes would be wonderful. We get a

lot of speedy traffic on Hayes of people trying to short cut the lights/ traffic on La Mesa Blvd to get to Jackson.

- We love walking in the Mt.. Helix neighborhood, but it can be very dangerous. Lemon Avenue, for instance could be a GREAT recreational walk from downtown all the way to Fuerte. But the stretch between Bancroft and Fuerte is quite dangerous to walk. Speedy traffic and narrow shoulders.
- Severin, Horton, Nancy, Earl, and Gregory (Northmont area) would all benefit from improved sidewalks. These are areas of high traffic due to the school.
- Sidewalks on Parks. Stop sign at Parks & Seneca Pl. Increased enforcement of STOP signs at intersections on Homewood Pl., Seneca Pl., Troy, and nearby roads.
- Cowles Mtn Blvd and Lake Murray Blvd bus stop
- I live one street away from Rolando, so when I want to walk I go in that direction because there are sidewalks, and the neighborhood is charming and residential. I don't walk to the store or to restaurants because El Cajon Blvd and University are both noisy, and unwelcoming, and ugly, and a bit sketchy.
- I live by the downtown village, so I am very happy with my access to restaurants, shops, etc. I would like to ride my bike to more places, but I'm never sure where to park it. I would like some bike racks in downtown so I can lock up my bike easily.
- Along Harbinson Avenue, particularly around the roundabouts. These areas are safety problems both for pedestrians and vehicles.
- Big problem getting from the village to Fletcher Parkway. Entering Center Street from Spring is dangerous same with Baltimore at El Cajon Blvd. too many merging cars. All along Bancroft, between Lemon and Campo.
- Install pedestrian access on 8/Fletcher Parkway exit ramp to connect Alvarado Rd to the Fletcher Parkway & Baltimore intersection. Safer route along Alvarado to 70th Street trolley station.
- Sidewalks and bike lanes on Harbinson Ave
- All along Spring Street, specifically under 125. Lake Murray bike/walk path to Jackson (similar to the one from Baltimore to the lake. Fuerte up to Mt. Helix
- Spring Street overpass needs a safe way to walk and bike from the village to the industrial mesa. I want to be able to walk to the new destinations sprouting up there. Sidewalks on Harbinson Av. Sidewalk popout at Troy Lane & University. Sidewalk popout at Olive Av. & University
- Blackton Drive community needs sidewalks! People drive way too fast up and down Massachusetts toward university! University is very dangerous for bikers Harbinson Ave is too narrow for bikers and walkers...this is a great street for people who want to access El Cajon Blvd from University Ave though people drive too fast and there are no sidewalks!! I and other parents would love this street to be safer to walk and/or bike to and from Rolando Elementary school.
- Baltimore bridge over I8. Use real "smart street" designs in and around Grossmont Center (make it more walkable from surrounding areas).
- Walking and biking (driving for that matter) in my neighborhood is dangerous. At the intersection of Lowell and Stanford Avenues, the streets come to a 'T'. Traffic in neither direction stops or slows down and I've almost been hit a number of times. There is
- Heavy traffic coming up Lowell from University because it is a major artery and an 'access' road for the high school. Motorists in both directions are not concerned about cross traffic because they assume the other has a stop or yield sign. Have complained for years fruitless.
- Harbinson Avenue for both bike and walk. El Cajon Blvd and University for safe biking just like Park Blvd near Balboa Park in San Diego.
- I would love to have safe crosswalks at Amaya and Primrose Drive intersection. Also complete sidewalks to the entrance

- of Harry Griffen Park from Primrose Drive and Poppy St. We also need stop signs and NO UTurn where Sisson/ Falmouth meet for Safe Routes to School.
- I would love it if sidewalks would be installed to Harbinson Avenue. It would be great if there were sidewalks installed in the surrounding streets (especially Stanford) but Harbinson is very dangerous to walk on without sidewalks. I used to walk my son to school at Rolando but felt unsafe doing so.
 - Bike lanes on University Ave. Increased access to bike racks, there are lots downtown, but not anywhere else. There are a very limited number of sidewalks in residential area. Install Bike Lane University Ave. Improve Bike Lane El Cajon Blvd.
 - A bike lane across the 70th street bridge. bike lanes on University Ave. and El Cajon Blvd.
 - The entire streets of 70th, Harbinson, El Cajon Blvd, University Ave are such huge speedways it is unsafe to walk. There are few sidewalks in this area. PLEASE HELP US. Our kids safety is at stake.
 - There are areas between Mellmanor and the Grossmont mall that have NO sidewalks. Many streets need better lighting at night.
 - A crosswalk and traffic signs would be nice on Lemon Ave. near the S.R. 125 on/off ramps; this is also true for Grossmont Blvd. and S.R.125.
 - All main thoroughfares need clearly marked bike lanes. Spring Street and Center Drive
 - More bike lanes on Spring Street, Harbinson and Pamona
 - Along Bancroft Drive north of Campo to Lemon and Grossmont Blvd, from Mt. Helix towards downtown La Mesa, along La Mesa Blvd into downtown La Mesa.
 - On Gateside Rd. , between Spring St. and Park Ln. There is no sidewalk, and many drivers don't follow the 25 mph speed limit on that stretch.
 - Maple between University and Cinnabar
 - Harbinson, Stanford, Colony Way, Camelia and Normandie Pl: These streets are a shortcut for the avoidance of 70th St. between El Cajon Blvd and University Ave. I often walk this area for pleasure, exercise and also to meet my neighbors. With traffic passing through, especially during the morning and afternoon commuting hours, it can be a little dangerous. The main problem with walking this area safely is the lack of sidewalks. The area has a mix of curbs and sidewalks, curbs only and no road edgework at all. Walking those areas with no sidewalks forces a person to walk in the street and compete with vehicles. Another problem with the area is the "Traffic Calming Islands" on Harbinson. Walking this route has the same problems as mentioned above. The added problem is that traffic still moves along Harbinson at the same speeds prior to the addition of the Islands. When a vehicle comes to the Islands it usually swerves to the edge of roadway. If a pedestrian in the roadway because of lack of sidewalks the potential for a fatality exists. I've lived in La Mesa all of my life and I know that roadway edging usually was up to the discretion of the original property owner and it is now "grandfathered" until substantial property improvement occurs. I hope that some day sides might be the norm all over La Mesa. †
 - We need sidewalks! Harbinson, Colony, Dana
 - We need a bike lane down University Ave. and Center St.
 - The best method for improvement for this side of La Mesa (down town south/ west) is to spread the feeling of a small town. . There are a few areas that could use some innovation, such as along University. Suggestions along University: Reduce University to 1 lane, there is "rarely" enough traffic to warrant 2 lanes. Create angled parking in most areas replacing parallel. Add a bike lane in between parking and sidewalk Use part of the Meridian if needed to gain the space. OR.. Use the Meridian as a bike lane with a smart method of navigating at the intersections. Also, Bike lane along Harbinson, would be nice. The only signage I can think would need replacing is along Massachusetts. It's the first one as you come in off the 94 and between Blackton and Univ.

Very outdated and falling over. Think stone and boulders. By the way, when it comes to needing a group volunteer effort, my neighbors and I will be more than willing to help out. I feel as though there are a lot of those like us in La Mesa.

- There is a section of Lemon Ave. near Lemon Ave. School that has no sidewalk on the south side. That's dangerous for children walking to school!
- Need more and improved bike lanes. Bike lanes NEED to be clear of obstructions. Would love to see nature trails.
- Severin and Amaya needs help with the trolley. Prioritization to the Severin through lanes needs to be given after the trolley passes. Please work with MTS to correct this timing issue.
- More Open Space, maybe a route to Cowles Mountain (a partnership with the City of San Diego
- Add sidewalk on north side of Fletcher from Nagel to Amaya. Add stairs to connect southeast corner of Fletcher/ Grossmont Ctr Dr. to Grossmont Transit Center. This was once there but ripped out. Route now is very circuitous, long, requires either walking five flights of stairs or additional use of elevator (which is routinely broken). Improve sidewalk on Grossmont Center Dr. on bridge over transit center. Very narrow, very close to busy traffic, Previous recommendation would help relieve congestion. Somehow add better protection for bikes along Grossmont Center Dr. from Fletcher to Murray. Add sidewalk on Center Dr. on stretch past Target.
- Habinson Ave. The street is very unsafe and there are many ways to improve the area for pedestrians, bicycles, curto traffic and neighborhood value enhancement.
- Intersection of El Cajon and Harbinson (City of SD) University and Harbinson, Stanford and Harbinson major stop sign running. New Sidewalks, trees, lights, (both sides) traffic circles, road diet, intersection bulb outs, textured cross walks, signage, bike lanes landscaping, water harvesting and reimaging of entire avenue. Community outreach and neighborhood watch education. This should be a high priority due to location of Helix High School, Rolando Elementry and the sheer amount of toddlers and children in this area. Speed, DUI's and failure to yeld/stop, exhibition of speed.
- No sidewalks on portions of 4th street. This street is busier than other nearby streets and has a lot of people parking on the street. Pedestrians have to walk in the road.
- Fuerte and Lemon should have a traffic light or a four way stop sign. It's crazy trying to get on Fuerte from Lemon and the turn to Mount Helix is right there. The people driving on Fuerte are always speeding and this might slow them down.
- Electric box at Guava and El Cajon Blvd. hides pedestrians when cars are turning right onto (eastbound) El Cajon from (northbound) Guava could probably be fixed by just repainting the crosswalk so it starts west of the electrical box. Might have to consider making that side a "no right turn on red", which would be kind of annoying (since I drive through it every day) but safer.
- More sidewalks, Pomona Knoll area of La Mesa. We have a lot of high school students (Helix) walking to & from school and they do not have access to sidewalks.
- Bike lanes on El Cajon Blvd and University Ave are very poor.
- The neighborhood around harbinson has only intermittent sidewalks. Despite requests by the neighborhood to add sidewalks and additional traffic calming measures, the neighborhood remains unsafe for pedestrians. There are many families with young children in the neighborhood would would love to see this improve but without such improvement, may be forced to leave la mesa.
- All along El Cajon blvd heading to DTLM crosswalks and stop signs have been removed. Dangerous drivers exist on those roads. Side streets are lacking proper illumination and maybe neighborhoods have spotty sidewalks (i.e. a few houses have a sidewalk while

- others on same block do not). I would love to walk my neighborhood but
- it is not safe enough to do so. I have to keep stepping off curbs into street traffic without cross walks and sidewalks to move about the area. Those in wheelchairs would not be able to access sidewalks at all in many spots. This is a great idea if the streets were improved to accomodate bicyllists and walkers.
 - In our neighborhood, there are few lights/no sidewalks which make it dangerous for walking. Crossing Bancroft from Mariposa to get to Eucalyptus Park is impossible/dangerous.
 - Hoffman street near king street park is constantly used for walking, running and bicycle. The street has so sidewalks and is in poor condition. Repaving Hoffman and adding sidewalks and bike lanes would be a large benefit for the area. My next suggestion is probably not solely a La Mesa issue, but is in need for improvement. May Southwestern La Mesa residents walk under the 94 on Massachusetts Street. Since this is a main access to a lot of shopping, side walks on both sides of the road is a must for safety of walkers.
 - West side of MARENGO, between Kato & Morro Way needs a sidewalk. Need to slow traffic going North on Marengo, turning right on Kato. This curve is blind to Heidi Street walkers. This neighborhood South of Lake Murray/North of Parkway Drive, and West of Jackson/East of Marengo should be completely inspected for unsafe sidewalks, lack of sidewalks, low hanging trees, and safety of walkers as drivers tend to speed off Marengo, onto Kato and left onto Dugan.
 - Segments without sidewalks on Falmouth Drive between Manor and Westwind. Portions of Acacia a Drive need sidewalks
 - Waite/ Murray Hill Drive, Murray Hill Drive/Orien/Yale, Sacramento/High Street,Sacramento/Eastridge, Eastridge/Highwood, Cinnabar/Eastridge
 - Lake Murray area I live on Maryland Ave and too many people looking for Lake Murray find our street. The signage

is 20' up a pole and not too useful. A NO ACCESS to LAKE MURRAY sign or Next Rt on Kiowa for Lake Murray would work better.

Observations: Is there anything else you would like to share about walking, bicycling or transit in La Mesa?

- Any way of getting a walking path down from the top of the hill (Cinnabar/Highwood/Eastridge area) to Spring Street trolley?
- We used to bike at Lake Murray but don't any more because all the pedestrian traffic is too dangerous. Groups of women and children stretch across the road and don't pay attention to anything but themselves. They ignore bikes and don't mind their children.
- My husband has had to take several divesoff his bike to avoid hitting kids who run out in front of him. We drive to Fiesta Island 4 to 5 times /week to bike. Very safe . People know the rules and obey them Signs are clearly posted. Maybe we need to have a really bad accident and a few kids killed at Lake Murray before people "get it" .
- As it is, I ride a few blocks once or twice a week for exercise, and this may include stopping at a store. Because of my fibromyalgia and arthritis in my knees, a "10 to 15 minute walk to or from transit stops" is not reasonable for me. Because of the "AntiCar" crowd, and their prejudice, I no longer have reasonable access to Balboa Park in San Diego. They have eliminated a lot of parking, including handicapped parking. There are many attractions that are beyond my ability to walk to, and the tram with remote parking does not have proper access facilities, nor does it go to different areas in the park, It only has 2 stops. I have been told by hikers and bikers to my face and in print when I bring these points up that I'm "Fin' faking it" because my disabilities are not obvious such as an amputee. The City of San Diego has also eliminated driving lanes and parking on University avenue east of Park Blvd, and I no longer shop in the area due to the difficulty of parking

and more traffic problems in the area. This was done to provide for a bicycle lane in each direction. Bicyclists could easily use parallel streets that are not commercial, or busy, but they have said that they want "to force people out of their cars." In downtown San Diego, there are areas where 2 or more parking places have been removed for a large bicycle parking structure. Bicycle parking could be easily accomplished by stands on the sidewalk between trees and streetlamp poles where people do NOT walk. As it is, the last time I parked in downtown San Diego, the nearest parking space was 6 blocks away from where I wanted to go, and after my excursion, I had to ice my knee. In Redlands California, they have removed blocks of 4 or more diagonal parking spaces to make pedestrian and bike "street parks." There are a lot of shops like La Mesa Blvd has, but I don't visit them because I can not park close to them. I would have to park farther than I can comfortably walk. With my knees, they hurt more when the weather is changing, particularly from dry to rainy. Some days are better than others. With fibromyalgia, I may feel like being active one day, but the day following the activity I will be very fatigued and in a lot of pain. It is about like being over the worst of the flu, but having pain and fatigue increase after activity. I have felt like this for about 20 years now. What I implore the City of La Mesa is to not follow what San Diego and other cities have done. They are giving in to what I call the "Bike Nazis" who want to force their beliefs and agendas on all of us. Keep La Mesa's access to private vehicles. The other problem with "forcing people out of their cars", is that they will no longer shop at the locally owned businesses and shop at shopping centers where large, nonlocally owned businesses are the norm. The primary reason that locally owned San Diego Hardware moved and changed to a boutique hinge and knob store was because of lack of parking in Downtown San Diego, and that people like me are now shopping at more convenient

stores like Lowe's and Home Depot. 20 years ago prior to my being inflicted with fibromyalgia, I would often go for bike rides or go for walks that were longer than 5 miles long, so I know what it is like to enjoy these activities. Please don't remove parking and street driving access

- I see cyclists all the time on Mt. Helix near my house. Of course it's a GREAT place to train, hilly, challenging! But difficult because of traffic. Can you imagine Lemon or Alto Dr. with a walking or biking path??? It would be fantastic!
- Bicyclist rarely follow the rules of the road then are upset with they clash with cars. Maybe more enforcement?
- I like to walk the secret stairs in La Mesa and the surrounding hills of Mt. Nebo. I hope the improved sidewalks downtown will make things nice more shade trees hopefully not just fan palms (must be drought tolerant I know)... Downtown La Mesa is nice for walking and biking as it is not too car crazy (Spring St. excepted)
- I would like to see more effective cyclist training for youth & adults with respect to Vehicle Code. Some of my fellow cyclists seem to think that "anything goes", creating an environment of unpredictability and distrust between cyclists and motorists. For their part, some motorists seem to be baffled by the presence of lawabiding cyclists on "their" thoroughfares.
- Survey should have included an option for how many times monthly I don't walk every week, and do walk 23 times monthly.
- I would like to see if we could get short bus service routes that can connect with the trolley and buses with longer routes. Large MTS buses go East and West on Lake Murray and Fletcher Parkway. Can we connect the North & South veins of traffic?
- Currently the nearest bus stop to take me to the Grossmont Station trolley is slightly over half a mile (Marengo & Lake Murray), or one mile (Baltimore & Fletcher Parkway). I would like to go to downtown La Mesa more often, but there is no convenient way to get there except the trolley, and the trolley is a

- one mile walk.
- Access to Rancho San Diego along route 94 from Avocado to Via Mercado used to be open to cyclists. It no longer is. There are no cross streets or exits in this 1/4 mile section. The only alternate route passes through a shopping center with several hazards and an intersection crossing if going south/east. There is a wide shoulder along this section and would be far safer, quicker and easier if reopened.
 - I walk my dog around the village every day of the week, twice a day. I feel safe and the traffic isn't a problem for me on foot, particularly given that I walk a lot in the village where there is lots of commerce and clearly cars are going to be there. I pick up trash as I go and sometimes I have to carry it a ways to find a trash can. I would like there to be more trash and recycling bins on the busier streets, not just on La Mesa blvd and in the Vons shopping center. I would also like (not your mandate, I realize) more emphasis put on keeping La Mesa clean and free of trash. Once trash touches the ground, it is going to wind up in the Pacific trash gyre because people don't want to pick up other people's trash. I don't do it for the slob that throw trash, I do it for the earth's well being. I also pick up other people's dog poop and that might fit within your mandate as a lot of walkers have a dog with them. And just to say thanks for what you are doing.
 - The movie night the the City of La Mesa put on at the park off Dallas, during the summer looked like a big hit.
 - I would like La Mesa to publicize the municipal stairs in the old part of La Mesa. They are wonderful!
 - Clear bike lanes and nature trails would be amazing.
 - Longterm, look at converting Grossmont mall, or portions of it near transit center, to mixed use housing. RE the Behavior parts of the survey there are things I do less than weekly but more often than "never." Not sure how I'm supposed to answer that. Also, I walk to the trolley to get to work. So do I walk "to/from Work" never or 5 times?
 - I'm not as concerned with the condition of the sidewalks as much of our need for more sidewalks. There's a few areas in and around downtown that can be repaired. I feel the need for more sidewalks is crucial for pedestrians to access shops and restaurants in the area. As well as walk pets, exercise, and allow for a more communal environment. People want to walk more when sidewalks are available.
 - We need to have more civic entertainment options for youth and families. Even if they are leased out to tenants for their operation. The City can make back their investment with good destinations for families to gather. Our community pool is outdated and underutilized. So is the golf course. The entire area should be redeveloped by developers to add a splash park, Sportsplex, etc. We miss the Family Fun Center and Aquarius. As Prop 13 residents pass on and move out a new generation of families are moving into La Mesa. We need to prepare as a community for these changes.
 - The intersection at Paula & Pearson has heavy traffic due to the apartment access at the end of Paula. Many people speed around this corner entering Paula. There are many children at play on this street. If there was some signage to alert drivers of this that would improve safety.
 - Better street lamps would encourage people to walk more. On some side streets it gets very dark when the sun goes down.
 - So not let Cal Trans eliminate the mariposa bridge over the 125. That would cut off that section of La Mesa from La Mesa shops and services (particularly from a biking and walking perspective)
 - Creating an overall comprehensive environment with priority to the pedestrians, and bicyclist would be more of the priority. Also install parking garages instead of on street parking. We need to shift from past and current paradigms to a clean healthy design ethic to increase the function and create a higher aesthetic for the

people of La Mesa. A clean and healthy design of high use streets and urban fabrics should be a priority. Removing people from the conflict of autos and transit would increase the safety of the city. Increasing green space would increase value to the city.

- I would bike more but I feel the traffic on University and El Cajon Blvds is too busy with no bike lanes.
- I would LOVE to have an area along the 125 corridor that had greenery and bike paths accessible. There is already some green space along that area. Why not keep it green and encourage walking and biking along it and into downtown la mesa to give a much better neighborhood feel. I am sure there are other feeder areas where the same could be accomplished and maintain the economic health and neighborhood feel of our charming town. If there were a park in DT La Mesa, that would be a great asset as well.
- The only place I feel I can safely ride my bike anymore is at Lake Murray because I do not have to share the road there with rude, impatient drivers.
- I enjoy walking around La Mesa. I'm new to the area and it feels better to walk around here than City Heights, where I lived before.
- I would bike with friends to downtown La Mesa more often if there were bike lanes and
- racks to lock bicycles. I think sidewalk investment at this point is a poor capital expenditure choice. I see too many short sidewalk segments that make no sense at all. We don't need sidewalks everywhere. Some of the rural areas without sidewalks are part of the city's charm.
- My family loves to walk and bike, though to access downtown La Mesa along University from Massachusetts via bike lanes is too dangerous for my young children, and even myself. I find I usually go on the sidewalks with my bike. Please WIDER and well marked bike lanes would make safer access to the downtown/central areas.
- Some newer areas are good for walking (like the new KB Homes off of Garfield)

but not the older, more established areas.

- Better police enforcement of oneway streets and alleys.
- Would love to see improved/repairs sidewalks Would love to see recreational walking/trail routes posted places for easy, medium, and hard trails/walking routes around town
- No bike lanes anywhere. La Mesa may want to coordinate this effort with San Diego City proper as they may want to extend the idea towards SDSU and the inner cities to improve the communities. They need the help.
- Orange Line Trolley NASTY Bus Stops(Trashy) University/Maple, University(North side) HR Block, Plaza La Mesa, University (Vons)
- Safety of locked bicycles is a concern.
- Plant trees to make the walks more enjoyable.
- There are very little bicycle lanes. I would like to see dedicated bike lanes in la Mesa that could not be accessible by car and bikers would feel safe. I do not feel safe riding my bike in La mesa, so I do not ride it anywhere besides Lake Murray which is closed to automobile traffic. I lived down in Pacific beach before and rode my bike everywhere inside Pacific beach (would not use my car). This does not feel like an option in La Mesa due to unsafe roads.
- Collier park and the surrounding area has a significant homeless problem and a problem with people being in the park at night. It's a scary place to walk through, especially after dark.
- Police rarely enforce laws that keep bicyclists safe. For example, I regularly see bicycles riding on the wrong side of the road and on sidewalks; this makes vehicles wary of bicycles and put bicyclists that follow the rules of the road in danger. Please enforce the laws of the roads, both the laws that make sure bicyclists follow the rules and the laws that protect bicyclists from vehicles!
- The thing my husband & I love best about La Mesa is the walk ability. Whether it's dinner out in the Village, breakfast on the local corner, park or Jiu Jitsu classes, even grocery stores.

- We can walk it all! But now with two little kids we realize how unsafe our neighborhood is for walking. With no side walks and cars parked all along the curbs we
- are often forced to walk/ ride bikes in the middle of the street. Sidewalks and bike/ walking trails would be greatly appreciated and used.
 - Our daughter bikes to and from work each day. I personally drive my car. i have heard her say people do not like to move over to allow a bike to ride down the road. Somehow posting or putting lanes in will promote bike transportaiton. Work with the bicycle shops to promote biking groups
 - La Mesa is very walkable
 - North sections of La Mesa, zip 91942, is very disconnected from 91941. Efforts need to be taken to allow walking capability between North and South. I never see a full transit bus. Can't smaller buses be used and increase frequency and routes. As stated above, a bus is needed down Jackson and over to Grossmont Trolley. Walking time is 15 minutes, 1.2 miles from my home. Both sides of Jackson, South of Lake Murray would benefit by this additional connection.
 - Get rid of drunks and druggies at Collier park. They're always holed up in the park. Synchronization of bus line 14 and the 70th St Trolley schedules needs to be improved such that transfers are possible between the two. Because the schedules are two minutes out of sync, I cannot use public transit all the way to work. Generally, walking around La Mesa is an enjoyable experience.
 - I love walking in La Mesa but feel that sidewalks (especially in the village) could be kept cleaner.
 - I would be more inclined to use public transportation if there we not as many stop between longer routes.
 - Lack of enforcement over rogue cyclists in my neighborhood. I have nearly been hit while walking and driving. This is in large part to poor speed enforcement and no sidewalks.
 - Reduce the aggressive panhandlers at freeway exits and stop lights. When walking I feel unsafe with my children and have been harassed.
 - The area I live offers very short commutes to grocery stores and shopping centers, but is not convenient to walk. For recreation, parks, libraries,etc are too far away from where I live. Costco is across the street, but no other shopping area. With Costco, packages are too bulky to carry and walk.
 - La Mesa's walking infrastructure is relatively good. But much more emphasis needs to be placed on making the city bikefriendly. This should include not only bike lanes but also bike stands as I'm often reduced to locking my bike to a distant street sign, etc. Perhaps most important, La Mesa's bike lanes should be connected and continuous. As it is, they often taper off or fail to connect with other bike lanes. This leads to confusion both for cyclists and motorists.
 - Wish there was a greater police presence at major intersections to crack down on red light runners.
 - Palm ave. should have a bicycle marking or a lane if possible.
 - One of the reasons I moved to La Mesa was for its walkability and trolley access (La Mess Blvd station). Keep up the focus on walking/biking/transit. It's good for our health, economy, and environment.
 - Reduce roadways (take away lanes) where they are "overbuilt" such as University. Build more class 1 bikeways. Improve transit system to other regional destinations such us downtown SD, We need a modern light rail system, not BRT. Current trolley system needs to improve services. Even though La Mesa is better than other cities in the region for walking and bicycling, we have a lot of work to do to educate, promote and redesign the city away from its auto centric roots.
 - More density near the village please. We need more people to support a more vibrant downtown.
 - I love the trolleyin theory. I reality, as a woman I never feel entirely safe using it, even in the daytime. I only use it if I am with a friend or two and if we will be home before dark. For perspective:

I've taken public transportation all over Europe, often by myself, and rarely ever felt vulnerable. Better security in the trolley cars and on the platforms would help a lot.

- It is very scary riding a bike in La Mesa. I have tried in the past to ride into town to do my banking and small errands. I nearly got killed on University Ave. with a car making a right hand turn right in front of me. I had to slam on my brakes to avoid running into the side of her car. That was the last time I rode my bike in La Mesa. Very sad situation.
- Using Lemon street to get in the Village is a good way to avoid La Mesa Blvd. traffic, but it would definitely need a bike lane. It would be a great workout for biking because of all the turns and hills. I use it as a driving short cut all the time.
- The Village trolley station is a blight! Lots of sketchy people. More bike lanes
- I hope someday this town can be a place I can take my kids on a bike ride without feeling so nervous about it.
- We are very lucky to have trolley access when we need it.
- My wife and I enjoy walking our neighborhood (near Vista La Mesa Elementary) regularly. Some streets (or sections of streets) have sidewalks, but I prefer to walk in the street to avoid the frequent dips produced by driveways. We feel relatively safe. I particularly like where the city has made improvements at intersections. Rather than more sidewalks, I would prefer to see improved asphalt and cleaner street edges additional curbs, perhaps. I also wish there was a way to encourage more homeowners and businesses to add trees for shade along streets. We frequently drive to La Mesa Village for shopping and dining, but we avoid walking due to the distance and the unpleasant conditions along University. We would enthusiastically support business improvement along the corridor. There are too many vacant and underdeveloped lots, and the business offerings are paltry. The City should invest in the area between 70th Street and La Mesa Blvd. The neighborhood has money to spend, but

we take our business elsewhere because of the derelict conditions.

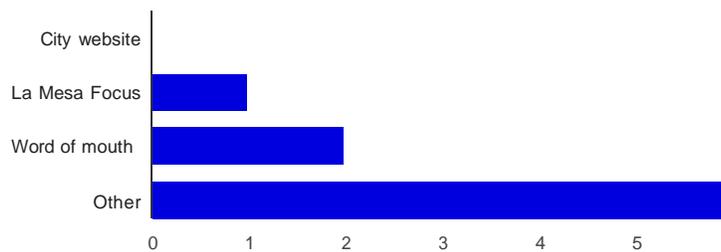
- I wish there was a city bus that connected Grossmont high school to the Trolley at Amaya or Grossmont Center.
- Southern Road by Parkway Middle school needs sidewalks. There are many pedestrians that are walking in the street. Drivers have low visibility because of the hill that obstructs the drivers view.
- Even with the hills, a more fully "walkable/bikeable" city is not beyond reach. It has not been a priority and it should be now. What happens to the city's civic core (north of Lemon Ave, south of Spring) will be of vital importance to the livability of La Mesa. The big question about Park Station is not "how high?" It is: how does that project connect with and enhance a revitalized and walkable civic core including a new City Hall?
- I have notice new businesses in the commercial area of center and commercial developing, such as breweries. I think this is a great opportunity for La Mesa. However, there is no way to walk safely down Spring to reach Center in order to access these business. Possibly completing a sidewalk with a large fence to protect pedestrians and bicyclist from cars entering the freeway would increase walkability and access to these business.
- If we had a safe bike trail connecting La Mesa to hiking in the east counties and to the beach to the west it would improve my quality of life by 50 percent

TRANSIT USE TRAINING ONE SURVEY RESULTS

8 responses

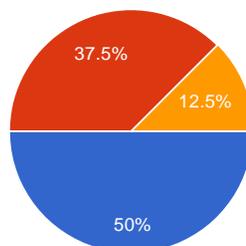
Summary

How did you hear about the La Mesa Urban Trails Transit Training?



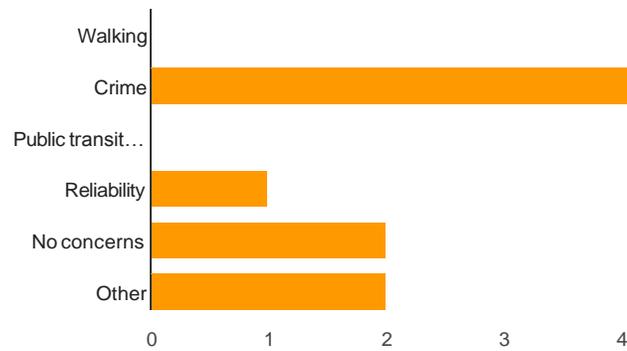
City website	0	0%
La Mesa Focus	1	12.5%
Word of mouth	2	25%
Other	6	75%

Have you used the bus or trolley in La Mesa before today's training?



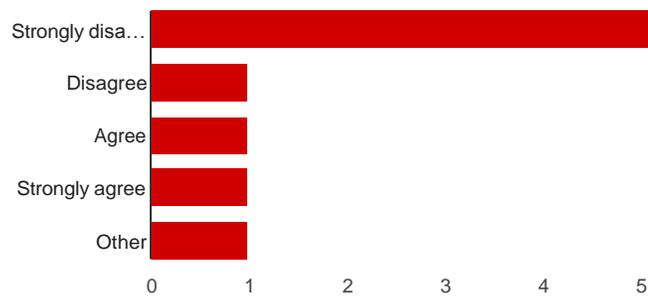
Yes	4	50%
No	3	37.5%
Other	1	12.5%

Please check any concerns you may have about using the bus or trolley.



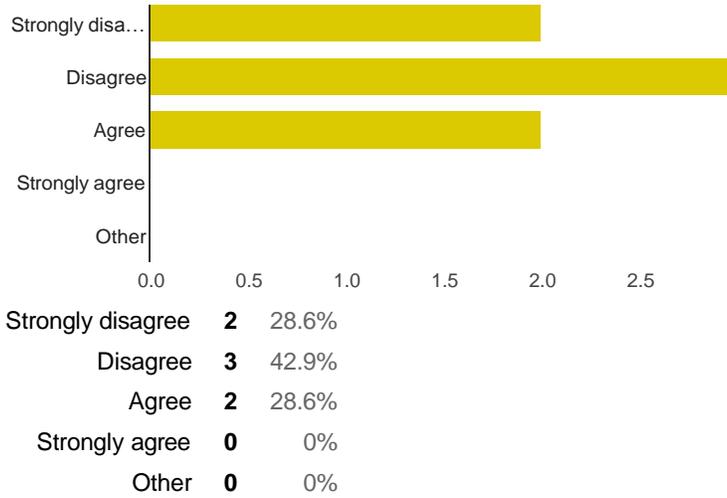
Walking	0	0%
Crime	5	62.5%
Public transit personnel	0	0%
Reliability	1	12.5%
No concerns	2	25%
Other	2	25%

“I am concerned that I will not know where I am going on the bus, or trolley.”

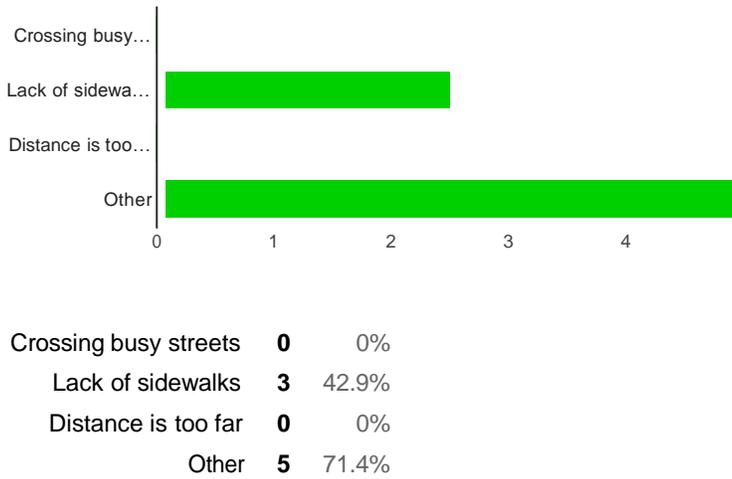


Strongly disagree	6	75%
Disagree	1	12.5%
Agree	1	12.5%
Strongly agree	1	12.5%
Other	1	12.5%

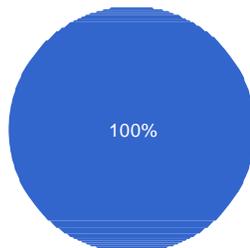
“I am less likely to ride public transit if I have to transfer to a second bus or trolley during my trip.”



“Do any of the following present difficulties in getting to public transit?”

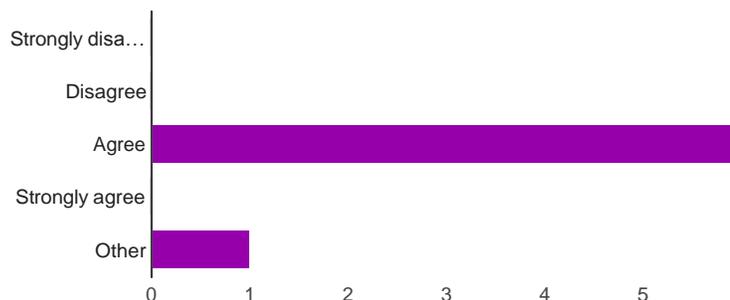


“Service on public transit is generally reliable.”



Yes	7	100%
No	0	0%

“I generally feel safe using public transit.”



Strongly disagree	0	0%
Disagree	0	0%
Agree	6	85.7%
Strongly agree	0	0%
Other	1	14.3%

Any other comments or observations:

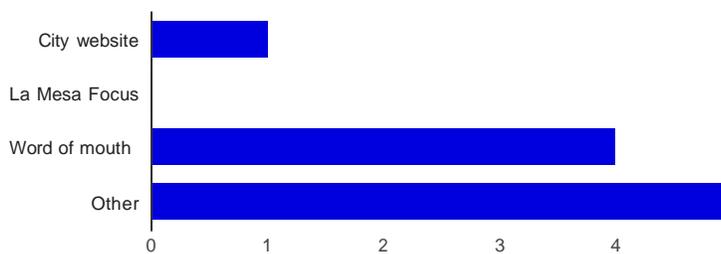
- This has been a great experience. Terra is a knowledgeable person, she had explained everything we would want to know.
- Love the enthusiasm that Misty and Terra show are group. Comprehensive explanation I feel much safer after this training.
- Don't put choices to survey on black lines. These answer pertain to daytime use only, as this is my first time using the trolley and we only went one stop. Great (Terra) instructor, great resources, beautiful day! Great lunch sponsor. Thanks to Misty for setting up the training w/Terra!!! What about training for riding the Coaster?
- Safety is a concern on some routes. We like that there is an alternative to driving. We need to claim public transportation as a normal activity!
- It has been a great experience and the instructor Terra was very informative.
- I am concerned about Crime at some trolley stations kids coming to some trolley stations to cause trouble. When I see those trouble kids I am afraid. La Mesa is getting better and I Thank you.

TRANSIT USE TRAINING TWO SURVEY RESULTS

10 responses

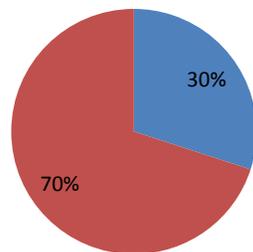
Summary

How did you hear about the La Mesa Urban Trails Transit Training?



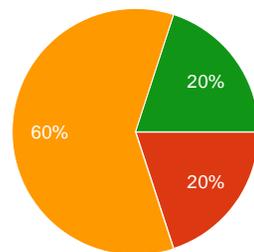
City website	1	10%
La Mesa Focus	0	0%
Word of mouth	4	40%
Other	5	50%

Did you attend the first transit use training?



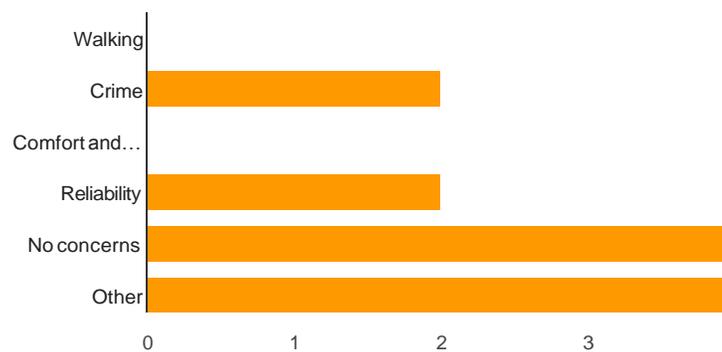
Yes	3	30%
No	7	70%
Other	0	0%

Have you used the bus or trolley on your own?



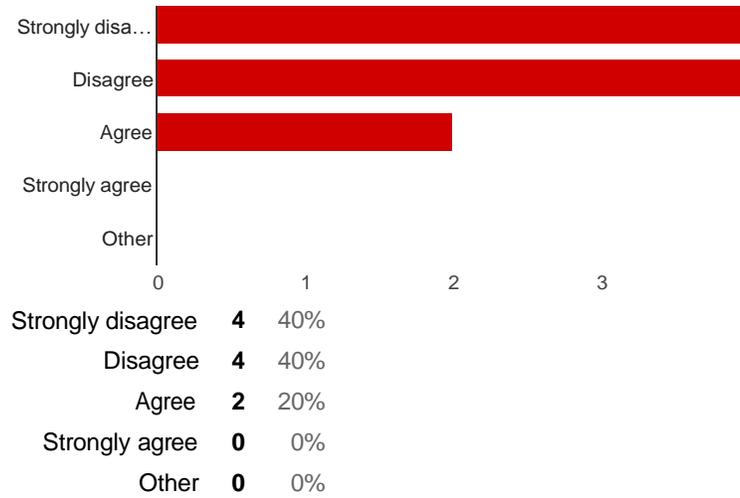
Yes, bus only	0	0%
Yes, trolley only	2	20%
Yes, both	6	60%
No, neither	2	20%
Other	0	0%

Please check any concerns you may have about using the bus or trolley.

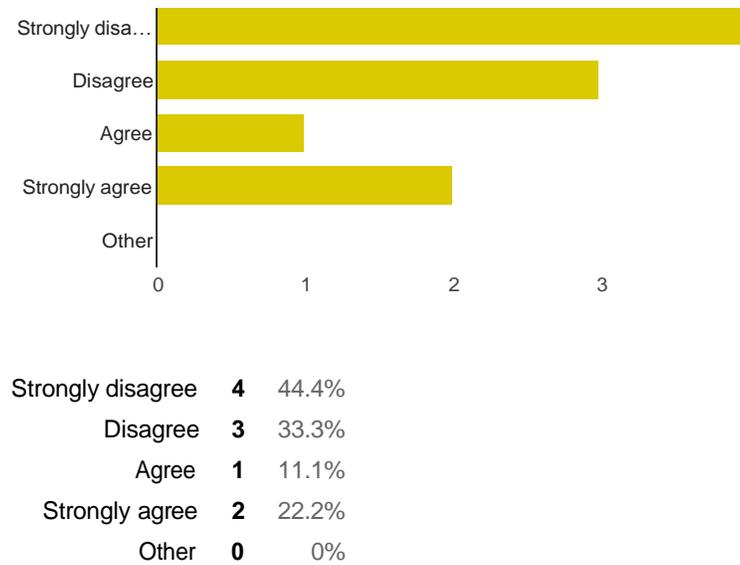


Walking	0	0%
Crime	2	20%
Comfort and Appeal	0	0%
Reliability	2	20%
No concerns	4	40%
Other	4	40%

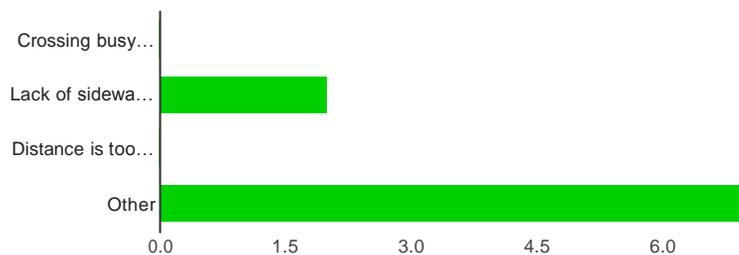
“I am concerned that I will not know where I am going on the bus, or trolley.”



“I am less likely to ride public transit if I have to transfer to a second bus or trolley during my trip.”

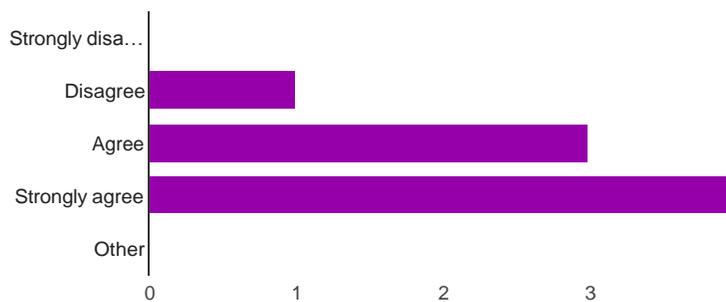


“Do any of the following present difficulties in getting to public transit?”



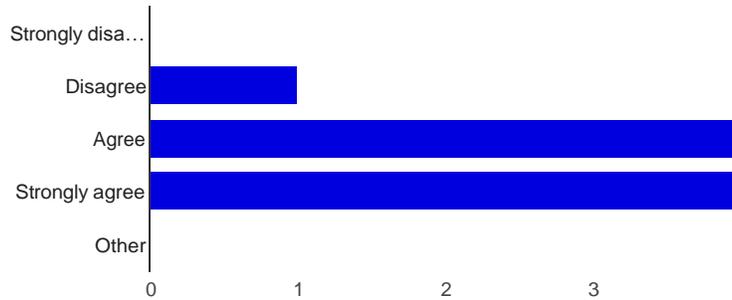
Crossing busy streets	0	0%
Lack of sidewalks	2	25%
Distance is too far	0	0%
Other	7	87.5%

“Service on public transit is generally reliable.”



Strongly disagree	0	0%
Disagree	1	12.5%
Agree	3	37.5%
Strongly agree	4	50%
Other	0	0%

“I generally feel safe using public transit.”



Strongly disagree	0	0%
Disagree	1	11.1%
Agree	4	44.4%
Strongly agree	4	44.4%
Other	0	0%

Any other comments or observations:

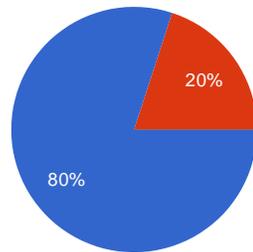
- Brian, Michele, Terra, and Carol La Mesa residents were great in showing us the trolley and bus today. Thanks for the bagels and coffee and showing us the phone application and paper maps. I'm more confident now with the bus and trolley. Starbucks had poor ADA and pedestrian access to the sidewalk and nearby bus stop.
- Do something about cleaning up all the graffiti along the trolley routes especially in La Mesa
- We need more sidewalks
- La Mesa has a good system to get around Walk and Ride, I can walk to the Grossmont Trolley or Downtown. However my knees hurt which makes it difficult to walk the 1/2 hour to Grossmont Center up the steep hill from Baltimore Drive to Fletcher Parkway to Downtown La Mesa.
- On the trolley along the grossmont route (orange line) please clean up the graffiti along the walls.

TRANSIT USE TRAINING THREE SURVEY RESULTS

11 responses

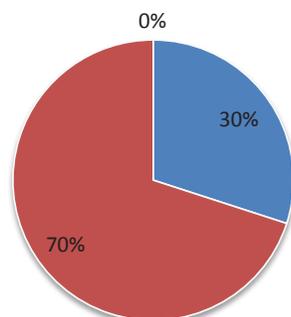
Summary

How likely is it that you will use public transit on your own after participating in this training?



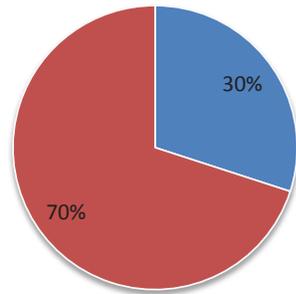
Very likely	8	80%
Likely	2	20%
Somewhat likely	0	0%
Not likely	0	0%
Other	0	0%

Did you attend the first transit use training?



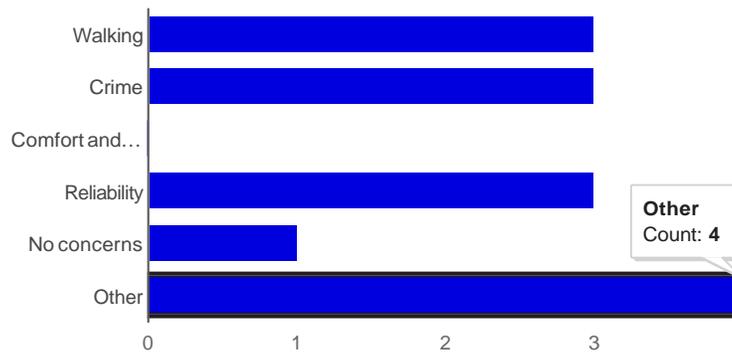
Yes	3	30%
No	7	70%
Other	0	0%

Have you ever used the bus or trolley on your own?



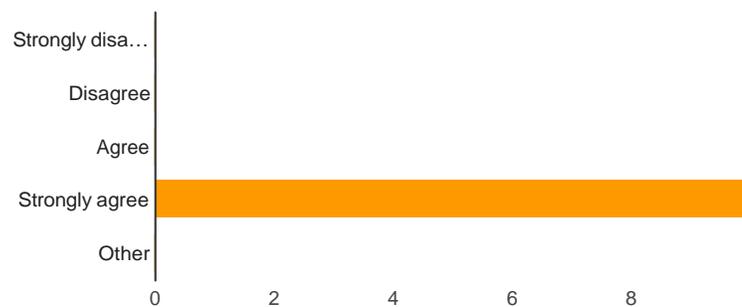
Yes, bus only	0	0%
Yes, trolley only	3	30%
Yes, both	7	70%
No, neither	0	0%
Other	0	0%

Please check any concerns you may have about using the bus or trolley.



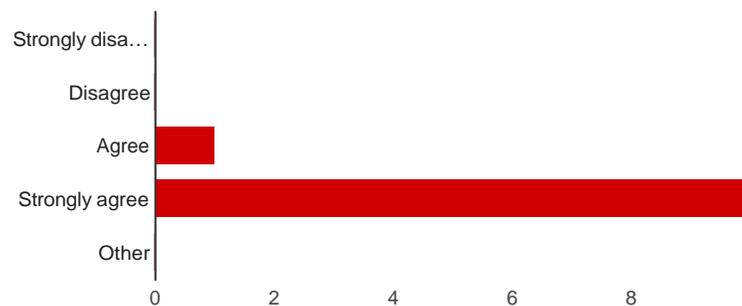
Walking	3	33.3%
Crime	3	33.3%
Comfort and Appeal	0	0%
Reliability	3	33.3%
No concerns	1	11.1%
Other	4	44.4%

“The general organization of the transit use training promoted a good learning experience.”



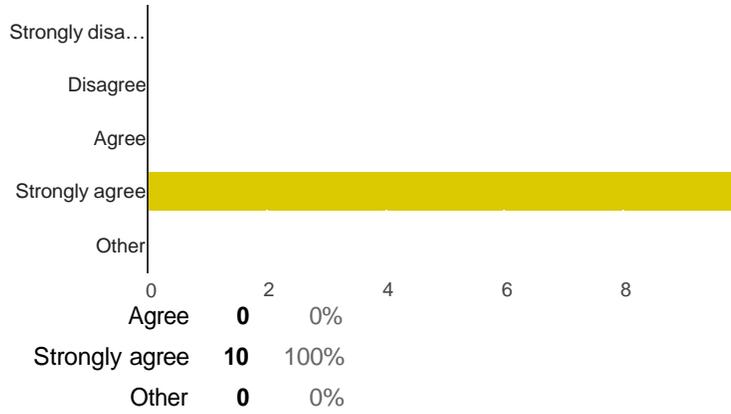
Strongly disagree	0	0%
Disagree	0	0%
Agree	0	0%
Strongly agree	10	100%
Other	0	0%

“I am less likely to ride public transit if I have to transfer to a second bus or trolley during my trip.”

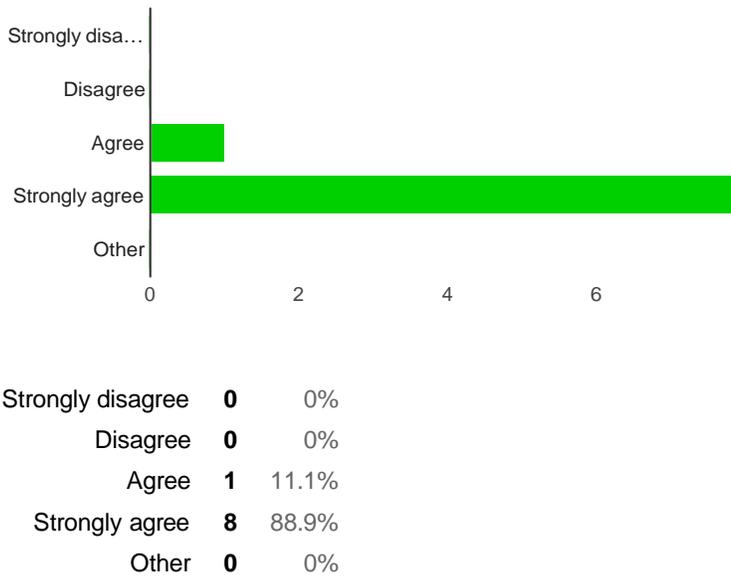


Strongly disagree	0	0%
Disagree	0	0%
Agree	1	10%
Strongly agree	10	100%
Other	0	0%

“I would recommend this training to my colleagues.”



“The training materials were relevant and informative.”



List three key knowledge/skills/attitudes you have learned that you could put to practice while riding the bus or trolley on your own:

- Tap card, travel safely, be flexible
- Reading a transit schedule Planning an outing on public transit
- Low cost seniors pass combing trolley and bus Using 511 and transit maps
- Safety advice to use while riding Key routes to use Area to access along the routes Tapping Station and Tranferings
- Requesting a stop on the bus
- cost effective and safe
- What button to push to open the door What card to buy How to read the schedule
- Watch for signage to figure out where you need to go. Be aware of your surroundings.
- Learn all the great places you can get to on public transit.
- Use day pass, watch the yellow line for safety, use the bus and trolley schedule for information.

Any other comments or observations:

- Good training all three and good instructors Terra and Misty of La Mesa Great instructors
- Terra is a fantastic guide very informative, patient and organized! Thank you!
- Very considerate and knowledgeable leader (Terra) + (Misty) It was fun!
- Training was very much appreciated. Thank you!
- Terra and Misty do a fabulous job! So organized and caring.
- A very interesting experience!
- The enthusiasm expressed by Terra makes me WANT to take transit.

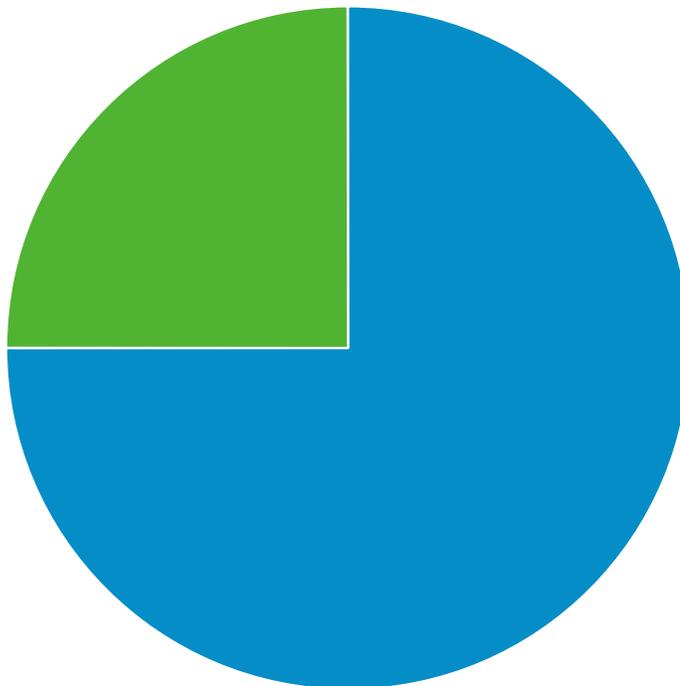
TRANSIT USE TRAINING FOLLOW-UP SURVEY RESULTS

Submissions

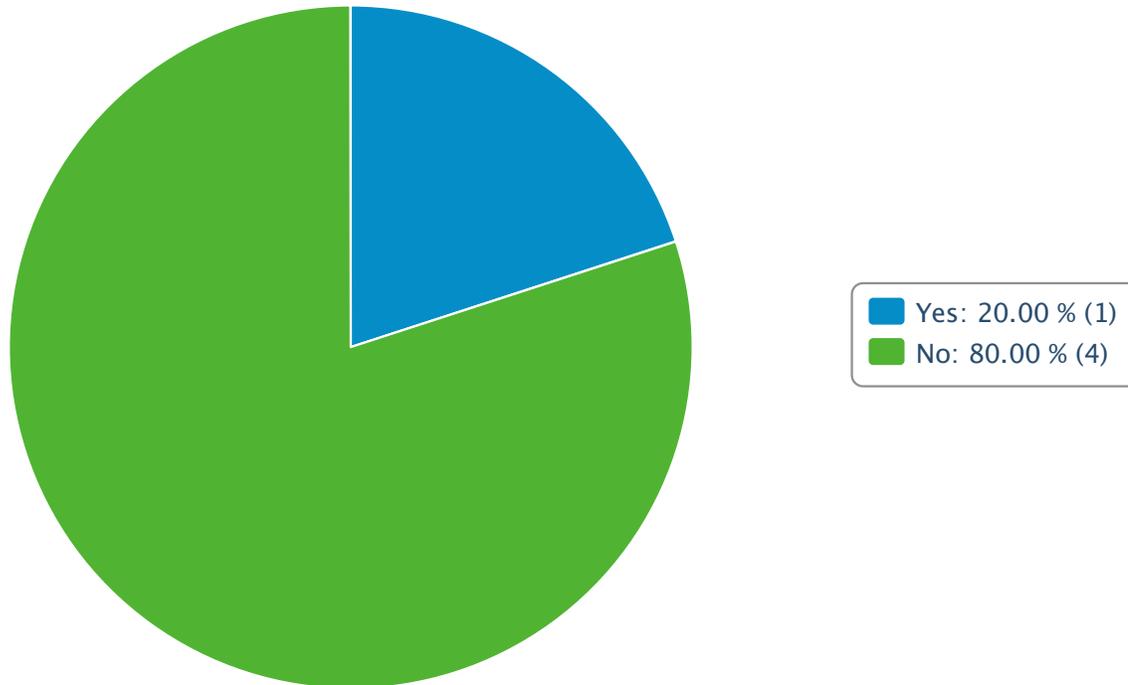
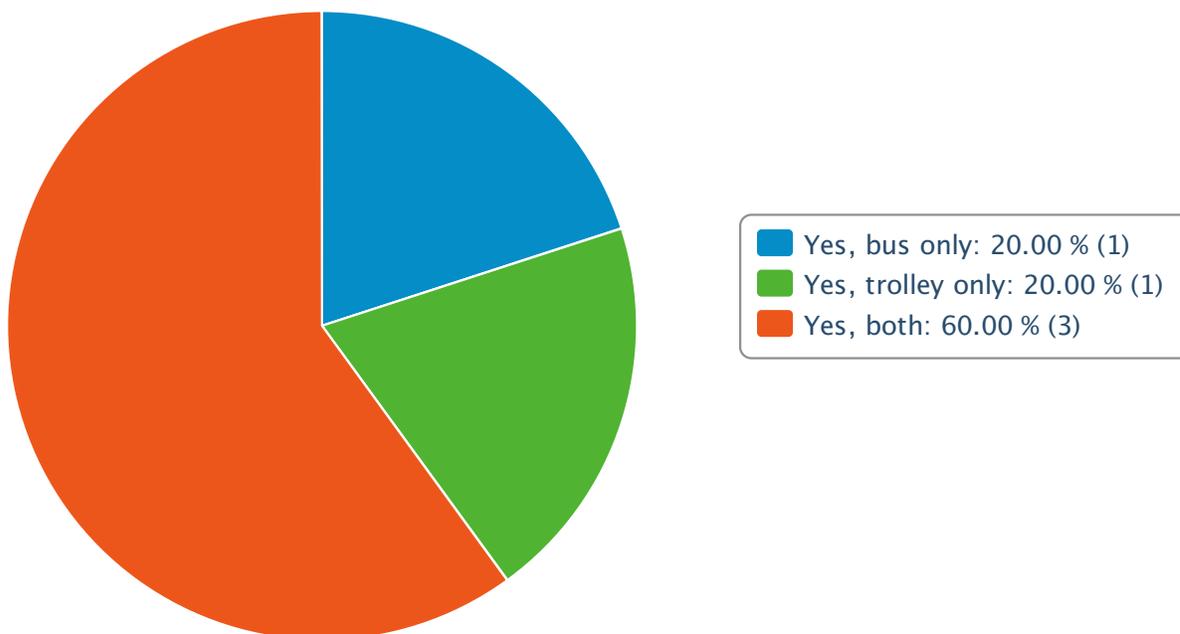
5

La Mesa Urban Trails Transit Training
Follow Up Survey Results

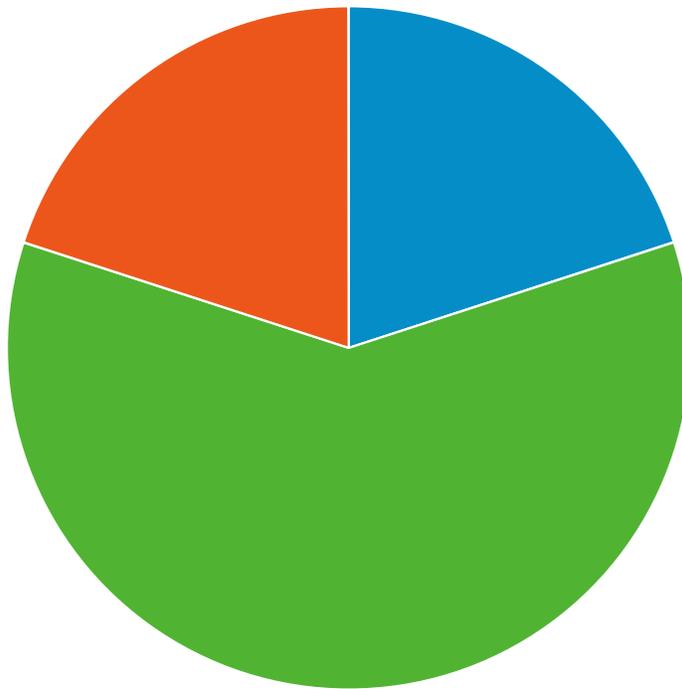
How many transit trainings did you attend?



■ One: 75.00 % (3)
■ Three: 25.00 % (1)

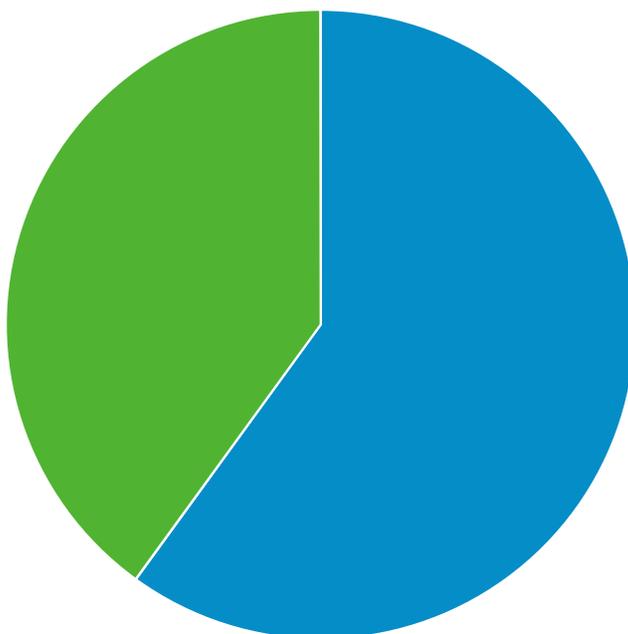
Would you like more training?**Have you used the bus or trolley on your own since the training?**

I generally feel safe using public transit.



Strongly Agree: 20.00 % (1)
Agree: 60.00 % (3)
Neutral: 20.00 % (1)

I would feel comfortable helping a friend or colleague on how to use the regional transit network.



Strongly Agree: 60.00 % (3)
Agree: 40.00 % (2)