



**CITY OF
LA MESA**

JEWEL of the HILLS

King Street Pedestrian and Bicycle Improvements

Active Transportation Program Application

City of La Mesa, CA

May 2014

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I. GENERAL INFORMATION

Project name: King Street Pedestrian and Bicycle Improvements

(fill out all of the fields below)

<p>1. APPLICANT (Agency name, address and zip code) City of La Mesa, 8130 Allison Avenue, La Mesa CA 91942</p>	<p>2. PROJECT FUNDING</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">ATP funds Requested</td> <td style="width: 5%;">\$</td> <td style="width: 25%; text-align: right;">940,000.00</td> </tr> <tr> <td>Matching Funds (If Applicable)</td> <td>\$</td> <td style="text-align: right;">110,000.00</td> </tr> <tr> <td>Other Project funds</td> <td>\$</td> <td style="text-align: right;">_____</td> </tr> <tr> <td>TOTAL PROJECT COST</td> <td>\$</td> <td style="text-align: right;">1,050,000.00</td> </tr> </table>	ATP funds Requested	\$	940,000.00	Matching Funds (If Applicable)	\$	110,000.00	Other Project funds	\$	_____	TOTAL PROJECT COST	\$	1,050,000.00
ATP funds Requested	\$	940,000.00											
Matching Funds (If Applicable)	\$	110,000.00											
Other Project funds	\$	_____											
TOTAL PROJECT COST	\$	1,050,000.00											
<p>3. APPLICANT CONTACT (Name, title, e-mail, phone #) Yvonne Garrett, Assistant City Manager / Director of Community Services ygarrett@ci.la-mesa.ca.us 619-667-1311</p>	<p>5. PROJECT COUNTY(IES): San Diego</p>												
<p>4. APPLICANT CONTACT (Address & zip code) 8130 Allison Avenue, La Mesa CA 91942</p>	<p>7. Application # <u>2</u> of <u>2</u> (in order of agency priority)</p>												
<p>6. CALTRANS DISTRICT #- Click Drop down menu below District 11</p>													

Area Description:

<p>8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu></p>	<p>SANDAG San Diego Association of Governments</p>
<p>9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu></p>	
<p>10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu></p>	<p>Within a Large MPO (Pop > 200,000)</p>

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 11-5207
12. Yes, the applicant has a STATE MA with Caltrans. 00207
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

<p>14. Partner Name*: N/A</p>	<p>15. Partner Type N/A</p>
<p>16. Contact Information (Name, phone # & e-mail) N/A</p>	<p>17. Contact Address & zip code N/A</p>

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name: King Street Pedestrian and Bicycle Improvements

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
 24. Recreational Trails*- Trail Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS: Vista La Mesa Academy, 3900 Violet Street, La Mesa CA 91941
27. SCHOOL DISTRICT NAME & ADDRESS: Lemon Grove School District, 8025 Lincoln Street, Lemon Grove CA 91945

28. County-District-School Code (CDS) 68205	29. Total Student Enrollment 685	30. Percentage of students eligible for free or reduced meal programs ** 73.63
31. Percentage of students that currently walk or bike to school 15%	32. Approximate # of students living along school route proposed for improvement 100	33. Project distance from primary or middle school 1/8 mile

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. **Project Location:** King Street and Violet Street between Waite Drive and Hoffman Avenue; Waite Drive and Hoffman Avenue between King Street and Massachusetts Avenue; and Marian Street from Hoffman Avenue to University Avenue
2. **Project Coordinates:**

Latitude	32.74895
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Longitude	-117.0479
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(Decimal degrees) (Decimal degrees)
3. **Project Description:**

The purpose of the Vista La Mesa Bicycle and Pedestrian Improvements project is to provide safe and accessible pedestrian and bicycle connections between existing facilities (school, park, little league field, community center, local and regional bicycle network) to increase the number of students and residents walking and biking to school, work, park and recreation and other destinations. Concurrently, the project will minimize bicycle/vehicle accidents, minimize pedestrian/vehicle accidents, improve bicycle and pedestrian access, reduce vehicular speed and maximize pedestrian, bicyclist and vehicular safety.

King Street, Violet Street, Waite Drive, Hoffman and Marian Street are two lane roadways that traverse a mainly residential neighborhood and provide access to Vista La Mesa School, Vista La Mesa City Park, Rolando Little League field, Ray and Joan Kroc Community Center and connect the local and regional bicycle networks. Residents and park users have expressed concerns regarding excessive vehicular speed and the need to implement traffic calming measures. Additionally, the current road configurations are a concern for families due to lack of sidewalks, bike lanes and crosswalks.

Detailed Scope of Work:

Violet Street and Waite Drive

The work at the intersection of Violet Street and Waite Drive (Attachment IX.4.1) includes the removal of the existing crosswalks and installation of high-visibility crosswalks. The stop bar

on the Violet Street approach will be relocated closer to the intersection. The northeast and northwest quadrants of the intersection will be replaced with 15-foot radius curves fitted with curb ramps at each crossing location. Two storm drains will be adjusted near the Waite Drive crosswalk, and a bulbout will be installed at the south terminal of the Waite Drive crosswalk to reduce crossing distance.

Pearson Street and Violet Street

The work at the intersection of Pearson Street and Violet Street (Attachment IX.4.2a) includes the replacement of the existing crosswalks with installation of high-visibility crosswalks. Curbs with 15-foot radii at the northeast and southeast quadrants will be installed. Five curb ramps will be placed, as well as a bulbout at the southeast crosswalk terminal to reduce crossing distance.

Violet Street between Waite Drive and Pearson Street

The work on Violet Street between Waite Drive and Pearson Street (Attachment IX.4.2b) includes upgrading existing signage per the current MUTCD standards. Signage improvements include the replacement of the existing Wrong Way sign at the southern access point to the school parking lot with two Do Not Enter signs, and the replacement of three pedestrian crossing signs with fluorescent yellow-green signs.

Jill Lane and Waite Drive

The work at the intersection of Jill Lane and Waite Drive (Attachment IX.4.3) includes the placement of a high-visibility crosswalk and 15-foot radii curbs with curb ramps, tree trimming, and the relocation of the stop bar on the south Jill Lane approach. Two new Stop Ahead signs will be placed per current MUTCD standards, as well as new limit lines and legends.

Waite Drive and King Street, and Waite Drive and Shirlene Place

The work at the intersections of Waite Drive and King Street, and Waite Drive and Shirlene Place (Attachment IX.4.4) includes the installation of 15-foot radius curbs with curb ramps,

connected by two high-visibility crosswalks, as well as the installation of a new Way Finding Sign “Vista La Mesa Park.” Additionally, new sidewalk will be installed on the west side of King Street from Waite Drive to Hoffman Avenue.

Hoffman Avenue and Charles Street

The work at the intersection of Hoffman Avenue and Charles Street (Attachment IX.4.5) includes the relocation of the existing stop bars, the removal of the existing crosswalks and the installation of 15-foot radius curbs with curb ramps, connected by new high-visibility crosswalks. Signage improvements include new Speed Limit and School Zone signs.

Class III Bicycle Facilities

Approximately 1.5 miles of Class III bicycle facilities will be included with the placement of Sharrows in the following areas: on King Street and Violet Street between Waite Drive and Hoffman Avenue; on Hoffman Avenue and Waite Drive between King Street and Massachusetts Avenue; and on Marian Street between Hoffman and University Avenue (Attachment IX.4.6).

4. Project Status

The California Environmental Quality Act (CEQA) Class 1 categorical exemption (Section 15301), which applies to existing facilities that are not being expanded, is applicable to this project and a notice of exemption has been completed. In addition, a cultural resources study of the areas was completed and the study indicated no impact.

Right-of-Way is underway and preliminary plans are complete.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

According to records from the Trauma Center at Rady Children's and the County Emergency Medical Services in San Diego, pedestrian injuries are a leading cause of unintentional death for school aged children. Many of these injuries are preventable through increased driver, pedestrian, and bicycle safety education efforts.

The purpose of this project is to:

- Increase the number of students and residents who walk or bike as a mode of transportation
- Minimize bicycle/vehicle accidents by providing Class III bicycle facilities for bicyclists and increase driver awareness through signage
- Minimize pedestrian/vehicle collisions at key locations by installing curb radius reductions, bulbouts and high-visibility crosswalks
- Minimize the severity of potential accidents by providing traffic calming measures and decreasing vehicular traffic speed
- Improve pedestrian access and safety where hazardous conditions exist by:
 - Installing sidewalk, ADA ramps, bulbouts, curb radius reductions, high-visibility crosswalks and new signage
- Improve bicycle access and safety where hazardous conditions exist by:
 - Installing Class III bicycle facilities including Sharrows and bike route signs connecting local and regional bicycle networks

King Street, Violet Street, Waite Drive, Hoffman and Marian Street are two lane roadways that traverse a mainly residential neighborhood and provide access to Vista La Mesa School, Vista La Mesa City Park, Rolando Little League field, Ray and Joan Kroc Corps Community Center and connect to the local and regional bicycle networks. Residents and park users have

expressed concerns regarding excessive vehicular speed and the need to implement traffic calming measures. Additionally, the current road configurations are a concern for families due to lack of sidewalks, bike lanes or crosswalks in an area where many children are present as they access the park, little league field or walk/bike to school.

In addition, needs were documented through outreach conducted during a CX3 (Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention) project completed at Vista La Mesa Academy (VLMA) in the fall of 2013. The project consisted of a walkability workshop, walk audits of the area around VLMA, meetings with school officials and outreach activities resulting in an infrastructure improvement plan that included problems with solutions. The plan addresses concerns for lack of sidewalks, bicycle facilities, signage and crosswalks as well as high vehicular speed. Additionally, student tallies and parent surveys completed in March 2014 noted less than 20% of students walked or biked to school. According to the parent surveys, concerns consisted of criminal activity, lack of sidewalks and crosswalks and high vehicle speed.

The City of La Mesa has conducted several studies that analyzed and identified alternative transportation needs of the community including King Street, Waite Drive, and Violet Street. Workshops and community meetings were used to identify alternative transportation needs.

- The 2010 La Mesa Sidewalk Master Plan identifies need for sidewalks along King Street in order to complete gaps that currently exist in the pedestrian network
- The 2012 La Mesa Parks Master Plan identifies need for almost 40,000 linear feet of sidewalk in the neighborhood surrounding VLMA and Vista La Mesa Park
- The 2012 La Mesa Bicycle Facilities and Alternative Transportation Plan proposed a bike route that will make a key connection between Vista La Mesa Academy (K-8), Vista La Mesa Park, and the regional bicycle network. The plan identified King Street as part of a significant bicycle route in La Mesa.

Goals for the project include:

- Create safer routes to school and increase the number of pedestrians and bicyclists commuting to school, recreation and other destinations
- Increase safety and mobility of all non-motorized users and improve public health
- Provide safe and accessible pedestrian and bicycle connections between existing facilities with the installation of sidewalks, bicycle facilities and traffic calming measures
- Reduce vehicular speed and maximize pedestrian and bicyclist safety with the installation of bulbouts, curb radius reductions, mid-block crossings, high-visibility crosswalks and additional signage
- Provide pedestrians with new accessible crossings at high pedestrian volume locations including the school, park and little league field
- Provide a designated bicycle route that has been identified in the La Mesa Bicycle Facilities and Alternative Transportation Plan connecting existing gaps
- Provide direct connections to public transit hubs
- Connect existing gaps in local and regional bicycle networks
- Decrease congestion near Vista La Mesa Academy and reduce greenhouse gases

2. Consistency with Regional Transportation Plan (100 words or less)

The Vista La Mesa Bicycle and Pedestrian Improvements project is consistent with the 2050 Regional Transportation Plan (SANDAG 2011) chapter 6, pages 51-55 (Active Transportation, San Diego Regional Bicycle Plan and Safe Routes to School Strategy). The existing pedestrian and bicycle facilities in the area of the proposed project are deficient. The proposed project would enhance the alternative transportation facilities at the project site, including pedestrian, bicycle and bus facilities, and connect a gap in the regional bicycle network. The improvements will enhance quality of life, promote sustainability, and offer more active transportation options for students and residents.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe how your project encourages increased walking and bicycling, especially among students.

Vista La Mesa Academy (K-8) currently has nearly 700 students enrolled, but only 15% of students walk or bike to school. This project would provide safer and easier active transportation options to access the school as well as nearby 2.74-acre Vista La Mesa Park, the Ray and Joan Kroc Corps Community Center, and Rolando Little League field.

One of the main goals of this project is to enhance safety for pedestrians and bicyclists by providing safe and accessible pedestrian and bicycle connections between existing facilities with the installation of sidewalks, bicycle facilities and traffic calming measures. The installation of bulbouts, curb radius reductions, mid-block crossings, high-visibility crosswalks and additional signage will reduce vehicle speed and increase safety for pedestrians and bicyclists. The project will provide new accessible crossings at high pedestrian volume locations and a designated bicycle route that has been identified in the La Mesa Bicycle Facilities and Alternative Transportation Plan connecting existing gaps in the network. Providing a safer, more pedestrian and bicycle friendly environment will encourage students and community members to walk or bicycle to school and recreational destinations.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The majority of the users of the improved accommodations are school children between the ages of 5 and 13. Parent surveys were dispensed in order to collect data for the proposed improvements. The surveys yielded 315 responses to the question “Would you probably let

your child walk or bike to/from school if this problem were changed or improved?" Thirty percent of parents indicated that they would probably permit their child to walk or bike to school if vehicular speed was reduced, 27% if sidewalks were provided or improved, and 37% if safety of the intersections were improved. Post project surveys will be completed to track the success of the project.

In 2009, a Safe Routes to School (SRTS) program commenced in eight La Mesa schools. Since the program was implemented, there has been a 26.1% decline in pedestrian collisions, and 21.4% decline in collisions involving bicyclists. The number of pedestrian/bicycle injuries declined by 23.5%.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The Class III bicycle accommodations on Marian Street, King Street, Violet Street, and Waite Street will connect the neighborhood to the existing Class II accommodations on Massachusetts Avenue, which will ease bicycle commuting to Vista La Mesa Academy located on the route. The Class III accommodations on Marian Avenue will bring bicyclists within approximately 300 feet of the Ray and Joan Kroc Corps Community Center, as well as the Class II accommodations on 70th Street which continues northeast toward El Cajon Boulevard. Similarly, the improvements in pedestrian accommodations will decrease crossing distances and alert drivers to the presence of pedestrians. The installation of new sidewalk on King Street from Waite Drive to Hoffman Avenue will complete a gap in the pedestrian and bicycle network and lead to Vista La Mesa Park on King Street.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project directly addresses three of the main parent concerns which prevent children from walking to school: 1) high vehicle speed 2) lack of sidewalks and 3) unsafe

intersections and crossings. The installation of sidewalks, curb radius reductions, high-visibility crosswalks, updated signage and class III bicycle facilities (Sharrow pavement markings) will act to provide mobility options to a community that overwhelmingly opts to drive children to school due to the lack of accommodations.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The lack of pedestrian facilities along existing school routes makes it challenging for students to walk to and from school safely. According to records from the Trauma Center at Rady Children's and the County Emergency Medical Services in San Diego, pedestrian injuries are a leading cause of unintentional death for school aged children. Many of these injuries are preventable through increased driver, pedestrian, and bicycle safety education efforts. In an attempt to minimize pedestrian collisions, the project will enhance the safety of children walking to and from the Vista La Mesa Academy and nearby recreational destinations by enhancing safety routes for pedestrians in this neighborhood.

The project has potential to reduce pedestrian and bicycle injuries and fatalities by decreasing vehicle speed and alerting drivers to the presence of bicyclists and pedestrians through the Sharrow pavement markings, improved signage, and high-visibility crosswalks.

Additionally, the curb radius reductions decreases speed of turning vehicles and the installation of bulbouts at selected crossing locations shortens the crossing distance and improves visibility between motorists and pedestrians. These improvements will improve pedestrian safety and connectivity by increasing awareness of pedestrian crossings and allowing for safe and accessible travel for pedestrians with disabilities to and from school.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

The proposed project will fulfill five of the six criteria listed above. Motor vehicle speed will reduce as a result of the reduced curb radii and the narrowed travel lanes at the bulbouts, as well as the increased signage and high-visibility crosswalks which alert motorists to the presence of school age pedestrians. Visibility will be improved between the motorist and pedestrian as a result of the installation of the bulbouts. The project addresses inadequate traffic control devices by updating signage to meet current MUTCD specifications. The updated signage will encourage drivers to reduce their speed in the school zone and remind them to look for pedestrians; positive behaviors that may reduce collisions and near misses. The project addresses inadequate bicycle facilities through the addition of the Class III accommodations, addresses inadequate crosswalks by removing deficient ones and replacing them with high-visibility crosswalks, and addresses inadequate sidewalk on King Street by adding approximately 18,000 square feet of sidewalk.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Collision data was compiled over a 9-year period from 2003-2011 using the TIMS Safe Routes to School Collision Map Viewer tool. The data includes all bicycle and pedestrian collisions that occurred within a half-mile radius of VLMA, a total of 41 incidents. Pedestrians were involved in 23 of the crashes, and bicyclists were involved in 18. Every collision within this data set resulted in at least one injury, and 12 resulted in severe injury.

3. PUBLIC PARTICIPATION and PLANNING

A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders

Meetings were held with the principal, school staff and the PTA of Vista La Mesa Academy (VLMA) to discuss options for the SRTS program and the needs of the school as well as the infrastructure needs. Outreach was conducted during a 2013 CX3 (Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention) project completed with youth from VLMA. The project consisted of a walkability workshop, walk audits of the neighborhood around the school, meetings with school staff and parents and various outreach and encouragement activities resulting in an infrastructure improvement plan that identified problems and incorporated solutions. The plan addresses concerns for lack of sidewalks, bicycle facilities, signage and crosswalks as well as high vehicular speed. Additionally, student tallies and parent surveys were completed in March 2014 in which parents indicated their children's transportation methods to school and were able to voice their concerns over allowing children to walk or bike.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Resident surveys conducted for the 2012 La Mesa Parks Master Plan noted 12.6% "inadequate walking connections" as the reason they do not use the park. When asked how access to La Mesa's parks could be improved, 43% responded that walkway connections needed improvement, 27.6% responded that street crossings needed improvement, 25.2% responded that better bike lanes would encourage park use, and another 25.2% responded that new walkway connections should be installed where there are gaps in the network. Resident surveys from the 2012 La Mesa Bicycle Facilities and Alternative Transportation Plan noted that 63% of survey responses indicated that a lack of bicycle friendly roadways

discouraged bicycle commuting to a great extent, and 59% indicated that more bike lanes painted on safe streets would affect their decision to bike to a great extent. Finally, 27% of VLMA parents responded in a survey that they would probably allow their child to walk or bike to school if sidewalks were provided or improved, and 37% if safety of the intersections were improved. After reviewing the public input from these sources, the City of La Mesa developed this plan for proposed work, and prioritized it according to the guidelines in the La Mesa Parks Master Plan Section 5.2 “Project Prioritization.”

C. Is the project cost over \$1 Million? YES

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? YES

The following plans are saved to the attached CD/thumbdrive:

- 1) La Mesa Bicycle Facilities and Alternative Transportation Plan, 2) La Mesa Parks Master Plan, 3) La Mesa Sidewalk Master Plan and 4) La Mesa Walkability Plan

4. COST EFFECTIVENESS

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

The method for developing the plan involved gathering input from students, parents and neighborhood residents through community workshops, parent surveys, and walk audits. Representatives from the La Mesa Police and Engineering Departments, San Diego County Heal and Human Services Agency and local non-profit agencies worked together to develop consider all feedback and develop the project concept. Most of the concerns are adequately addressed, however some concerns have been left for future improvement projects.

In addition to the work described in this proposal, the public also requested that new sidewalks be installed on Hoffman Avenue, that parking lanes be pavement marked to make Waite Drive feel narrower thereby slowing traffic, and to fill a drainage ditch on Waite Drive for aesthetics. While parking lane pavement markings are not included in the plan, the placement of Sharrows will achieve the same goal of slowing traffic. The sidewalk on King Street leads directly to Vista La Mesa Park and is geographically closer to the school. The scope of the proposed work achieves the project's purpose to encourage students and community members to engage in active transportation options.

B. Calculate the ratio of the benefits of the project

Six countermeasures were selected using the TIMS Benefit/Cost Calculator Tool, which represent the proposed improvements.

- Countermeasure 1: Install pedestrian crossing (with enhanced safety features/curb-extensions) – CRF 35, Service Life 20
- Countermeasure 2: Install pedestrian crossing (new signs and markings only) – CRF 25, Service Life 10
- Countermeasure 3: Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs – CRF 15, Service Life 10
- Countermeasure 4: Install bike lanes – CRF 35, Service Life 20
- Countermeasure 5: Install/upgrade signs with new fluorescent sheeting (regulatory or warning) – CRF 15, Service Life 10
- Countermeasure 6: Install sidewalk/pathway (to avoid walking along roadway) – CRF 80, Service Life 20

Collision data was compiled over a nine-year period from 2003 – 2011 using the TIMS Safe Routes to School Collision Map Viewer. The data was uploaded into the TIMS Benefit/Cost Calculator Tool. The combined benefit of the six countermeasures is \$15.1 million. The total cost of the project is approximately \$1,050,000. According to the TIMS Calculator Tool, the Benefit to Cost Ratio is 14.4.

After manual inspection of the crash locations, it was determined that although 41 incidents occurred within a half-mile radius of the school, that the incidents that occurred south of the Martin Luther King Jr Freeway could be excluded from the calculation of benefit/cost ratio. The freeway creates a barrier with few safe crossings. Therefore, the collision frequency south of the freeway is unlikely to be affected by the proposed improvements. The more representative data set for the benefit/cost ratio calculation includes 17 collisions, 8 involving pedestrians and 9 involving bicyclists. The adjusted benefit is \$7.3 million, and the adjusted Benefit to Cost Ratio is 6.95. These values do not include the benefit of increased mobility resulting from filling a gap in the alternative transportation network, health benefits from increased activity especially among children, or benefits of reduced traffic congestion near the school such as reduced delay and improved air quality. These safety and community benefits strongly justify the project cost.

5. IMPROVED PUBLIC HEALTH

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

La Mesa is an ideal environment for promoting healthy living through physical activities that include walking and bicycling due to its temperate climate and compact development. However, many streets have missing sidewalks or lack buffers between active transportation users and vehicle traffic. Numerous studies have linked childhood obesity with obesity in

adulthood and an increase in illness such as cardiovascular disease, cancer, and diabetes. Physical activity is a critical part of staying healthy. By increasing opportunities to incorporate walking into normal routines such as commuting to school or work, the City of La Mesa can help improve the overall health of its residents. The San Diego County Childhood Obesity Action Plan notes that Latino and African American youth will, statistically, face higher incidence and likelihood of being overweight. This is especially impactful to Vista La Mesa Academy, where 71% of the population is Hispanic or African American, according to the National Center for Education Statistics CCD Public school data collected in the 2011-2012 school year.

San Diego County Health and Human Services Agency tracks health statistics in each of six regions in San Diego County with La Mesa being in the East Region. La Mesa ranks second highest for diabetes and lung cancer mortality, as well as emergency room discharge with primary diagnosis of diabetes. Childhood obesity is higher in La Mesa (36.9%) compared to the County overall (34.5%)(UCLA Center for Health Policy Research and the California Center for Public Health Advocacy).

The proposed project is consistent with the San Diego County Childhood Obesity Action Plan goals, which include modifying current city and general plans to incorporate walking and cycling paths, establishing safer routes to school and complete street designs to encourage walking and bicycling.

Research indicates that it is easier to maintain physical activity levels through activities that are incorporated into daily life such as walking, cycling or using the stairs than through activities that require a gym or recreation center membership. In addition to individual health benefits, fiscal benefits reward the entire community through a reduction in health care costs and lost days of work.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** (0-10 points)

A. I. **Is the project located in a disadvantaged community?** No

II. **Does the project significantly benefit a disadvantaged community?** No

a. **Which criteria does the project meet?**

The project does not meet the criteria

b. **Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.**

Yes, the community should be considered disadvantaged despite not meeting the requirements for a neighborhood's classification as a Disadvantaged Community.

Statistical data from the 2010 US Census indicate that this community is approaching disadvantaged status based on two of the three criteria, the median household income and the percentage of students at Vista La Mesa Academy who are eligible for the Free or Reduced Price Meals Programs (FRPM).

The median household income for the community that would most benefit from the proposed project, primarily residing in zip code 91945, is \$50,092. The median household income for the State of California is \$61,400. For this neighborhood to meet the criteria, the median household income would have to be less than \$49,120, or 80% of the statewide household median income. The difference between these values is \$972, a 1.96 percent difference.

The percentage of students at Vista La Mesa Academy who are eligible for the FRPM programs is 73.63%, according to the California Department of Education Student Poverty data, in the school year 2011-2012. For this neighborhood to meet the criteria, the percentage of students eligible for the FRPM programs would have to be at least 75%.

Additionally, this area qualifies for CDBG federal funding, which is based on the percentage of the population which has low to moderate income. Given that this community very nearly qualifies in two out of the three criteria and qualifies for CDBG funding as determined by the US Department of Housing and Urban Development, the City of La Mesa proposes that the community be considered disadvantaged for the Active Transportation Program application.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The median household income within the Lemon Grove School District is approximately 18% lower than the State median income and 21% lower than the San Diego County median income, according to the US Census Bureau. This project is in the immediate vicinity of the Vista La Mesa Academy elementary school. The farthest point of the project is 0.66 miles away from the elementary school, a distance that can easily be walked in 15-20 minutes, or biked in 5 minutes. Therefore, school children from the surrounding residences would be very likely to use the accommodations to walk or bike to school. Additionally, the school is located 0.1 miles from a census tract with a median household income of \$26,696, which is 46% lower than the statewide value. Due to this project's location in a disadvantaged area near community destination points, it is estimated that 100% of the project funds will benefit the disadvantaged population.

By improving pedestrian and bicycle accommodations, mobility barriers are reduced. The proposed project encourages increased walking, especially among students, by enhancing the safer routes for children walking to and from school within disadvantaged communities. One of the major goals of the Safe Routes to School Project is to enhance safety for pedestrians by creating driver awareness of active school routes and allowing for safe and accessible travel for

pedestrians with disabilities. By providing improvements such as high-visibility crosswalks, ADA accessible ramps, bulbouts, pedestrian crosswalk signs, and the installation of new sidewalk on King Street; the project will attempt to establish a safe, pedestrian friendly “walkable” environment that will encourage students to routinely walk to and from local schools as well as parents, teachers, school staff members, and nearby residents.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Virginia Clark; (916) 341-3147; Virginia.Clark@ccc.ca.gov

Information was submitted on May 2, 2014.

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Leah Healy; 619-235-6884 x 3120; lhealy@urbancorps.org

Information was submitted on May 2, 2014.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

The CCC is not qualified to assist us on this project.

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

The CALCC is qualified to partner on the sidewalk installation on King Street.

8. **APPLICANT'S PERFORMANCE ON PAST GRANTS** (0 to -10 points)

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

NOT-APPLICABLE - The City has successfully administered a number of local, state, and federally funded grant projects over the last five years without any failures.

Project name: King Street Pedestrian and Bicycle Improvements

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/16/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				City of La Mesa		
				MPO	Element	
				SANDAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Misty Thompson		619-667-1319		mthompson@ci.la-mesa.ca.us		
Project Title						
King Street Pedestrian and Bicycle Improvement Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Pedestrian and bicycle safety improvements near the Vista La Mesa Academy elementary school in the City of La Mesa. Vista La Mesa Academy is in the Lemon Grove School District. The project limits are: King Street and Violet Street between Waite Drive and Hoffman Avenue; Waite Drive and Hoffman Avenue between King Street and Massachusetts Avenue; and Marian Street from Hoffman Avenue to University Avenue. Scope includes high visibility crosswalks, Class III bicycle accommodations, curb radius reductions, bulbouts, improved signing.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	City of La Mesa					
PS&E	City of La Mesa					
Right of Way	City of La Mesa					
Construction	City of La Mesa					
Purpose and Need						<input type="checkbox"/> See page 2
King Street, Violet Street, Waite Drive, Hoffman and Marian Street are two lane roadways that traverse a mainly residential neighborhood and provide access to Vista La Mesa School, Vista La Mesa City Park, Rolando Little League field, Ray and Joan Kroc Corps Community Center and connect to the local and regional bicycle networks. Residents and park users have expressed concerns regarding excessive vehicular speed and the need to implement traffic calming measures. Additionally, the current road configurations are a concern for families due to lack of sidewalks, bike lanes or crosswalks in an area where many children are present as they access the park, field or walk/bike to school.						
Project Benefits						<input checked="" type="checkbox"/> See page 2
The project will add 1.5 miles of Class III bike lane which connects to a Class II bike lane and reduces vehicular speed by drawing motorist attention to the presence of alternative modes of transportation. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improved signage will be implemented to create a safe and accessible active transportation route.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						Exempt
Begin Environmental (PA&ED) Phase						Exempt
Circulate Draft Environmental Document				Document Type	CE/CE	Exempt
Draft Project Report						Exempt
End Environmental Phase (PA&ED Milestone)						02/01/15
Begin Design (PS&E) Phase						02/01/15
End Design Phase (Ready to List for Advertisement Milestone)						07/01/15
Begin Right of Way Phase						07/01/15
End Right of Way Phase (Right of Way Certification Milestone)						11/01/15
Begin Construction Phase (Contract Award Milestone)						02/01/16
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/16
Begin Closeout Phase						09/01/16
End Closeout Phase (Closeout Report)						12/01/16

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-8410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	5/16/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11						
Project Title						
King Street Pedestrian and Bicycle Improvement Project						
Additional Information						
<p>SCS/GHG Goals</p> <p>As noted in the City's Bicycle Master Plan, one way to help meet the emissions targets expressed in AB 32 is to increase the bicycle mode share by substituting bicycle trips for automobile trips. Additionally, the SMART Foundation notes greenhouse gas (GHG) emission reduction measures that the City aims to implement in order to achieve the emission reduction targets. These include implementation of bicycle corridor improvements and supportive infrastructure; encouraging employers to institute programs that provide financial incentives for commuters to reduce their vehicle trips and use alternative transportation modes; and implementation of neighborhood traffic calming projects. By providing the proposed bicycle facility that connects important community features like schools and parks, the City will be making active transportation safer and more accessible for residents, which will promote an increase in use.</p>						

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/16/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD					
Project Title: King Street Pedestrian and Bicycle Improvement Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		40,000						40,000	
PS&E		90,000						90,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		20,000						20,000	
CON			900,000					900,000	*CON budget includes construction administration and construction management
(Please see She		150,000	900,000					1,050,000	

Fund No. 1:	ATP								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		35,000						35,000	Caltrans
PS&E		80,000						80,000	*CON budget includes construction administration and construction management
R/W SUP (CT)									
CON SUP (CT)									
R/W		15,000						15,000	
CON			810,000					810,000	
TOTAL		130,000	810,000					940,000	

Fund No. 2:	CDBG Federal Funds - Matching Funds								Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		5,000						5,000	
PS&E		10,000						10,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,000						5,000	
CON			90,000					90,000	
TOTAL		20,000	90,000					110,000	

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Project name: King Street Pedestrian and Bicycle Improvements

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	115,000
Right-of-Way Phase	\$	15,000
Construction Phase-Infrastructure	\$	810,000
Construction Phase-Non-infrastructure	\$	0
Total for ALL Phases	\$	940,000

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

CDBG Federal Funds - *Matching Funds	\$	110,000
	\$	
	\$	
	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	1,050,000
Project is Fully Funded	No	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	0
Request for Safe Routes to Schools Infrastructure work	\$	1,050,000
Request for Safe Routes to Schools Non-Infrastructure work	\$	0
Request for other Non-Infrastructure work (non-SRTS)	\$	0
Request for Recreational Trails work	\$	0

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

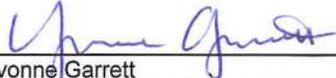
	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	01/01/2015	02/01/2015
PS&E	02/01/2015	07/01/2015
Right-of-Way	07/01/2015	11/01/2015
Construction	02/01/2016	09/01/2016

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: King Street Pedestrian and Bicycle Improvements

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Yvonne Garrett
Title: Asst City Manager/Dir of Comm Services

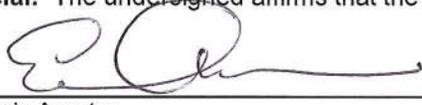
Date: 5-15-14
Phone: 619-667-1311
e-mail: ygarrett@ci.la-mesa.ca.us

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: 
Name: Greg Humora
Title: City Engineer / Director of Public Works

Date: 5/15/14
Phone: 619-667-1146
e-mail: ghumora@ci.la-mesa.ca.us

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: 
Name: Ernie Anastos
Title: Superintendent

Date: 5/15/2014
Phone: 619-825-5600
e-mail: eanasto@lgsd.k12.ca.us

Person to contact for questions:

Name: Misty Thompson
Title: Safe Routes Coordinator

Phone: 619-667-1319
e-mail: mthompson@ci.la-mesa.ca.us

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: NOT-Applicable
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:
King Street Pedestrian and Bicycle Improvements

IX ~~VIII~~ ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- N/A Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- N/A Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- N/A Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

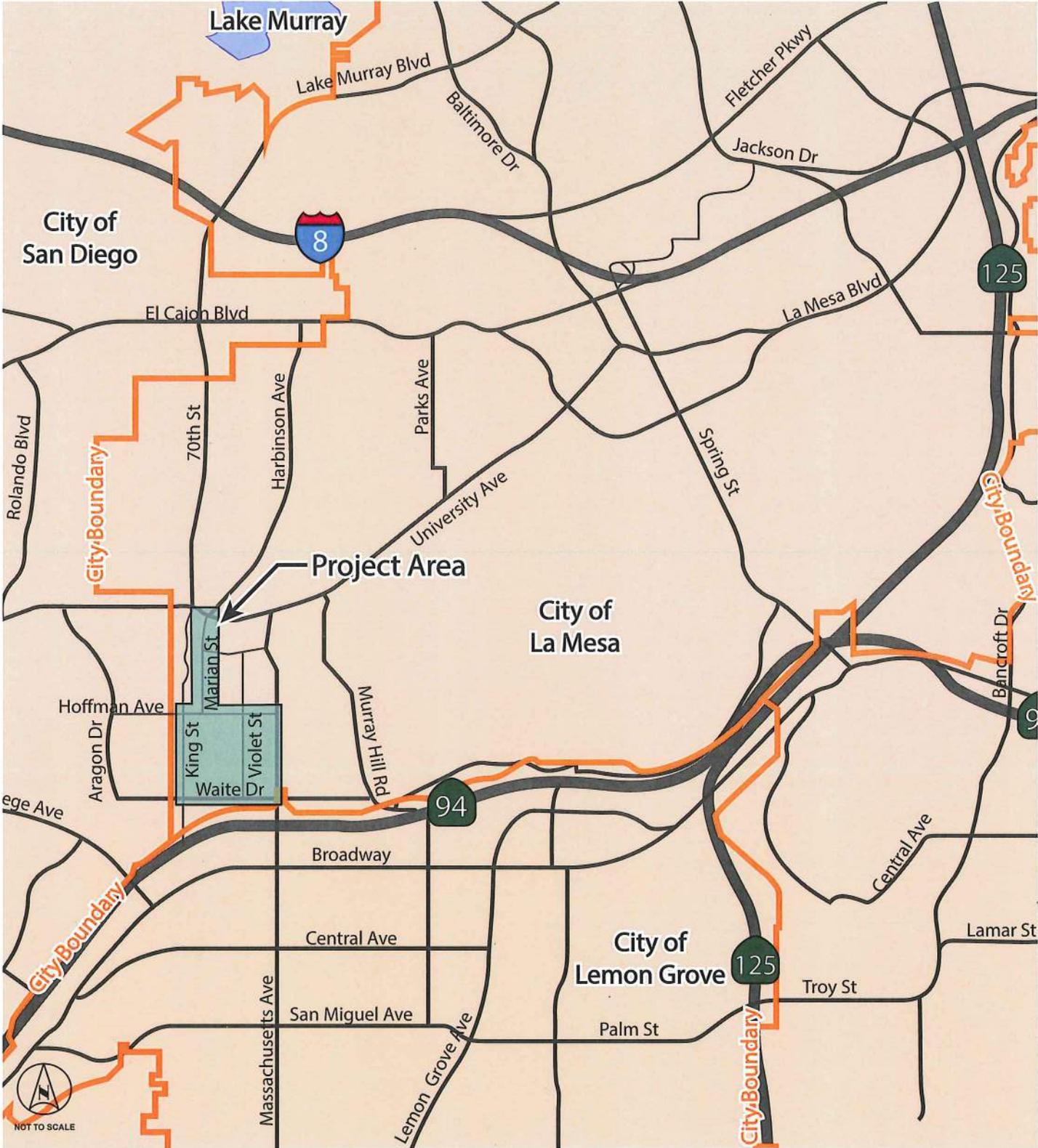
- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

Vicinity Map



King Street

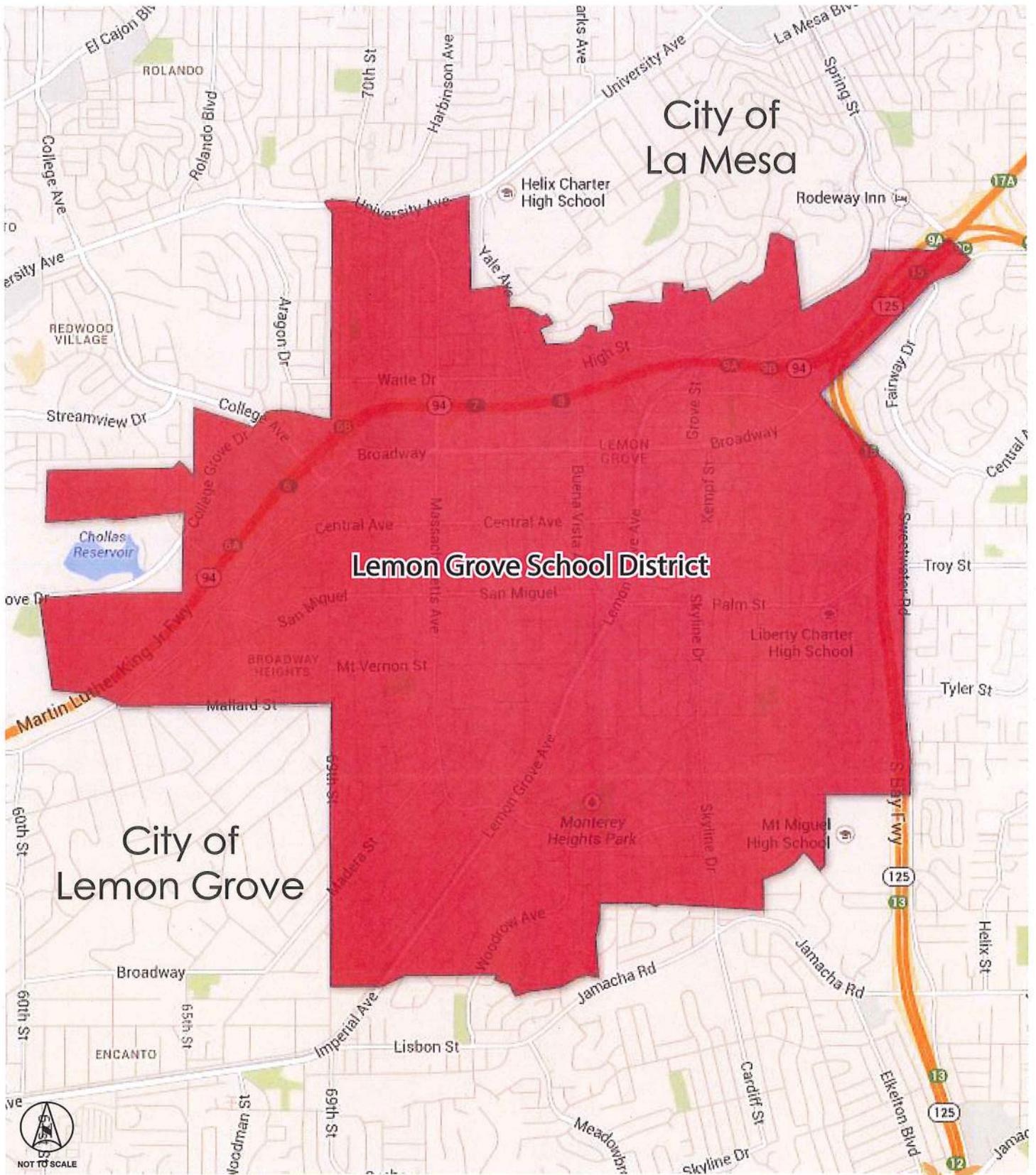
Pedestrian and Bicycle Improvements



Additional Attachments

Lemon Grove School District Boundary Map

Lemon Grove School District Boundary Map



CITY OF LA MESA
JEWEL of the HILLS

King Street Pedestrian and Bicycle Improvements



Photos



City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken on Waite Drive facing west

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Waite Drive and Violet Street intersection
facing east on Waite Drive

City of La Mesa
King Street Pedestrian and Bicycle Improvements



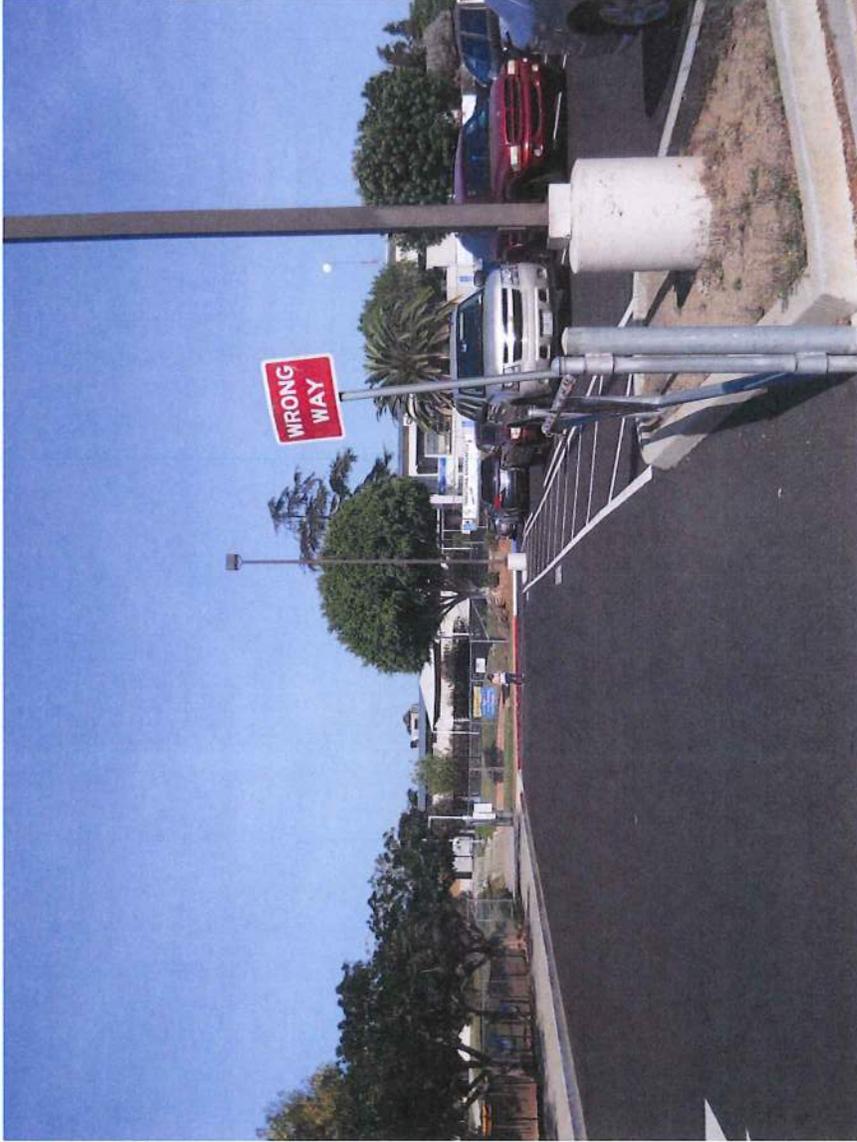


City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Violet Street and Pearson Street intersection facing northeast

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken in front of Vista La Mesa Elementary School
facing west towards the parking lot

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Waite Drive and Jill Lane intersection facing southwest on Waite Drive

City of La Mesa
King Street Pedestrian and Bicycle Improvements



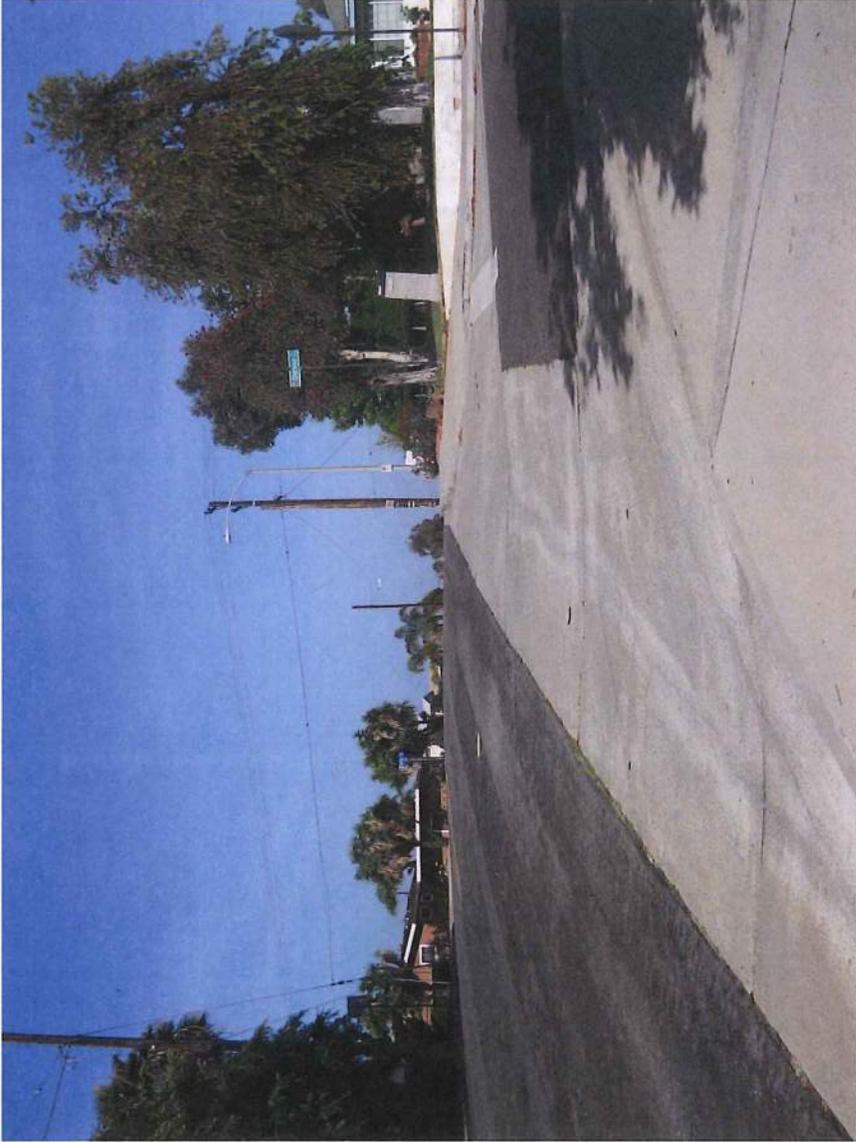


City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Waite Drive and King Street intersection facing southwest on King Street

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Shirlene Place and Waite Drive intersection facing west on Waite Drive.

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at the Hoffman Avenue and Charles Street intersection facing north on Charles Street

City of La Mesa
King Street Pedestrian and Bicycle Improvements



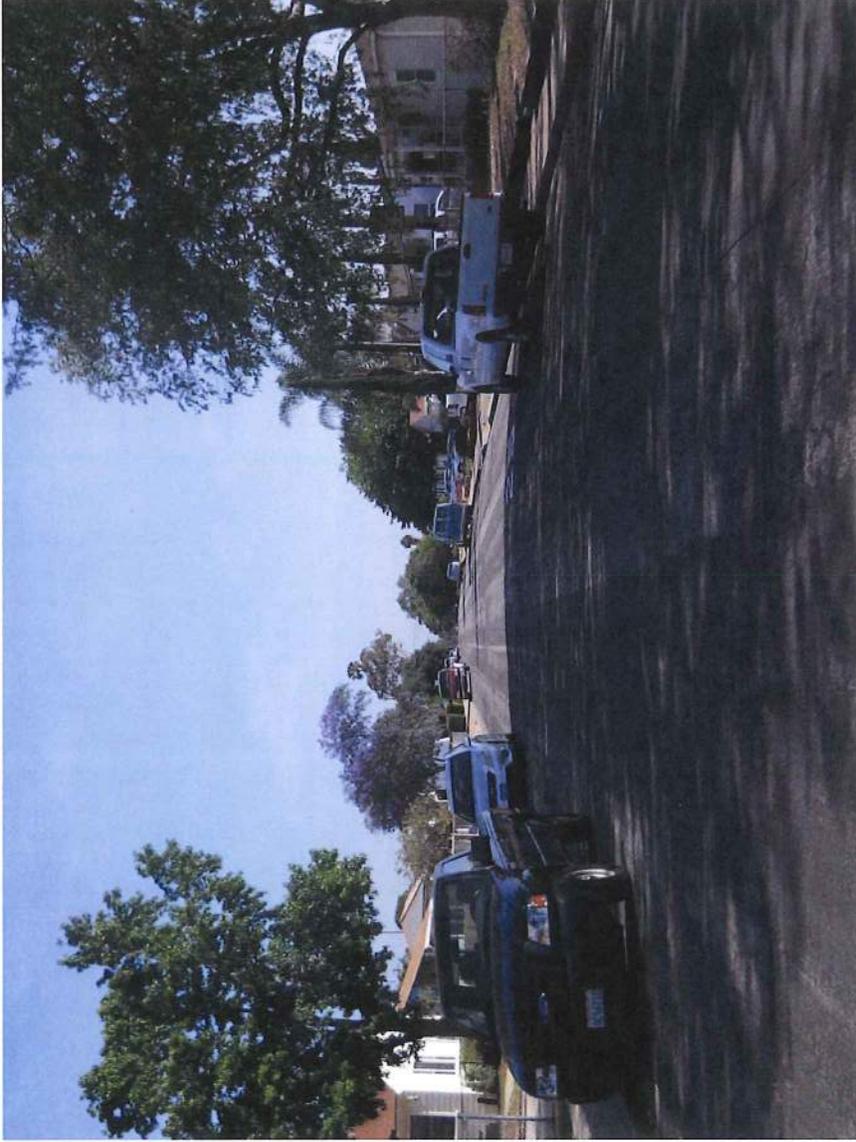


City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken on Marian Street facing north

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken on Violet Street facing north

City of La Mesa
King Street Pedestrian and Bicycle Improvements



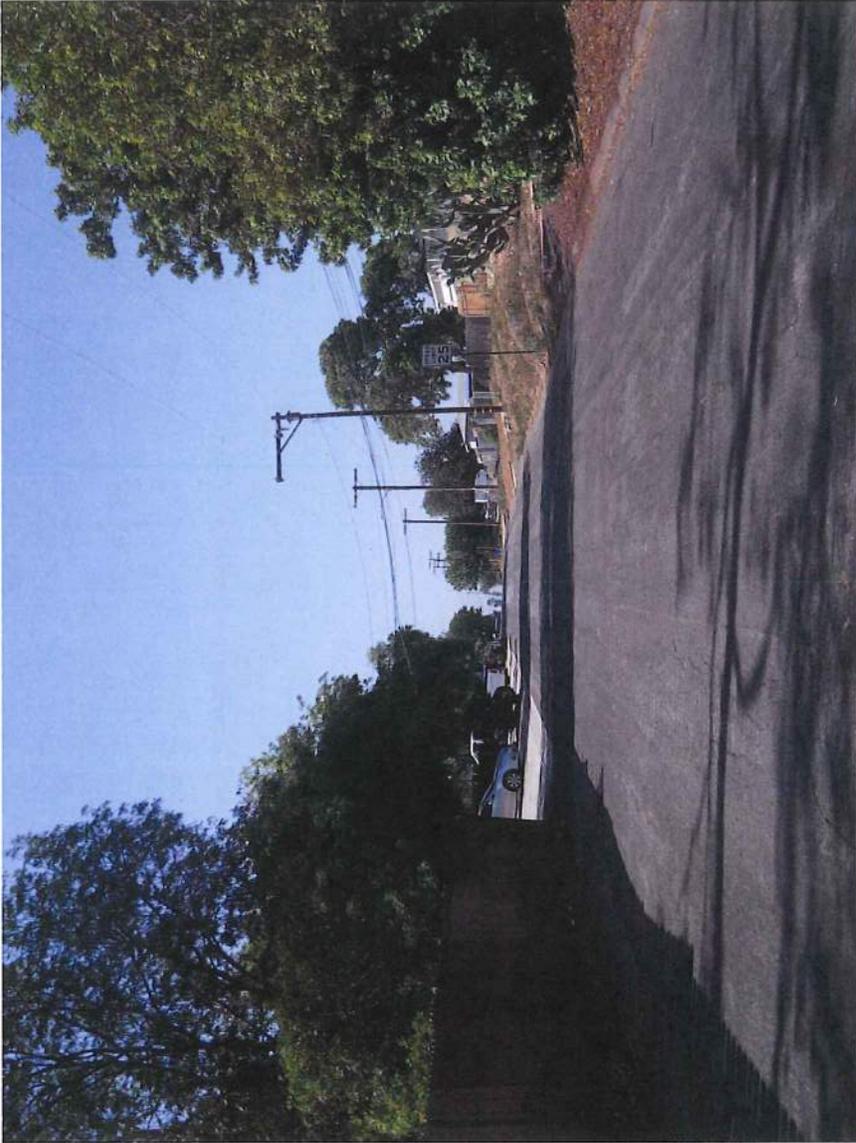


City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken at Violet Street and Hoffman Avenue intersection facing west on Hoffman Avenue

City of La Mesa
King Street Pedestrian and Bicycle Improvements





City of La Mesa – King Street Pedestrian and Bicycle Improvements

Photo taken on King Street facing south

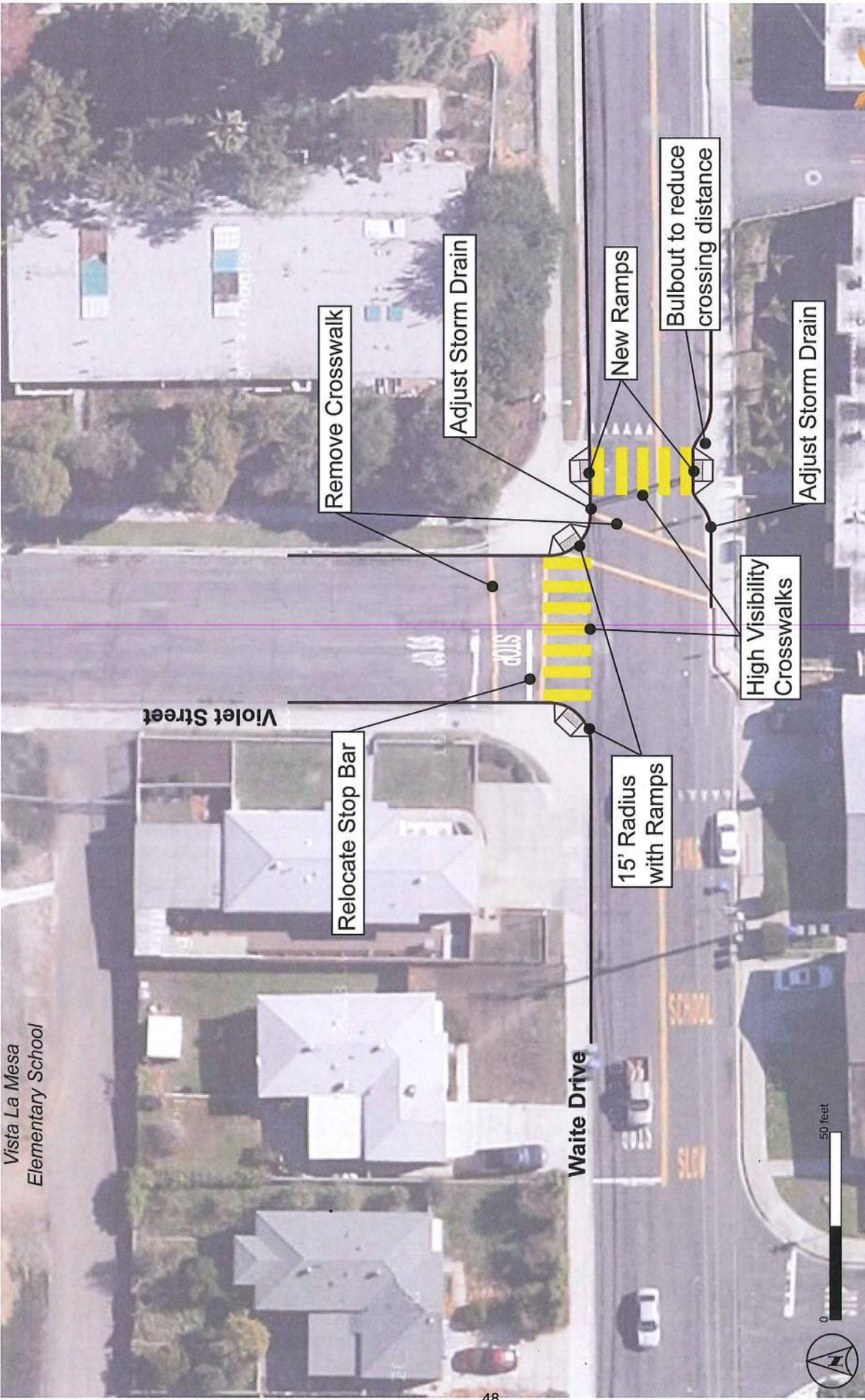
City of La Mesa
King Street Pedestrian and Bicycle Improvements



Preliminary Plans

Intersection Pedestrian Upgrades

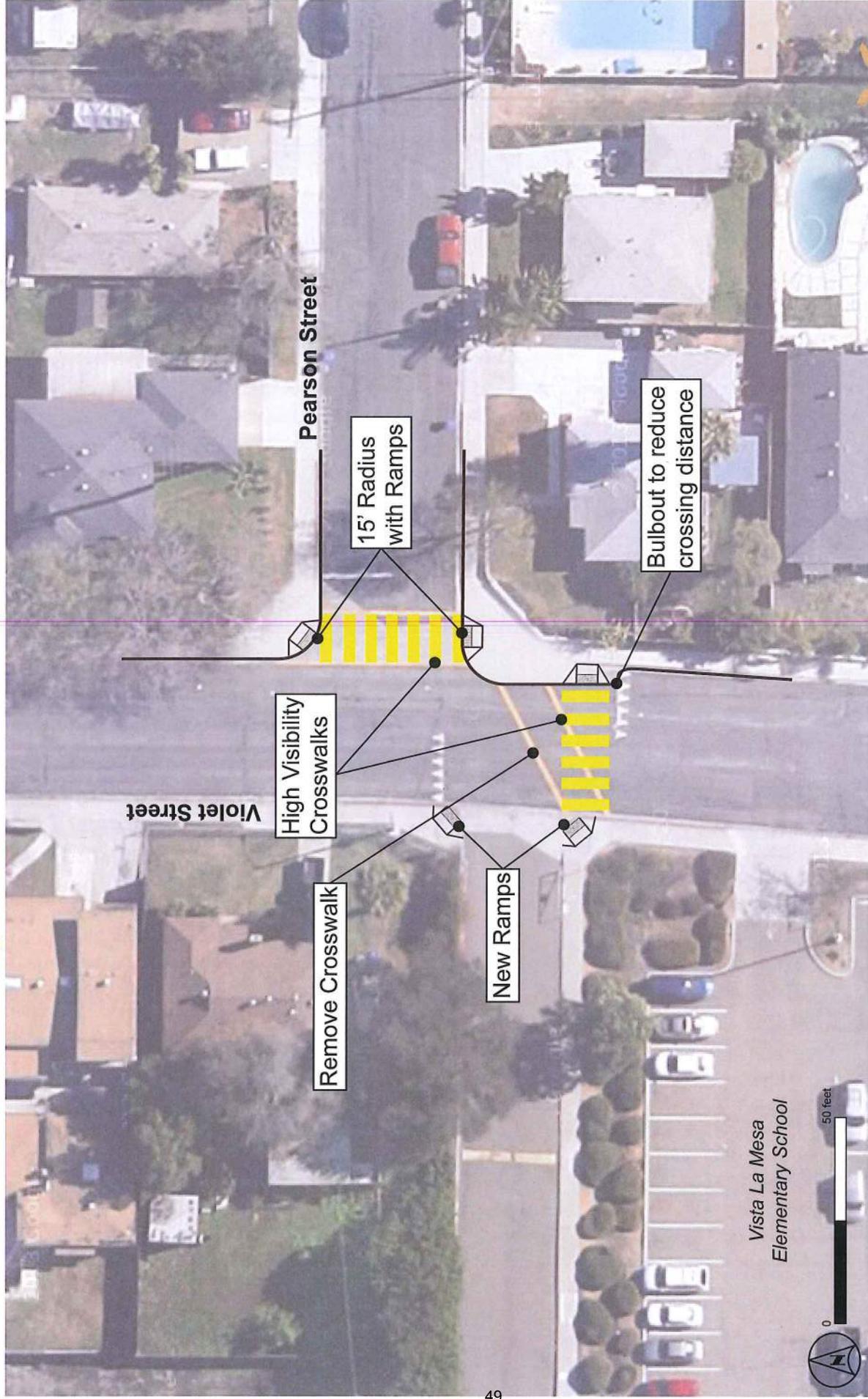
Exhibit 1 | Waite Dr & Violet St



May 2014

CITY OF LAMESA JEWEL of the HILLS King Street Pedestrian and Bicycle Improvements

City of La Mesa
King Street Pedestrian and Bicycle Improvements



King Street Pedestrian and Bicycle Improvements



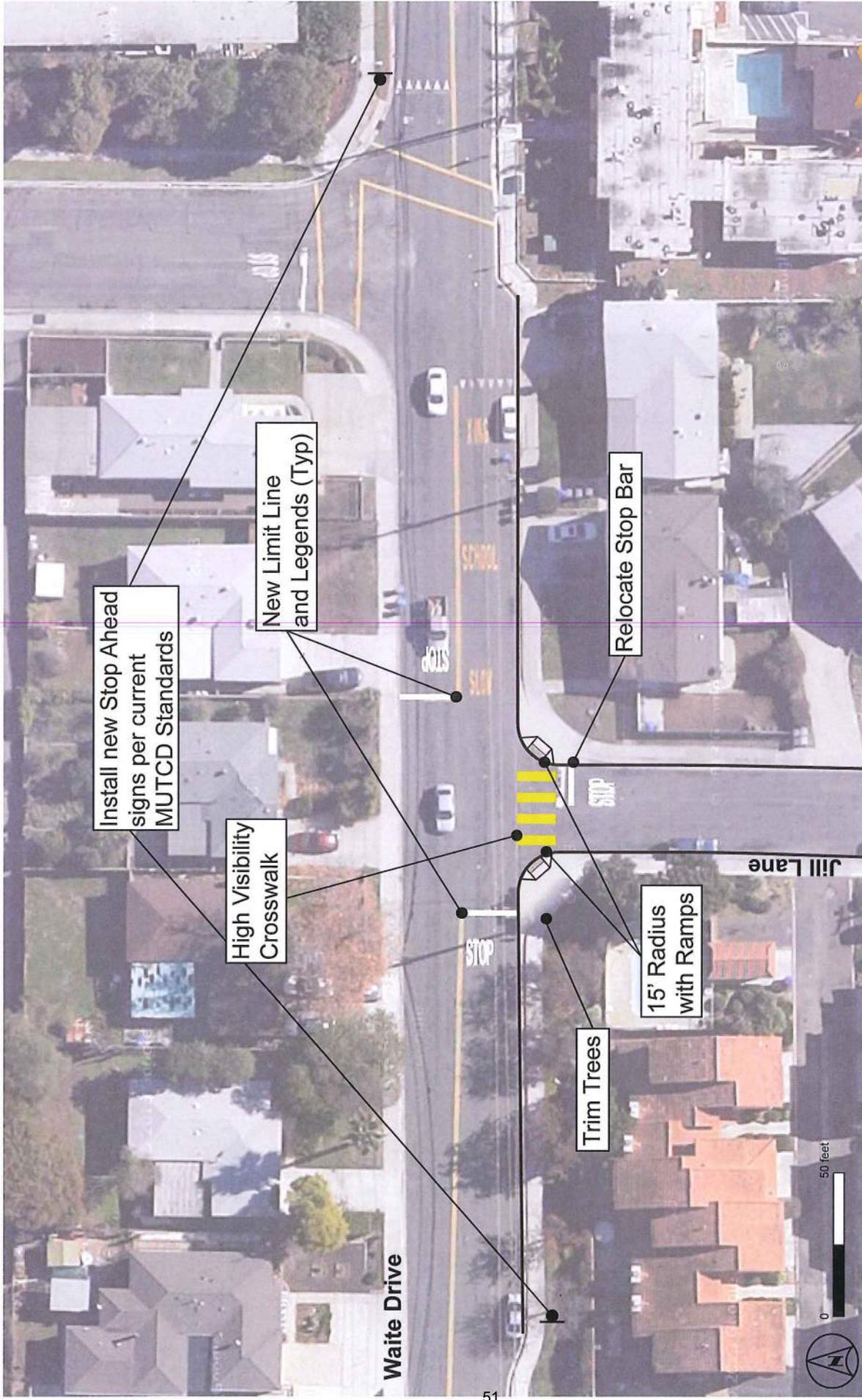


King Street

Pedestrian and Bicycle Improvements



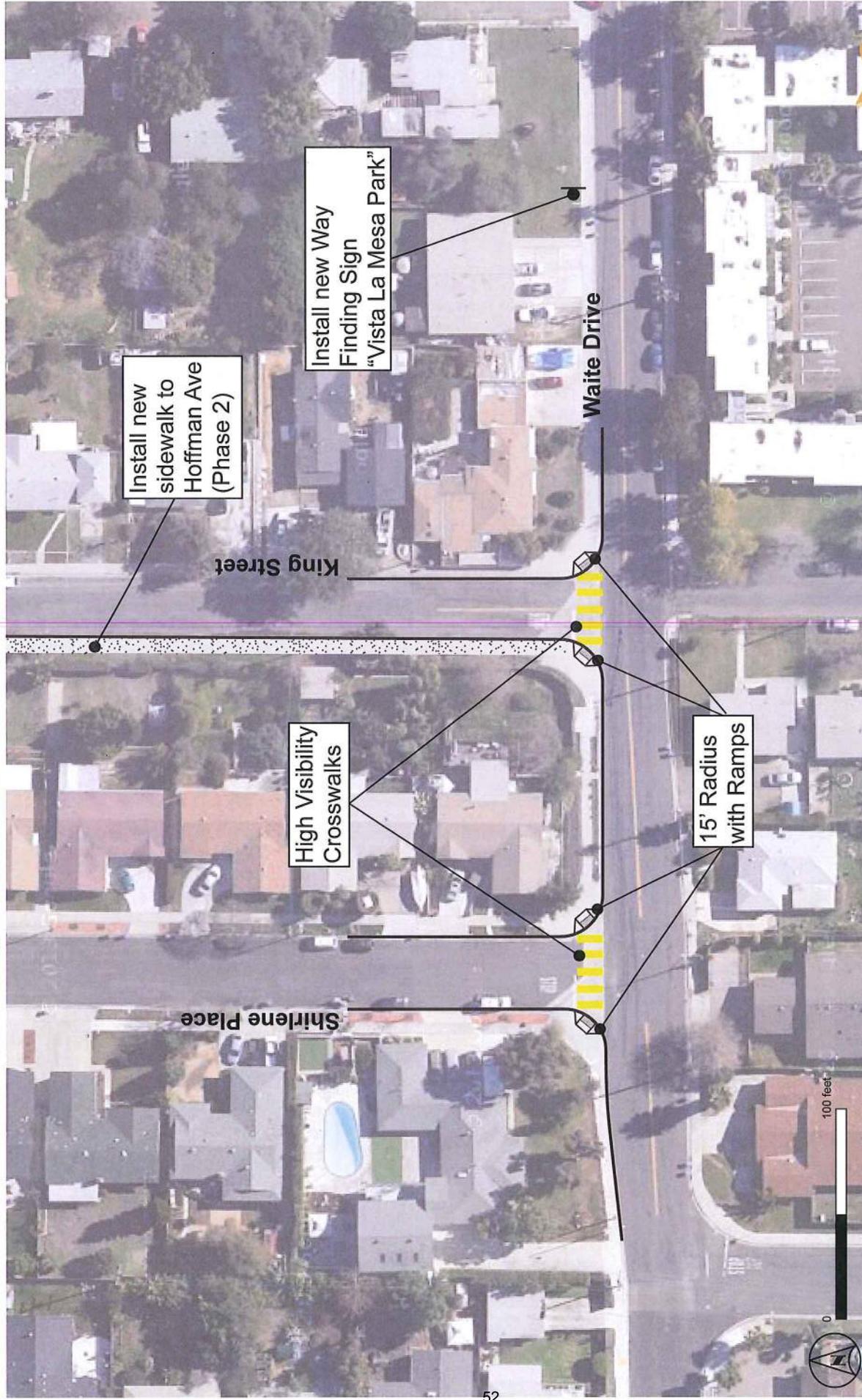
May 2014



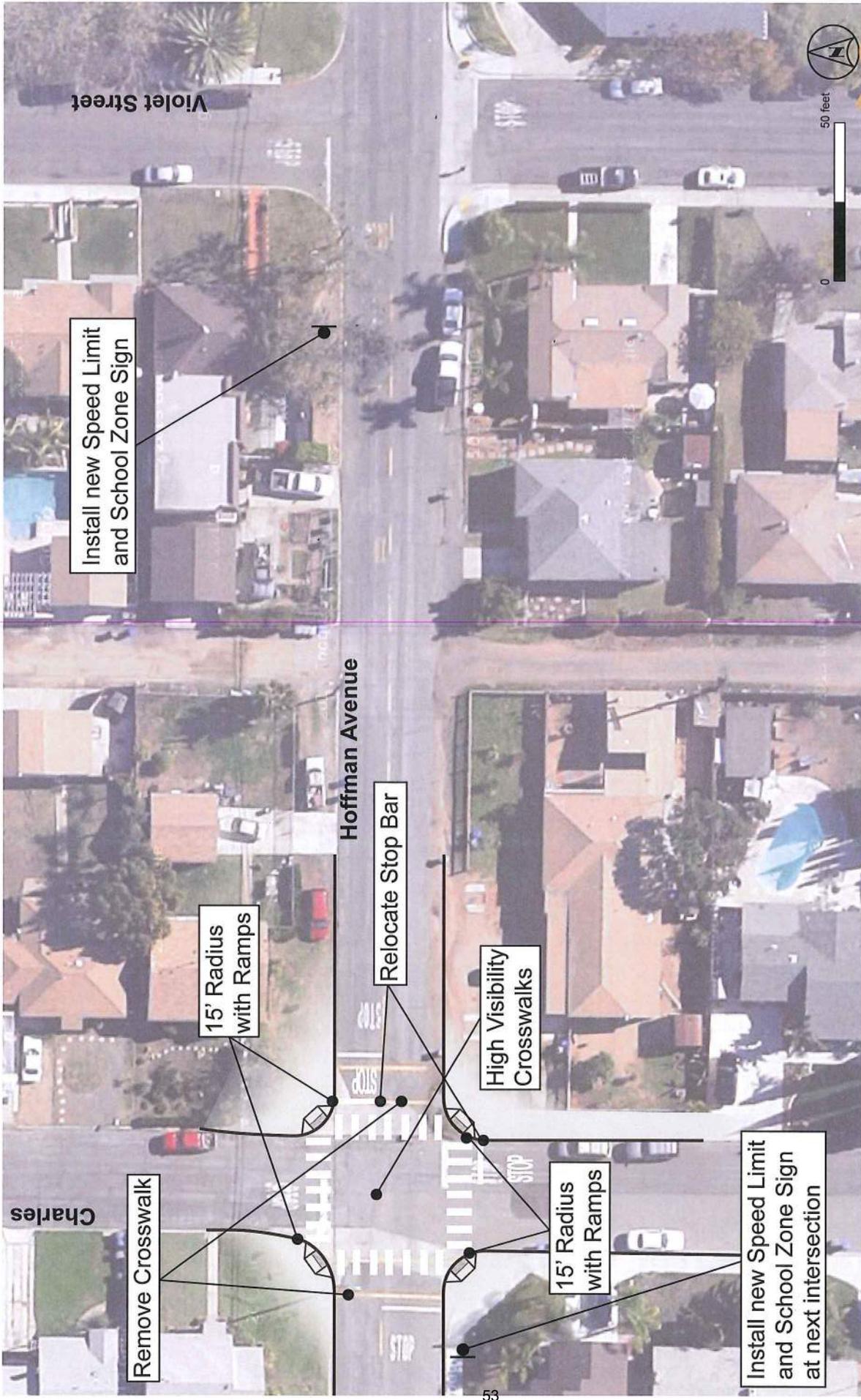
King Street Pedestrian and Bicycle Improvements



May 2014



CITY OF LAMESA JEWEL of the HILLS King Street Pedestrian and Bicycle Improvements



King Street Pedestrian and Bicycle Improvements





King Street

Pedestrian and Bicycle Improvements



May 2014

Engineer's Opinion of Probable Cost

CITY OF LA MESA

SUMMARY OF PROBABLE CONSTRUCTION COST

Date: 13-May-14

FOR THE CONSTRUCTION OF : Vista La Mesa Academy Pedestrian and Bicycle Improvements

ITEM No.	ITEM DESCRIPTION	Unit	Unit Price	Base Bid	Base Bid Cost
1	Clearing and Grubbing	LS	\$45,000.00	1	\$45,000.00
2	4" Concrete Sidewalk (Type G-7)	SF	\$8.00	18,000	\$144,000.00
3	Concrete Curb Ramp (All Types)	EA	\$3,000.00	17	\$51,000.00
4	Concrete Cross Gutter (Type G-12)	SF	\$18.50	4,500	\$83,250.00
5	Concrete Curb & Gutter (Type G-2)	LF	\$30.00	1,500	\$45,000.00
6	Asphalt Concrete Pavement	Ton	\$120.00	1,050	\$126,000.00
7	Crushed Aggregate Base	CY	\$75.00	1,080	\$81,000.00
8	Unclassified Fill	CY	\$20.00	1,875	\$37,500.00
9	Sidewalk Underdrain	EA	\$225.00	15	\$3,375.00
10	Adjust Curb Inlet	EA	\$3,000.00	3	\$9,000.00
11	Signing and Striping	LS	\$20,550.00	1	\$20,550.00
King Street ATP Grant: SUBTOTAL					\$646,000.00
Non-Construction					
12	Design Services (E&P and PS&E)	LS	\$130,000.00	1	\$130,000.00
13	Construction Administration & Management	LS	\$40,000.00	1	\$40,000.00
14	Construction Staking	LS	\$15,000.00	1	\$15,000.00
15	Right-of-Way Acquisition	LS	\$20,000.00	1	\$20,000.00
16	Traffic Control	LS	\$39,000.00	1	\$39,000.00
17	Water Pollution Control	LS	\$35,000.00	1	\$35,000.00
18	Mobilization	LS	4%	1	\$28,800.00
Non-Construction: SUBTOTAL					\$308,000.00
Project: SUBTOTAL					\$954,000.00
19	Contingency	LS	10%	1	\$95,400.00
Project: TOTAL					\$1,050,000.00

Letter of Support from Impacted School



8025 Lincoln Street • Lemon Grove, California 91945-2515
(619) 825-6600 • FAX (619) 462-7959
www.lgsd.k12.ca.us

April 4, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94272-0001

To Whom It May Concern:

On behalf of the Lemon Grove School District, I am writing to express our support for the City of La Mesa's Active Transportation grant application. The proposed improvements near Vista La Mesa Academy and Vista La Mesa Park will promote safety and increased opportunities for walking and bicycling.

For many parents, safety concerns including speeding vehicles and lack of sidewalks are some of the reasons they are reluctant to allow their children to walk to school. Funding would allow for upgrades near Vista La Mesa Academy and Vista La Mesa Park creating safer routes for pedestrians and bicyclists. With the safer school neighborhood, more parents will feel comfortable letting their children walk or bike to school.

While the Lemon Grove School District has been actively promoting healthy eating and active living (HEAL) at all of our schools, and has even partnered with community agencies and parents to establish walking routes to school, the single item most frequently used to explain why parents are still driving their kids to school is the lack of sidewalks.

I strongly support the City of La Mesa's application for Active Transportation funding. The proposed project is critical in getting more students active and decreasing obesity, asthma, and other health concerns. I am especially pleased to know that more students will be able to safely bike and walk to school at the completion of the project, and I look forward to attending Vista La Mesa Academy's Walk to School events in the near future.

Sincerely,

Ernie Anastos
Superintendent

GOVERNING BOARD: Jay Bass • Blanca Lopez Brown • Katie Dexter • Larry Loschen • Timothy Shaw
SUPERINTENDENT: Ernest Anastos

Our Students Come First



Vista La Mesa Academy
3900 Violet Street • La Mesa, California 91941
(619) 825-5645 • FAX (619) 825-5783
www.lgsd.k12.ca.us

April 8, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs.
P.O. Box 942874
Sacramento, CA 94272-0001

To Whom It May Concern:

As principal of Vista La Mesa Academy (preK-8), I strongly support the application for funding to make improvements on King Street and adjacent streets near our school. Currently, King street lacks sidewalks or bicycle lanes making it undesirable for parents to allow their children to walk or bike to school. Improved access to the school and local park will not only provide a safer environment but will lessen congestion during drop-off and pick-up times as more students will be walking and biking. We look forward to that increased safety.

Vista La Mesa Academy serves more than 700 students, many of whom are from local military families. In the fall the City of La Mesa carried out a project with a select group of our students where students looked at our neighborhood and determined the walkability around our school community. These students learned about street care and about how public works projects are determined. After speaking at City Hall, our students were so excited. They were given an opportunity to investigate a neighborhood problem and to offer solutions through the political process. What a great way to understand how government works! This next step, to bring some of those ideas to fruition, is sure to cement their understanding and appreciation of the process.

I look forward to working with the City of La Mesa in creating a more walk-able community where our students can feel safe and healthy. The proposed improvements will provide an opportunity for students to be physically active, have safe access to school, and promote healthy activities that prevent obesity, asthma and other health concerns.

We thank you for this grant opportunity and hope you will help us in creating a safer community for our students.

Sincerely,

Bonita DeAmicis
Principal

GOVERNING BOARD: Jay Bass • Blanca Lopez Brown • Katie Dexter • Larry Loschen • Timothy Shaw
SUPERINTENDENT: Ernest Anastos

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Outreach and Public Participation

**Active Transportation Program
March 26, 2014
Vista La Mesa Academy**

Welcome <ul style="list-style-type: none">✓ Introductions
Discussion <ul style="list-style-type: none">✓ ATP Grant overview✓ SRTS Plan for VLMA
Next Steps <ul style="list-style-type: none">✓ Letter of Support from VLMA✓ Grant submission (Due May 21)✓ Award announcements Fall 2014✓ Implement Program 2015
Meeting Close <ul style="list-style-type: none">✓ THANK YOU FOR YOUR TIME!



Sign-in Sheet

Event: Active Transportation Meeting

Location: Vista La Mesa Academy Date: 03/26/14

	NAME	AFFILIATION	EMAIL
1.	LAUREL DEHNEL, VLMA	Assistant Principal - VLMA	LDEHNEL@LGS.D.K12.CA.US
2.	Bonita DeAnicis, VLMA	Principal - VLMA	bdeanic@lgsd.k12.ca.us
3.	Misty Thompson	City of La Mesa	mthompson@ci.la-mesa.ca.us
4.	Tess Valencia	Parent (PTA) VLMA	Tessie66.TV@gmail.com
5.	Cecilia Leon-Thompson (PTA)		isaiahjacimommy@gmail.com
6.	Denise Hernandez	Teacher - VLMA	dhernan@lgsd.k12.ca.us
7.	Susan Teague	Teacher - VLMA	steague@lgsd.k12.ca.us
8.	Michelle Eads	Parent PTA	
9.	Johanna Walker	Parent PTA	johanna.walker.2010@yahoo.com
10.	Verica Fondavilla-walsh	Parent PTA	fondesjewele@yahoo.com

Kathy McInerney VLMA - Teacher kmciner@lgsd.k12.ca.us
 Laurie Wood VLMA - Teacher lwood@lgsd.k12.ca.us
 Elena Zuniga VLMA-PTA President faithandhope5710@yahoo.com

Vista La Mesa Academy

Rank	Location	Problem	Solution
1	Waite Drive & Violet Street	<p>Cars stop in the crosswalk on Violet because they can't see traffic coming on Waite</p> <p>Overgrown bushes on Waite also make it hard to see</p>	<p>Realign the intersection and move the crosswalk and stop bar forward</p> <p>Add curb extensions so pedestrians are more visible</p> <p>Repaint the crosswalk to be highly visible (reflective paint, ladder design)</p> <p>Trim bushes on Waite</p>
2	Violet Street (in front of VLMA)	<p>Crosswalk at Pearson Street is hard to see (where Safety Patrol is)</p> <p>No curb ramp at the crosswalk</p> <p>Wrong way sign in school parking lot is hard to see</p> <p>Across from the school, there is a small section where cars park and block neighbors' homes</p> <p>Stop sign is hard to see going east or west because of the hill</p> <p>No crosswalk, but students cross here</p> <p>Trees on southside of street block the stop sign</p> <p>Cars speed on Waite Drive</p> <p>Drainage ditch on northside could be dangerous for students</p> <p>Bees on southside make it scary to walk on Waite</p>	<p>Paint a high visibility crosswalk (ladder design)</p> <p>Install a curb ramp</p> <p>Install new, larger signs so there is less confusion</p> <p>Paint the curb red</p> <p>Give warning to drivers that a stop sign is coming up</p> <p>Paint a high visibility crosswalk (ladder design)</p> <p>Trim the trees</p> <p>Paint parking lane so street feels narrower, add more school zone and speed limit signs</p> <p>Cover the ditch better to make it safer/more attractive to walk there</p> <p>Talk to the property owner and remove the bees</p>
3	Waite Drive & Jill Lane		

4	<p>Waite Drive & King Waite Drive & Shirleen</p>	<p>Vista La Mesa Park is on King, but there are no signs</p> <p>No crosswalk, but students cross here</p> <p>No sidewalks on west side on King</p> <p>Only partial sidewalks on east side on King</p> <p>Street is not painted and no bike lane</p> <p>Cars speed on Waite Drive</p>	<p>Install new wayfinding signs</p> <p>Paint a high visibility crosswalk (ladder design)</p> <p>Install new sidewalks</p> <p>Install new sidewalks to connect sidewalks all the way on King Street</p> <p>Street upgrades to make safe for pedestrians and bicyclists</p> <p>Paint parking lane so street feels narrower, add more school zone and speed limit signs</p>
5	<p>Hoffman</p>	<p>Wide street and cars speed</p> <p>No crosswalk, but students cross here</p> <p>No sidewalks, but street is wide enough to add sidewalks</p> <p>No bike lanes</p> <p>Drainage ditch on northside could be dangerous for students</p> <p>Obstacles in walkway</p>	<p>Street calming to slow drivers down and add new signs for school zone and speed limit signs</p> <p>Paint a high visibility crosswalk (ladder design)</p> <p>Install new sidewalks and curbramps</p> <p>Add bike lanes. Will help narrow street to slow down drivers and make it a more pedestrian and bicyclist friendly street</p> <p>Cover the ditch better to make it safer/more attractive to walk there</p> <p>Remove obstacles</p>

Appendix H: Public Input

The Public Input for the Bicycle Facilities Plan and Alternative Transportation Element was conducted through an online survey and two public workshops. The following are the results from the online survey.

Online Survey Summary

La Mesa Bicycle and Alternative Transportation Survey

As of November 1, 2010

	Responses	%
1. Do you currently ride your bike for transportation?		
No	194	75%
Yes	63	25%
Total Answers	257	
2. How often do you ride your bike for transportation purposes (not recreation)?		
Daily	10	16%
4-6 days per week	12	20%
2-3 days per week	15	25%
Once a week	14	23%
A few times a year	8	13%
2-3 times per month	2	3%
Never	0	0%
Total Answers	61	
3. What time of the day and week do you ride your bike for transportation?		
Weekday Mornings	38	26%
Weekday Days	29	20%
Weekday Evenings	30	20%
Weekend Mornings	17	11%
Weekend Days	24	16%
Weekend Evenings	10	7%
Total Answers	148	
4. Do you ride your bike to work?		
No	28	50%
Yes	28	50%
Total Answers	56	
5. How often do you ride your bike to work?		
Daily	7	3%
4-6 days per week	11	4%
2-3 days per week	7	3%
Once a week	5	2%
A few times a year	4	2%
2-3 times per month	15	6%
Never	200	80%
Total Answers	249	
6. What is the distance of your commute roundtrip?		
Less than 2 miles	42	20%
2-5 miles	48	23%
5-10 miles	35	17%
More than 10 miles	80	39%
Total Answers	205	

7. Do you ride your bike for recreation?

No	104	42%
Yes	141	58%
Total Answers	245	

8. How often do you ride your bike for recreation?

Daily	3	2%
4-6 days per week	8	6%
2-3 days per week	45	31%
Once a week	27	19%
A few times a year	32	22%
2-3 times per month	27	19%
Never	2	1%
Total Answers	144	

9. What time of day and week do you ride your bike for recreation?

Weekday Mornings	26	9%
Weekday Days	38	13%
Weekday Evenings	43	15%
Weekend Mornings	59	21%
Weekend Days	82	29%
Weekend Evenings	34	12%
Total Answers	282	

10. Do you ride your bike with your family or as a social activity?

No	141	57%
Yes	107	43%
Total Answers	248	

11. How often do you ride your bike with your family or as a social activity?

Daily	1	1%
4-6 days per week	4	4%
2-3 days per week	18	17%
Once a week	20	19%
A few times a year	30	28%
2-3 times per month	33	31%
Never	2	2%
Total Answers	108	

12. When do you like to ride your bike with your family or as a social activity?

Weekday Mornings	16	8%
Weekday Days	22	12%
Weekday Evenings	24	13%
Weekend Mornings	37	20%
Weekend Days	67	35%
Weekend Evenings	23	12%
Total Answers	189	

What factors discourage you from bicycling?

13. Motorists that do not follow the rules of the road

Great extent	111	49%
Moderate extent	82	36%
Not at all	34	15%
Total Answers	227	

14. Aggressive motorists that make riding unsafe

Great extent	129	55%
Moderate extent	77	33%
Not at all	29	12%
Total Answers	235	

15. Bicycle unfriendly roadways

Great extent	146	63%
Moderate extent	62	27%
Not at all	22	10%
Total Answers	230	

16. No secure bicycle parking at destinations

Great extent	50	24%
Moderate extent	68	32%
Not at all	94	44%
Total Answers	212	

17. Lack of off-road bike paths

Great extent	76	36%
Moderate extent	69	32%
Not at all	69	32%
Total Answers	214	

18. Lack of time

Great extent	42	20%
Moderate extent	75	36%
Not at all	94	45%
Total Answers	211	

19. Lack of interest

Great extent	26	12%
Moderate extent	39	18%
Not at all	153	70%
Total Answers	218	

How would the improvements listed below affect your decision to bike more?

20. Provide bike paths separated from the road and from busy traffic

Great extent	163	71%
Moderate extent	34	15%
Not at all	33	14%
Total Answers	230	

21. Emphasize safe routes to schools and to local parks

Great extent	125	55%
Moderate extent	58	26%
Not at all	43	19%
Total Answers	226	

22. Provide more bike lanes painted on safe streets

Great extent	131	59%
Moderate extent	57	26%
Not at all	35	16%
Total Answers	223	

23. Mark safe routes (no painted lanes, just signs) on low volume / low speed streets

Great extent	75	34%
Moderate extent	88	40%
Not at all	59	27%
Total Answers	222	

24. Increase maintenance along routes, removing potholes and debris

Great extent	113	50%
Moderate extent	79	35%
Not at all	33	15%
Total Answers	225	

25. Provide more bike friendly facilities and services at transit stations / stops

Great extent	69	31%
Moderate extent	74	33%
Not at all	78	35%
Total Answers	221	

26. Fix bike unfriendly intersections that have high speed merge lanes

Great extent	141	63%
Moderate extent	51	23%
Not at all	33	15%
Total Answers	225	

27. Improve public education of motorists with an emphasis on sharing the road with bikes

Great extent	105	47%
Moderate extent	77	35%
Not at all	40	18%
Total Answers	222	

28. Improve public education of cyclists for obeying the rules of the road and riding safely

Great extent	80	37%
Moderate extent	89	41%
Not at all	49	22%
Total Answers	218	

29. Improve enforcement of laws that apply to motorists and cyclists

Great extent	92	42%
Moderate extent	76	35%
Not at all	51	23%
Total Answers	219	

30. Improve intersection bike loop detection systems

Great extent	83	39%
Moderate extent	80	38%
Not at all	50	23%
Total Answers	213	

31. Create a more connected system by filling in missing gaps in bicycle facilities

Great extent	92	43%
Moderate extent	80	37%
Not at all	43	20%
Total Answers	215	

32. Provide more bicycle parking at major destinations and public facilities

Great extent	72	33%
Moderate extent	76	35%
Not at all	69	32%
Total Answers	217	

34. How often do you walk in La Mesa to run an errand rather than using your car?

Daily	39	16%
4-6 days per week	23	9%
2-3 days per week	33	13%
Once a week	45	18%
A few times a year	34	14%
2-3 times per month	50	20%
Never	26	10%
Total Answers	250	

35. How often do you walk in La Mesa for exercise, recreation or enjoyment?

Daily	65	26%
4-6 days per week	45	18%
2-3 days per week	62	25%
Once a week	24	9%
A few times a year	25	10%
2-3 times per month	26	10%
Never	6	2%
Total Answers	253	

What are some of the reasons why you choose to walk? Please select how often these topics are (or are not) the reason you walk.

36. To go shopping

Frequently	61	27%
Once in a while	126	57%
Never	36	16%
Total Answers	223	

37. To get to work

Frequently	17	8%
Once in a while	15	7%
Never	172	84%
Total Answers	204	

38. To get to the bus or trolley

Frequently	23	11%
Once in a while	89	43%
Never	96	46%
Total Answers	208	

39. To get to school

Frequently	16	8%
Once in a while	11	6%
Never	173	87%
Total Answers	200	

40. To walk my pet

Frequently	78	36%
Once in a while	36	16%
Never	105	48%
Total Answers	219	

41. To get exercise

Frequently	176	72%
Once in a while	65	27%
Never	4	2%
Total Answers	245	

42. Just for relaxation

Frequently	129	54%
Once in a while	99	42%
Never	10	4%
Total Answers	238	

43. Why don't you walk more frequently? (check all that apply)

No sidewalks or pathways	74	14%
Difficult and unsafe streets to cross	78	15%
Fast drivers that do not pay attention	97	19%
Poor health	8	2%
Too far to walk where I want to go	89	17%
Unpleasant walking environment	65	13%
Concern over criminal activities	107	21%
Total Answers	518	

Please provide comments on specific issues or general comments on what needs to be done in the City of La Mesa to improve pedestrian facilities. If you list a roadway or intersection, please be as specific as you can with the location.

45. If you have a school age child, do they walk or ride their bike to school?

No	136	84%
Yes	26	16%
Total Answers	162	

46. Select the school(s) which your child(ren) currently attend

La Mesa Dale Elementary School	1	3%
Lemon Avenue Elementary School	6	18%
Murdock Elementary School	1	3%
Murray Manor Elementary School	3	9%
Rolando Elementary School	2	6%
La Mesa Middle School	7	21%
Parkway Middle School	1	3%
Grossmont High School	4	12%
Helix High School	8	24%
Total Answers	33	

47. Do they walk or do they ride a bike to school?

Walk	17	59%
Bike	12	41%
Total Answers	29	

42. Just for relaxation

Frequently	129	54%
Once in a while	99	42%
Never	10	4%
Total Answers	238	

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No sidewalks or pathways	74	14%
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Parkway Middle School	1	3%
Grossmont High School	4	12%
Helix High School	8	24%
Total Answers	33	

47. Do they walk or do they ride a bike to school?

Walk	17	59%
Bike	12	41%
Total Answers	29	

48. What prevents your child(ren) from biking to school? (check all that apply)

Too far to ride their bike	3	13%
They have to be at school too early to allow them to ride their bike	2	9%
Concern over safety at street crossings	8	35%
Concern over criminal activities	9	39%
I can't get them motivated to ride their bike to school	1	4%
Total Answers	23	

49. Which form of public transportation do you primarily use?

Bus	10	4%
Trolley	105	43%
None	130	53%
Total Answers	245	

How often do you use public transportation in La Mesa?

50. Trolley

Daily	6	5%
4-6 days per week	9	7%
2-3 days per week	6	5%
Once a week	7	6%
A few times a year	25	21%
2-3 times per month	66	55%
Never	2	2%
Total Answers	121	

51. Bus

Daily	2	2%
4-6 days per week	3	3%
2-3 days per week	4	4%
Once a week	5	5%
A few times a year	6	6%
2-3 times per month	19	20%
Never	57	59%
Total Answers	96	

52. What motivates you to use public transportation? (check all that apply)

Lack of an automobile	20	6%
Convenience	67	19%
Transportation to work	32	9%
Transportation to events	83	23%
Transportation to other cities	24	7%
Transportation to school	8	2%
Cost Savings	53	15%
Concerned about lowering energy use and air quality	61	17%
Do not use public transit	12	3%
Total Answers	360	

53. What prevents you from using public transit? (check all that apply)

Criminal activity	69	22%
Takes too much time	87	27%
Cost	28	9%
Lack of connections to my destination	78	24%
Not close enough to my residence	25	8%
Lack of bicycle parking at trolley stations	11	3%
Lack of bicycle storage on the trolley/bus	16	5%
Do not use public transit	5	2%
Total Answers	319	

Online Survey Comments

The comments are verbatim from the online survey.

Bicycle Survey Comments

84. More bike lockers at the trolley stations. Class I bike lanes along University Avenue. Eliminate the medians and expand the bike lanes and walkways, add trees along the sidewalks.

83. Educate my fellow cyclists not to be scofflaw jerks.

82. Too many high volume intersections unsafe for pedestrian and cycling.

81. Create a bikes and pedestrians only trail network so we can get from one part of La Mesa to any other part without putting our lives at risk by riding on streets crowded with cars and trucks whose drivers refuse to see cyclists.

80. In general, the drivers of large trucks and cars are idiots who run stop signs and don't signal when turning or changing lanes. That is a HUGE problem.

79. The La Mesa Street Dept. has always been responsive and helpful whenever I have a problem with potholes, irrigation flooding, erosion and unsafe traffic conditions.

78. Just today while I was waiting at a light to cross the street. The sign signaled for my children and I to cross and FIVE cars made a right turn without looking. If we can't walk safe we can't ride safe. There should be more enforcement of the laws to motorists to encourage safety.

77. Bike paths desperately needed..La Mesa streets have become very busy.

76. The use of cell phones by drivers is very disturbing and I have seen a police unit more than once next to the violator and he has not taken the time to stop the violator!!!

75. I am not and probably never will be a bike rider on city streets. Prefer off-road opportunities outside the city.

74. Unsafe and too much traffic on University between Yale and Downtown La Mesa

73. La Mesa needs a bike path network that does not require riders to share narrow streets and roads with aggressive car and truck drivers. We need quiet, paved treelines bike paths that don't put us into harm's way every time we ride our bikes.
72. Once or twice per year i notice that cars park in a clearly marked bike lane in front of business's on Lake Murray Blvd near Aztec Drive. Cars park to visit the retirement center and / or the convalescent business that does not have adequate off street parking. Rarely do any La Mesa Police stop to enforce the no parking rules that are in effect on the street.
71. I don't own a bike...
70. Motorists often do not understand that bicyclists have the right to be on the road and must sometimes ride in "their" lanes, particularly near and at intersections. Turning left onto El Cajon from La Mesa Blvd. can be infuriating when no car comes to trip the sensor controlling the traffic lights. This happens at other intersections too, but this is the worst one on my daily commute.
69. The intersection of Parks and Seneca that currently has one yield, and one stop sign should be a 3 way stop.
68. Reporting of near misses are extremely high. There is a culture of apathy about reporting near misses. Separating traffic from bikes is the best thing you can do.
67. We need more bike lanes everywhere!
66. My rides always begin and end on High St., just east of Lemon Grove Ave. The traffic there is too heavy and fast - despite speed friendly speed bumps. There is little to no room to get out of the way of cars. Saturday and Sunday mornings are the times that are the least unsafe.
65. Riding a bike over highway 8 between 70th and La Mesa Blvd! Needs a bike lane! (And it's a main route for cyclists to get to Lake Murray and Mission Gorge parks.
64. future developments should consider pedestrian connections. There are many fragmented properties throughout the city that, on a whole, do not provide connectivity for people and bikes.
63. More bike routes along roads and separate trails
62. Enforce cell phone laws
61. I dislike riding on roadways. I don't believe educating motorists will help. I prefer riding at Lake Murray away from traffic.
60. It does not make sense to combine bicycles and autos in the same space. At 61 years old, even a minor accident might change my life forever. Why can't I rent a bicycle and a helmet, then and ride around Lake Murray?
59. I would like to get to Lake Murray from my house (off 70th between University and ECB), but I am intimidated by the intersection of 70th/LM Blvd and the 8 freeway and 2 frontage roads. There doesn't seem a safe way to get through this intersection on a bike.

58. vehicle speed on Lake Murray makes it difficult to ride to Lake Murray and utilize roadway around lake, so I end up driving to Lake Murray to ride. University west of Baltimore to City limit is too dangerous with parked cars, vehicle speed, and all the ingress and egress.
57. I prefer to bicycle at a park or at lake murray and not in traffic. The noise and smell is unpleasant regardless of how many bike lanes you provide. I am concerned about crime.
56. As a 2000 mile/year cyclist I am appalled at the lack of respect for stop signs and traffic lights by both cyclists and motorists....
55. We ride from El Capitan to Rolando Elementary. No safe route to get there - have to use University or El Cajon.
54. 70th across I-8 is a terrible place to bike across!
53. The intersection of Lake Murry and parkway drive I was hit on my bike by a car that was going to cross lake murray and i was turning to go up 70th.
52. People would cycle more if they were more sure that their bike would not be stolen or damaged while parked at their destination. The speed limit on (specifically) Baltimore Drive between Parkway Dr. and Lake Murray Blvd. needs to be enforced as it was years ago. Vehicles travel at 50 mph!
51. Crosswalk at Baltimore Dr at Lake Murray has a sometimes flashing light "strip" across the road. It only is flashing for a short time. It really ought to be flashing ALL the time because that is a crosswalk at a very busy road of higher speed traffic. Anything more to warn drivers of vehicles to watch for crosswalk users and slow down.
50. bicyclist are the ones who keep me from riding they don't obey the laws they run they lights and don't stop when they are suppose too. Most of them make it dangerous for other cyclist and motorist.
49. 70th St (from I-8 to El Cajon Blvd)- An Arterial Road lacking bike lines, that is pedestrian un-friendly, and constantly congested with vehicular traffic. The corridor is blighted with pot holes, an unsightly median, unkept weeds along sidewalks, and trash collecting near storm drains. The corridor has great potential to serve as an entry way into the college area and the City of La Mesa; although it lacks streetscape improvements, adequate lighting, and good planning and urban design. The corridor is utilized by travelers heading south toward University Ave., the City of La Mesa, and the City of Lemon Grove, along with travelers heading to and from the I-8. The area is in close proximity to two trolley stations and served by bus service. The portion of the corridor within the City limits is within the Low and Moderate Income Area and any revitalization efforts may be eligible for funding under the CDBG. The corridor would benefit tremendously by the removal of blighting conditions and the investment of capital to enhance this streetscape corridor. In order to create a better living environment and place to be for for those walking, biking, and traveling this corridor of the City, the following are recommended: Plant street trees within the median up to El Cajon Blvd. Enhance sidewalk and ensure accesibility Provide new decorative street lighting for aesthetic and safety purposes Road resurfacing Placement of brick pavers or decorative pavement at the intersection of El Cajon Blvd and 70 St. This corridor serves as a major thoroughfare from the San Carlos/Lake Murray area to Lemon Grove. It deserves much more capital and dedication on behalf of the City of La Mesa.

48. #20 - a must.
47. The stop lights on intersections some will talk and others don't, I think all of them should talk.
46. I want a separated bike path along university avenue, so that my son can bike safely to school. Students should be safe to ride and La Mesa Dale, La Mesa Middle and Helix are relatively close. It would be a good area to start and continue it to the Kroc Center.
45. La Mesa is tough because it is so hilly. I think the hills are the biggest deterrent for people that like to bike, like myself. But we still need to provide some safe bicycling area for the people who don't drive.
44. Bike lane on el cajon blvd, Harbinson needs to be a safe route between el cajon blvd and university for both bikes and walkers. Other than Lake Murray, here is no place fun and safe enough to take kids to ride bikes. Even need places for beginning bikers to learn more safely.
43. Create safe, seperated, clearly marked and well maintained bikeways. I lived in North County and Mission Valley before moving here and this is the WORST area I've been in for biking. I have to load my bike on my car and drive somewhere else to bike.
42. Make The City of La Mesa a 'bike friendly city.
41. Although public education would be helpful, it won't do any good if the rules are followed. I live in a busy area (near Helix High) and have been hit by a car running, and someone opening their door right in front of me while I was riding my bicycle. So dangerous. The road surfaces are terrible and have complained about them to the city for the 10 years I've lived here and, to date, nothing has been done (Yale Ave)
40. currently too many bike lanes in city preventing parking
39. The library area appears to have good support for a bicycle. Some of the roads feel too unsafe to have my child ride on them, so I insist he ride on sidewalk. We take University and use sidewalks because it feels really unsafe. The Village area (La Mesa Village Drive) doesn't seem to have a good plan for bicycles (I use sidewalk) too many cars backing out and not enough room in the street to ride safely. I would support more lanes and facilities and awareness for bicycles.
38. I do not own a bike. Lack of balance prevents me from riding
37. terrible unsafe conditions for bikes on the center st. overpass, spring st (all!)University in its entirety needs bike lanes WITHOUT cars parked in it-
36. potholes and debris in the street is a major problem.
35. Allison Ave is horrible between 4th and Palm. Cars whiz through there and there are not safe crosswalks.
34. Baltimore Drive between El Cajon Blvd. and University needs some sort of bike lane southbound. The lane should be between the turning lanes and the go-straight lane. Vehicles should yield to bicycles in the bike lane, like on Fletcher Parkway.

33. More bike racks by Grossmont Mall. I work at Casa de Pico and the closest bike rack is by Olive Garden.
32. I ride on the sidewalks often as I am older and feel safer there. I would rather get a ticket than get hit.
31. Safe connection between University & Fletcher Pkwy. Baltimore S is faif N does not exist. Jackson is just plain crazy wlkng or biking. Severin is dangerous. So N-S travel is very bad
30. a bicycle access to nebo dr from spring st when you are leaving the industrial area of La mesa.
29. WATCH THE MONEY! This should be a very incremental process and one based on actual public safety need. There is absolutely no money for the wants and good to haves!
28. Fletcher Parkway - dedicated bike path
27. Need better pedestrian and bike access across I-8 at 70th and north to Lake Murray, and also bike friendly route to the trolley at 70th street via El Cajon Blvd.
26. Realign traffic lane and bike lane striping at Fletcher Parkway and Amaya at northeast side. It is unsafe for cyclists as the vehicles are guided to the side of the road by the current striping layout.
25. The city needs to improve intersection of University and Yale. The new corners are a disaster. no bike lane any where around, cars hit extended corners, Yale going north is effectively a one way as two cars can't cross because of design and parked cars. going south to intersection can't see signal light properly.
24. Tripping signal lights so that when no vehicles are in the lane or next to the lane/s you are in at the limit line waiting for the green light - is sometimes an issue if there is nothing a cyclist can do other than push the walk button at the signal light pole. Don't recall exactly what intersections but there is at least one out there that the signal light doesn't change from red to green on behalf of just a cyclist in the road.
23. The old trolley cars on Orange line are HORRIBLE for enter/exit for bikes (and strollers). Baltimore S merge to Univ. is unsafe. Spring St. S under 94 very unsafe.
22. I CANNOT BELIEVE YOU ELIMINATED THE MARKED BIKE LANE WHERE ON UNIVERSITY --(NEAR THE NEW POLICE STATION) HOW CAN YOU DO SUCH A STUPID THING - THIS IS NOW A VERY DANGEROUS SITUATION
21. Along Spring Street, Palm Avenue and other close neighborhoods.
20. Safe routes connecting La Mesa 91941 & 91942 areas of the city. Centre Drive between Jackson and Spring is especially unfriendly.
19. Intersection of Baltimore and university needs a straight through bike lane. Forced to ride on sidewalk after light going south to spring st.
18. Sounds like you want to encourage more bike riding. How can you get the bike riders to pay for their fair share of the improvements desired?

17. We love to ride to popular events in La Mesa such as the Octoberfest, but there are no public bike racks.
16. what we really need is better public transportaion.
15. The intersection of Amaya and Water contains 4 stops signs. The stop sign at the apartments/condos which is ON AMAYA, is constantly being RAN by motorists, as cars/trucks/RVs park right up to the Stop Sign and block the Stop Sign; thus, motorists run the Stop Sign ~ very dangerous for our kids to cross on foot or by bike. Please mark curb RED for 100 feet before Stop Sign, so that the sign is visible for traffic traveling down Amaya, crossing Water, going towards Garfield. Thank you ~
14. Sidewalks would be great leading to Murdock Elementary school on Conrad. The road is VERY dangerous when in a car, not to mention the kids who walk or ride their bike. If there were sidewalks more kids could walk and if there were bike lanes they could ride thier bikes. A few years ago our school was very excited about the safe route to school program, but a lot of the schools around us got side walks and we did not. I wonder why???
13. The shortest route to most destinations is University avenue, but rarely take it because I don't feel safe becuae the cars are driving fast and there is not alot of room when there are cars parked on the side of the street. Also it seems that sometimes, when I am in a left turn lane and there are no cars behind me, I don't get the arrow.
12. I love to cycle for recreation but I mainly commute to work (about 4 days a week) and I have had to force myself to do this. My ride to work is very stressful due to the traffic, especially in the evenings. There are very few bike lanes and where there are lanes painted cars are parked in them or the street surface is so bad(potheles, gravel, glass) that it is dangerous to ride in them. In a place like southern California where the weather is perfect for cycling La Mesa and San Diego have done very little to make it bicycle friendly, especially for commuters. I moved here from Seattle a little over 2 yrs ago and I have been very dissapointed in the roads and upkeep as it pertains to cyclists, I would ride in the rain in Seattle any day over a scarey potholed traffic dogging commute here. I would be more than happy to help in any way I can to improve La Mesa's comunity in general and specifically their streets as it pertains to bicycles.
11. People are scary drivers, I was hit by one 3 years ago and have been scared to go bike riding again. We need to enforce more punishments for these people who are in such a rush
10. improved freeway crossings (overpasses & underpasses)
9. would love more paved trails
8. bike friendly paths through parks.
7. I should be able to get anywhere in La Mesa on a bike without having to risk my life trying to ride on streets with cars driven by idiots who ignore or threaten bicyclists. La Mesa needs to plan a bike and pedestrian only trails system that would network the whole city.

6. A great help would be to improve the sensor loops, so a bike will trigger a signal change. West bound Allison at University, and Northbound La Mesa blvd at El Cajon are two intersections that could use an adjustment. Keeping the bike lanes clear of debris would be helpful. Often times the street sweeper will clean the gutters but the bike lanes will still be dirty, especially when the bike lanes are offset from the curb to allow parking. This is especially true on 70th St. between University and El Cajon Blvd.
5. Signage with bicyclist symbol and word/s of caution is needed in easy-to see locations along the roads, so that those operating motor vehicles will be more aware of bicyclists and their responsibility of sharing the roadway with bicyclists. Flashing lights near intersections/higher volume traffic areas are another good way to inform those in vehicles of their required attention to others using the road. (Allison Avenue/University Ave.) El Cajon Blvd and University Avenue are very busy routes that bicyclists and drivers take often- so many intersections, but these would tremendously benefit from this type of warning effect for those that travel them. Flashing lights in roadway on Baltimore Dr. at cross street near the south side of Lake Murray is a big improvement; however I've found it doesn't operate every time I ride through that intersection at dusk or early morning when the light of day is dwindling or not yet present- why is this? These lights should be blinking and be visible from at least 500 ft from their location (to warn and slow down fast drivers way ahead of the chance for an impact with a pedestrian or bicyclist crossing the road at the crosswalk there). Need to have more designated routes with bike lanes indicated for me to feel like taking certain route. How does one go from South La Mesa to North La Mesa (FWY 8 the dividing line) at the commercial district (Center St/Spring St.)? Must there be "no bicycling" signs posted in some locations that are too dangerous for riding one? How many incidents with injured or killed cyclists occur before a sign is posted? Does posting of these kinds of signs make sense? Many of the streets in the city are too narrow to safely share the road with vehicles. What can be done to improve and/or address this issue? Many cyclists just don't ride, period...if the routes they want to take are not deemed safe! How do cyclists find out what are designated bicycling routes? Where there are divided roads separating cyclists from vehicles? Where there are bike lanes on shared roads? Where are the public forums where bicyclists and those that are concerned both for the safety of cyclists and drivers of vehicles can voice their concerns and share ideas? Where are the bicycle safety classes/meetings/presentations for the bicycling community? Why not offer them every month, week, differing times during the day, different locations, etc. so the attendees can become better cyclists and drivers? This is very much needed, but hardly offered. If anything, education should come before any other consideration for improving bicycling in the city.
4. We love the walking routes in La Mesa. A safe biking route would be awesome!
3. It is very tough to bike either direction (North or South) safely between the North end of Spring Street and the La Mesa industrial park (Center Drive area) which is a main traffic corridor to get to Grossmont Mall, etc. Going North on Spring street to get to Center Drive is very dangerous and heading South over I-8 on Spring Street is also very dangerous. Not sure what can be done on the I-8 overpass since it is so narrow. possibly pour a wider raised sidewalk (not sure there is room). There is room to add a separated sidewalk/bike lane on Spring street heading North under the El Cajon Blvd ramp (which feed to I-8 East) but then it dumps onto the skinny raised sidewalk on the I-8 overpass... after jumping a railing. Also, sidewalk/bike path is missing under I-8 along both sides of Jackson. I think that adopting a real effort to make La Mesa VERY bike friendly would be a great long term plan... but hard to considering how built up the area is.
2. All intersections... cars running stop signs and lights while driver is looking left and turning right...
1. IT's scary to ride the same direction with vehicles because of the lack of concern motorists have. Note the past couple killings, you just don't see them coming up behide you until it's too late.

Pedestrian Comments

121. I want a pedestrian crossing light at Glen Street and Jackson Drive.
120. Sidewalks needed on Bancroft Dr (between Lemon Ave & Grossmont Blvd). Very fast traffic there.
119. I live in downtown La Mesa and the #1 walking issue for me is that there are almost no ways to cross Interstate 8 if I want to walk.
118. Too many high volume intersections unsafe for pedestrian and cycling.
117. See comments above on the need for a new bicycles and pedestrians only trails networking throughout the city.
116. improve pedestrian safety and comfort at freeway under/overpasses along interstate 8
115. I AVOID at all costs walking on: 1. Normal street between Cinnabar and Helix High and 2. Near the trolley and the old police station. It's just not safe at all. There are way too many weirdos there catching the #7 bus. One day a lady sat on the bench outside the police dept and peed with her pants on. Finally, some of the stair paths above the village near Pasadena, Summit, Valle and Sheldon need to be weed whacked. Also, the city needs to get homeowners who allow their bushes to grow into the sidewalks to do some yard work. There is nothing worse than having to choose between getting stuck by a prickly bush or walking into traffic.
114. Write tickets for people who cross in the middle of a block or ignoring lights and rights-of-way at crosswalks.
113. The intersections of Fletcher Parkway and Grossmont Center (where people are making right turns from Grossmont Center exit). Also, the intersection of Jackson and Fletcher. We have barely avoided accidents multiple times at these intersection because drivers are not paying attention. We always wait for the notice to walk but many pay no attention to pedestrians at all. I have two children with me and it is very scary we have to walk because my husband takes the car to work everyday.
112. More street lights on La Mesa Blvd. between Grossmont and the Village.
111. Normal between Parks & Olive feels unsafe
110. I prefer to walk on sidewalks with my children. In our neighborhood, we don't have sidewalks on part of Pine St. which makes it a less safe, especially around the curve from Mills St. Near my son's school, there is not a sidewalk on Glen St. as you go up the hill. That street is a great place to walk if you trying to get exercise but it's dangerous without a sidewalk. I see kids walking to school on that street daily and it is sometimes a bit scary to watch. There is a a blind spot for drivers on both sides of the road from Alpine to Glenira. It would be nice to have a sidewalk there. I'm sure more families who live in that neighborhood would walk the short distance to school rather than drive. There should also be some sort of crosswalk on Allison near the library. I know pedestrians can cross at the stop light at Allison and University or at the stop sign at Allison and Date but it's rather inconvenient to cross there to get back the to library, especially if you are parked directly across the street from the library or if you are coming from the grocery store. Most people just cross anyway but they should be given a safe way to cross, especially since the parking creates many blind spots for both drivers and pedestrians. Also, I think there should be slanted crosswalk curbs (for wheelchairs, bikes and strollers)

in both directions of the crosswalk. I think is only one slanted curb at each corner. It's usually somewhere in the middle or closer to one side so if you cross in the other direction you end up going into the street before straightening out in the appropriate crosswalk. I find it most irritating at Allison/Spring and University/Spring, La Mesa Blvd/Spring. Drivers turning right on those streets are often in a hurry and don't wait for pedestrians. Finally, I am not a fan of the stop on Lemon Ave. and Glen. I'm surprised there aren't more accidents there since no one really pays attention to traffic rules at that stop. If you are coming down Glen, you can't really see the car heading west on Lemon and vice versa. If you are heading east on Lemon, you are often cut off or missed by other cars because the stop is a great distance from the center of the intersection. I'm not sure anything can be done without cutting into the school but it's definitely a problem, esp. during the high-traffic times during school hours.

109. Drivers on cell phones and the police do not do anything about stopping them. Baltimore and Parkway is a very bad area for this violation..always someone of cell phone in that area
108. We live on Madison Ave (east of 125) Bancroft Drive really needs sidewalks. Thanks!
107. I'd like to see more restaurants, antique and other shops, a theater or concert hall, etc. on University Ave, near Helix High School and an increased police presence and better street lighting. La Mesa doesn't feel as safe as it did 10 years ago.
106. need more lighting in some areas
105. Crime at the trolley stations.
104. La Mesa's walkability is a main reason we moved here 20+ years ago. It's still a great city to walk in.
103. I live on Rosebud and walking around the block there are often people making ugly comments or drinking and this scares me, so I feel intimidated.
102. Property owners let trees and bushes grow over side the walks.
101. The city needs to put sidewalks along Lee Avenue south of University. I have to walk in the street whenever I go walking because there are no city sidewalks on our block. Lee Avenue must be one of the last streets in La Mesa without city sidewalks. It's embarrassing.
100. There are flashing lights that National City uses to alert drivers of a pedestrian crossing near a school for example. These lights are layed into the street itself and activated by a pedestrian crossing button, have you considered using these newer amber flashing lights?
99. The intersection on my street is very dangerous- I am even afraid to cross the street. It is a little north of Chatham and East Lake Drive (on East Lake Drive). My friend's car has been totaled right in front of my house, and my neighbor's child has been hit in the past. There needs to be a "Slow" sign or a speed bump, because there is a hill right near our street that goes up, and we cannot see a car coming until it is a few feet away from us. If anything can be done, I'd feel much happier and safer for my future children.

98. La Mesa has GREAT pedestrian facilities!!!
97. When walking on the east side of La Mesa Blvd. around the intersection with Allison, there's no clear pedestrian path across the multiple streets that meet there. Light/friendly traffic usually makes this a bit of a non-issue, though.
96. Would LOVE to have sidewalks in our "below Helix High School" streets (Specifically Olive Ave, Seneca Ave area) this is a school route and it is so dangerous to have all these kids traveling to school in the middle of the street.
95. Providing safe waling environments is essential for a positive experience. Crossing of any intersection needs to be effortless and completely safe. A high degree of design needs to be completed at these conflict areas.
94. Lack of sidewalks is my primary concern. I live on Harbinson Ave which is a very busy (too busy) street. Yet there are very few sidewalks. On the smaller sreetes, the lack of sidewalks isn't as big of a deal to me.
93. Alvarado by RV park can be dicey. Also, it takes 1/2 mile to get from Guava to Baltimore & Fletcher Parkway safely (going through Crossroads parking lot)--would love a safe sidewalk on Fletcher Parkway off-ramp.
92. See #28. The same problem with many speeding cars on High St., east of Lemon Grove Ave. Once east of the stop sign near the trolley tracks, the street there is great for walking.
91. Harbinson Ave has fast traffic and lacks a sidewalk in some places. I find myself going a block out of the way to avoid walking on it.
90. I enjoy walking but am often changing the side of the street to be on a sidewalk.
89. There should be pedestrian crosswalks in front of the library/post office and city hall. Bus Stop #7 by the trolley always has 10-15 people waiting and there is poor seating and atmospere for them- very underappreciated.
88. Better walk ways for going up and down hills in the Eastridge area.
87. I run and would prefer to avoid traffic, uneven sidewalks and stupid drivers.
86. If bicyclists are hard to see, walkers are even even more difficult. In the few months that I have been walking daily, I have almost been hit by cars backing out of driveways and parking spaces; cars driving out of parking lots (my closest call yet, was at the police station parking lot!); and by cars turning right on green, while I have the right-of-way. Dogs, dogs, dogs! When we first moved to La Mesa, my wife and I walked every evening. Soon, we started avoiding certain routes because of encounters with large dogs. Finally we gave up walking and spent \$2,000 for a treadmill when were so frightened by a pit bull, that it did not seem healthy to walk in our neighborhood. Almost all of our encounters with dogs were accompanied by the owner's assurance that their dog wouldn't bite.

85. There was a path on Jackson Blvd. with steps that led up to the Grossmont Shopping Center. This was taken away, making it unable to get up the hill. Even with the steps it was hard -- now it is impossible. Walking is good, but it has to be easier than that.
84. I feel safer as a pedestrian than I do as a bicyclist in many areas of La Mesa, although a limit my routes at night out of concern for safety.
83. I would like a sidewalk on Glen Street (between Lemon and Alpine). Also I would like a sidewalk on Lemon Avenue (between Lemon Avenue Elementary and the village).
82. Drunks in area of Jackson and Parkway Dr make it unsafe and unpleasant. They leave beer bottles along roadway, urinate in bushes, and beg for money.
81. I am most concerned about safety in my neighborhood. I never see the police patrolling and it concerns me. I live near la mesa blvd and el cajon blvd. With the kind of pedestrian traffic I see, it does not appear safe to walk - unless accompanied - and I wouldnt let my child walk alone ever! When I walk, I go to Lake Murray during the day on the weekend.
80. Watch for motorists turning right at stops and red lights without stopping OR minding pedestrians
79. Parkway has become a homeless hang out by car wash. Parkway in general has people drinking and smoking pot outside apartments. people from hotel lurking about baltimore and parkway with beer etc. Makes it very comfortable to walk in area. also we need to have SDGE paint the metal things they have on the sidewalk. hard to see if it has rained and very slippery.
78. the trolley station is a scary place
77. Concern about unstable Meth users around trolley stop and store areas, Starbucks parking lot.
76. The west side of 70th street down to I-8 has no crosswalk. That forces pedestrians to cross 70th at unsafe place (Saranac). No one does for that reason and tromps down the area with no sidewalk. Alvarado road has no safe place to walk, the area between Stall Chevrolet and the 70th st trolley station.
75. On Parkway Drive in front of The Coleman college building we need street lights it is very scary walking by there once it gets dark
74. In my neighborhood, vista la mesa, people drive very fast, disobey stop signs and recklessly. There are no sidewalks and no police enforcement.
73. In many places the residents have allowed their shrubry to grow over the sidewalk, forcing me to walk in the street.
72. Cars speed on the roadways.

71. Pedestrians have the right of way and drivers should not be so rude! Public awareness should be heightened again. Some signals are so long to wait for in car or on foot. In addition to pedestrian & cycling, I would like to see La Mesa implement knowledge and acceptance to Golf Cart usage. It is 'green', quiet, fun, small vehicles to park.
70. Crosswalk at Baltimore Dr at Lake Murray has a sometimes flashing light "strip" across the road. It only is flashing for a short time. It really ought to be flashing ALL the time because that is a crosswalk at a very busy road of higher speed traffic. Anything more to warn drivers of vehicles to watch for crosswalk users and slow down.
69. To many hoodlum looking kids around graffitee. Neighborhood looks slummy. La Mesa going down hill. Not much to look at when you walk around some of the neighborhoods.
68. Provide street trees and planters along 70 St from I-8 to El Cajon Blvd along with enhancing sidewalks and providing streetscape improvements to enhance pedestrian activity and improve walkability along the corridor.
67. More law enforcement traffic patrols to slow down speeding drivers.
66. I am a 48 year old women and I have been stopped by guys on El Cajon Blvd., I have been followed by a van on Baltimore drive and some of the sidewalks need to be fixed. They are sticking out of the ground and have made me fall a couple of times and I am disabled.
65. ElCajon Blvd. from Jessie to Auto Zone is risky on both sides, sex offenders and they are close to the schools
64. Waite St., between Massachusettes & Violet, feels unsafe. There is lots of loitering and at times litter.
63. I want a better pedestrian crossing at Glenn Street and Jackson. I have seen a woman hit while crossing at this intersection and the traffic moves too quickly and bad line of site along Jackson. I want better crossing at La Mesa Blvd and Glen for my son to walk to school. Even with walk lights, people don't look before turning right on red for pedestrians. I want contiguous sidewalks along Glen street from La Mesa Blvd to Lemon Avenue for my son to walk to school.
62. same comments as above. Colony needs a safe sidewalk for kids/parents to walk to school at Rolando. Tower needs sidewalk. Harbinson is a huge issue
61. Criminal activity and personal safety is a concern.
60. I frequently walk to pick up my son at Lemon Ave Elementary, but it is very dangerous going from his school, up Glen St (south) to Alpine blvd and then home to Edenvale. The top of Glen is especially dangerous because cars are coming over the hill with limited visibility. I don't know if I would allow my son to walk to or from school due to lack of sidewalks.
59. On my street, Lois street, there are no sidewalks. This almost stopped me from purchasing the house. It is a big concern for most people. We need sidewalks on every road. We need a healthier country, so it needs to be EASY for people to exercise.

58. In the area of University and Yale (especially during pick up/drop off times) for school. Enforce illegal activity such as speeding, kids on bikes, etc.
57. There is no safe pedestrian walk way between Center Street and Spring Street. I run a business on Center Street, and would love to be able to walk into down town La Mesa to get lunch but it's scary because of the freeway on ramp for I8
56. Demolish the pravada apartments
55. The "village" areas of La Mesa are great to walk in. My area of University is not initially that astetically beautiful.
54. We are a family with 3 very young children and we enjoy walking and going to the park or downtown but we find it difficult because many of the roadways we use do not have sidewalks. We live near Bancroft and Golondrina and there is no safe route to Eucalypus Park on Bancroft. I know that is county area but a cooprative effort with the county would be great. Also Lemon Ave from Bandcroft to downtown is also dicey. Some of the way has sidewalks but most and the nicest areas don't.
53. I appreciate the extended Walk lights at busy intersections.
52. Some of the older neighborhoods have no sidewalks and are unsafe for walking- mostly La Mesa is well set-up for walkers
51. **Allison Ave. at 4th St. & Allison Ave. at Palm: These are dangerous to cross at -- there is either no cross walk, or it is not placed well. **4th St. between Finley and Fresno has no sidewalk on the west side, and has 13 kids living on it under 12 years old -- and people speed really fast on this street. VERY unsafe.
50. Actually, I live in the 8600 block of Lemon Avenue (near Glen)and I find the walking to be quite enjoyable.
49. I have not had a problem with pedestrian facilities in La Mesa.
48. More street lighting, dark areas makes the streets feel unsafe
47. Very dark on Randlett Drive between LM Blvd and Victory.
46. Pedestrian friendly crossings at Baltimore & EC Blvd, Baltimore & Spring. Jackson & Grossmont Blvd. Logical walk on Baltimore from Fletcher Pkwy.
45. More police patrols on and near Amaya Street so that it's safe to walk early in the morning when it's still dark outside.
44. I prefer to ride my bicycle.
43. Cars driving on Palm Ave between Fresno and Spring St frequently exceed the speed limit, and barely slow down for the stop sign at Fresno Ave. It also feels a little unsafe walking up the hill from Collier Park, as cars take the curves too fast.

42. WATCH THE MONEY! This should be a very incremental process and one based on actual public safety need. There is absolutely no money for the wants and good to have!
41. Section of Normal Avenue between Helix H.S. and Park Blvd. Very unsafe. Criminal activity. More LMPD presence.
40. Get rid of the billboards, and plant a lot more large trees.
39. I am always scared that I am going to get robbed when I take my dog for walks in the morning and in the evenings.
38. Somehow slow drivers down. The intersection of Lemon and Date frequently has drivers who do a 'country stop'; that is, roll through it, and sometimes not even a roll thru, they keep the same speed. Possible speed bumps for the block of Lemon between Acacia and Date? You could generate some additional revenue by putting a LMPD there to write up those who speed thru, do not stop, and those who are on their cell phones.
37. I live off of Parks Ave. and I would really like to see sidewalks going all the way down that street. Also from there I find walking to downtown La Mesa on University distasteful. It isn't a very nice or pretty area.
36. Make crossing an intersection less intimidating and such that there is ample time to get across- from an older pedestrian's or wheelchair person's perspective- not an active youth. Safe place to stand/stay is SO IMPORTANT if signal changes while traversing the intersection.
35. On Harbinson, between University and El Cajon people fly down that road and a good portion of the street doesn't have sidewalks.
34. Drivers do not obey stop signs and speed up to them and roll through, ignoring a pedestrian is a common occurrence. Also, better street lighting is recommended for evening walks.
33. Drivers generally run stop sign at Grant/Lemon Ave. into pedXing.
32. motorist fail to yield to pedestrians at Nagel & Fletcher Parkway, amaya & Fletcher parkway
31. IT IS VERY DIFFICULT TO WALK IN MANY AREAS OF LA MESA DUE TO LACK OF PATHS/ SIDEWALKS -- FOR EXAMPLE IT IS VERY UNSAFE TO WALK TO GROSSMONT HIGH SCHOOL FROM THE AREA NEAR THE BRIGATEEN
30. 1) Leave the neighborhood residential streets in the Vista La Mesa area alone; 2) Keep the sidewalks to major arteries like Hoffman, Massachusetts, University and Waite.

29. Enforcement of vehicle traffic! Specifically: 1. Rolling through stop signs; not coming to a complete stop and yielding to pedestrians. 2. Vehicles encroaching marked crosswalks!! Vehicles rolling through crosswalks or stopping in the crosswalk at stoplights as they proceed to use right-on-red. Most vehicles tend to use this right-on-red law as a yield and do not stop at all; they usually do not yield to the pedestrian walking. My children have almost been hit a few times right in front of their school because of careless, unconcerned, unforgiving, law breaking motorists. I find this completely UNACCEPTABLE. It has become so unsafe at their school, Murray Manor Elementary, that the crossing guard program had to be stopped because of concern for the safety of the Guards themselves. I walk great distances myself and over the years (I have lived here in La Mesa since 1989) have had numerous encounters, more than you could imagine, where these law breakers are blocking my right-of-way through a crosswalk; this happens almost everytime I go for a walk. 4. Speeding through neighborhoods.
28. cars not giving way to walk signals. Baltimore and university.
27. City of La Mesa is a wonderful place to live. It is getting the public, teens and young adults to pay attention to the signs, roads and good ole common courtesy.
26. Same answer as in #30. In addition, walk ways need to be maintained regularly, such as cutting back bushes, tree limbs that are obstructing a safe walk way; and elevated cracks in the sidewalks.
25. Have a sidewalk on Glen Street between LMSV Home Education and Alpine Street.
24. trolley areas don't seem very safe.
23. Three curbs that need to be cut so we can ride our electric scooters south on Palm Av. to the park and to convenience stores or restaurants. Two large poles in middle of side walk near trolley on Spring St. that make it impossible to get around on Spring St with our scooters. Can't get to Dennys or shops. Have taken pictures and written letters, called public officials, attended public meetings many times over the years. Have talked to the city manager, the mayor, councilman and the works manager and only got the run around. The works manager told my wife and I he had the money and would take care of the matter. Lip service is all I have received. Nearly every older person has complained about the fake cobble stone streets and side walk cobble stone inserts to no avail. La Mesa is not sensitive to the elderly unless it's their idea. La Mesa is senior unfriendly. Elderly don't window shop as it is difficult to get around.
22. The intersection of Amaya and Water contains 4 stop signs. The stop sign at the apartments/condos which is ON AMAYA, is constantly being RAN by motorists, as cars/trucks/RVs park right up to the Stop Sign and block the Stop Sign; thus, motorists run the Stop Sign ~ very dangerous for our kids to cross on foot or by bike. Please mark curb RED for 100 feet before Stop Sign, so that the sign is visible for traffic traveling down Amaya, crossing Water, going towards Garfield. Thank you ~
21. Sidewalks from on Conrad to Murdock Elem. would be great.
20. I live on Yale and typically walk in the Eastridge development area because it is more aesthetically pleasing. University is not aesthetically pleasing! Not a lot of vegetation and near the sidewalks and the car lots and dilapidated commercial strips don't help. Also, I have walked down murray hill to wait and turned left and there is no sidewalk there and that is a route that a lot of kids walk to school on!

19. I would use the trolley more, it is only about 2 miles from my house, but traffic is so bad (near El Cajon and 70th) during commute times I am scared to ride my bike to the trolley station. Most of the areas have poor lighting and no sidewalks (I live on Toni Ln near Rolando) or bike lanes, some streets don't even have curbs (Tower street in front of Rolando Elementary doesn't even have a curb as it heads into San Diego). La Mesa could be a really nice city, but it needs some serious cleaning up! Zoning laws pertaining to multi-family dwellings would really help. Having one single family house split into two or three apartments doesn't help the neighborhood at all.
18. I only a mile away from the 70th and Lake Murray trolley station (around El Cajon). That area is so unsafe I would never feel comfortable walking that when it is dark out. Better lighting and please try to clean up the empty lots around La Mesa. La Mesa has potential, it's just not going ANYWHERE.
17. improved freeway crossings (overpasses & underpasses) specifically Spring Street over I-8
16. I would like sidewalks in my neighborhood on Carmenita Road.
15. People need to feel safe when they are out walking to the store or for recreation. It is dangerous for seniors that live in the senior highrise on orange avenue to walk anywhere in the area. There are too many transients, teenagers wondering around looking for trouble in that general location. The police station is close, but it remains to be a high crime area. Security patrols who help tremendously in that area.
14. Lighting is poor. Lake Murraray no lights for safety. No lighting around the side streets by the village.
13. Wider sidewalks, clearer marking of pedistian intersections, more street landscaping that doesn't block drivers views of pedestrians. Better control of stoplight systems.
12. List of desiraBLE WALKING PATHS
11. I workout M-F all over the hills in Eastridge area, Murray Drive, Waite and High Street. I feel safe. I hate the litter and stop sign non stoppers!!!! I also hate speeders !!!!!
10. It would be nice if Bancroft ave., between Dillon Drive and Lemon Ave had sidewalks.
9. Our neighborhood (The "state streets" on the hill behind the Shell station north of I-8 at Lake Murray Blvd,) has no sidewalks at all. The only way out is a very dangerous, curvy road (Connecticut Ave,) with parking on both sides, and many fast drivers, or a rocky, steep canyon (owned by the water district) that leads to Lake Murray Blvd. from Colorado Ave.) I do not allow my children to walk on Connecticut and they can only use the canyon if they are with an adult since homeless people have been spotted living in the canyon. The neighborhood should have sidewalks at least on the lower part of Connecticut Ave., from Wisconsin to Colorado Ave.
8. THIS WASN'T A CATEGORY SELECTION OFFERED IN Q38. I DON'T WALK MANY TIMES DUE TO THE LACK OF TIME I HAVE TO GET TASKS DONE.
7. University on La Mesa .. people need to SLOW DOWN! Also, the businesses need to clean up! Business on Olive and University is Gross!

6. Palm Ave from Spring, to La Mesa Blvd, Seems to be a Toilet for dogs! Nobody cleans up after their pets! and their seems to be a lot of trash around. Skatboarders seem to think they own the sidewalks, and the “homeless” with Bikes tend to ride them on the sidewalks rather than in theStreet. The same can Be said for La Mesa Blvd! I would like to see “doggy Bag stands, about every 1/2 mile on La Mesa Blvd, at least! it is The”Village” after all!!
5. No sidewalks on many streets. 4th Avenue between Fresno and Finley for example.
4. I don't walk too much due to lack of time and would rather get other forms of exercise but do walk downtown to eat periodically. Stairs on our hill (Mt. Nebo) are GREAT for exercise and well used by lots of folks.
3. All intersections... cars running stop signs and lights while driver is looking left and turning right...
2. drivers speeding through signals at baltimore and lake murray road, usually in the morning
1. Sidewalks and ramps in the western part of La Mesa - walking from Helix High to the Vons plaza on University has some places with no ramps and poor sidewalks, making it difficult to walk with a small child.

Workshop Comments

The comments are verbatim from the boards at each workshop. The comments typically are related to a geographic location.

No sidewalks

Narrow roads. Hard for skateboarders, bikers, cars to enter Helix

fenced off area

large pole taking up 90% of the sidewalk, by Denny's.

High speed corner-cutting

Baltimore between El Cajon and University needs bike lane southbound.

No pedestrian access under this bridge. I've walked bike under, but not safe.

need bike lane and safety fence on east side of Baltimore across I-8

Cars don't stop for bikes

No sidewalk here and this is where kids walk to school

When I'm on the right hand lane crossing El Cajon Blvd people 'car people' speed up behind me to get ready to go on the freeway. Bike lane/crosswalk needed

need bike lane southbound on Baltimore

need a bike lane

Traffic signal is a green ball, should be a right arrow only

Crosswalk removed

Trim branches on South side of Fletcher

Bike lane Grossmont Center Dr at I-8/I-125 to Severin Dr. on and off ramp

all of Bancroft should have a Class 1 bike lane, there is space

cut through between 94 and 1-8

Raised dots or some sort of tactile signal to keep cars from cutting corners

Student traffic

No curb cut

No sidewalk

Not fun to walk under this bridge to Grossmont Center.

under bridge is always filthy and brush along road rarely maintained

no lighting under bridge

I work at Casa de Pico at Grossmont Mall. I was told I can't park my bike around the restaurant. The closest bike rack is 10 minutes away. Please put one by Casa de Pico!

Narrow bridge, lots of traffic, scary to bike, very steep hill

Parkway Dr. could be an alternative to Fletcher Parkway

Bumpy asphalt in bike lane, resurface Fletcher between Jackson and Bus Ct.

Priority on Fletcher Parkway at Nagel Grossmon Center Drive.

Release signal now that construction is over

Dead end on Lubbock/Hard to get to Amaya Trolley

Need bike lane

check signal timing

check bike lane widths and striping - travel lanes do not align across intersection

The hedge at the corner of Lemon Ave and Alta Lane is extremely dangerous, blocking both the sidewalk and view. It goes to the curb.

Only 50 feet - please fill in missing sidewalk on Alta Ln. It's very muddy and weedy. Please & thanks.

Potential bike boulevard on Palm

Over freeways = dangerous narrow bridge but direct link to commercial businesses - important to some!

Sidewalks to be installed on Glen

Caltrans to take out bridge at Mariposa St. - verify

Really unsafe

Add sidewalks to all remaining streets that don't have them, like Lee Avenue

Add more trails in the network set aside for just bikes and walkers off the streets and roads

Nebo Class 1

Left turn bike from Fletcher to Amaya

The hedge at the corner of Lemon Ave and Alta Lane is extremely dangerous, blocking both the sidewalk and view. It goes to the curb.

Only 50 feet - please fill in missing sidewalk on Alta Ln. It's very muddy and weedy. Please & thanks.

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Safe Routes to Transit Public Input

The third public workshop was conducted on July 30th, 2011. This workshop primarily focused on access to transit, Park Master Plan input and General Plan update input. Boards and informational material for the bicycle and pedestrian components of the plan were also presented. An additional transit only online questionnaire was developed to further collect input for transit related issues. The following summarized the input from the public workshop and online questionnaire for the Safe Routes to Transit Plan.

1) How often do you use the following modes of travel?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	Daily	Weekly	Monthly	Quarterly	Don't Use
Bus	9 10%	6 7%	6 7%	5 6%	63 71%
Carpool / Vanpool	3 4%	8 9%	5 6%	3 4%	68 78%
Skate / Skateboard	1 1%	0 0%	1 1%	0 0%	78 98%
Drive alone in a vehicle	70 76%	14 15%	1 1%	1 1%	6 7%
Bicycle	5 6%	10 12%	9 11%	11 13%	50 59%
Walk	44 49%	22 24%	10 11%	5 6%	9 10%
Run	5 6%	14 16%	0 0%	2 2%	65 76%
Trolley	14 15%	11 11%	15 16%	35 38%	21 22%

2) How do you usually get to the trolley station or bus stop?

	Number of Response(s)	Response Ratio
Drive by yourself	21	20.3%
Drive with others	21	20.3%
Dropped off	8	7.7%
Walk	33	32.0%
Bus Transfer	3	2.9%
Bike	2	1.9%
Do not use transit	13	12.6%
Other	1	<1%
No Responses	1	<1%
Total	103	100%

3) What improvements to the way that you get to a transit station are most important to you?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

1 = Least Important, 8 = Most Important

	1	2	3	4	5	6	7	8
Better connected or expanded walkways	7 9%	8 10%	11 14%	12 16%	8 10%	12 16%	10 13%	9 12%
Better walking environment	4 5%	6 8%	11 14%	10 13%	14 18%	16 21%	11 14%	5 6%
Safer walking environment	7 9%	3 4%	9 12%	4 5%	6 8%	7 9%	14 18%	27 35%
Better lighting along the route	2 3%	13 17%	9 12%	8 10%	13 17%	9 12%	16 21%	7 9%
Improved street crossings	4 5%	2 3%	10 13%	19 25%	18 23%	12 16%	8 10%	4 5%
Better bike lanes	34 44%	9 12%	4 5%	6 8%	4 5%	5 6%	2 3%	13 17%
More directional signs	13 17%	26 34%	11 14%	8 10%	6 8%	6 8%	5 6%	2 3%
New walkways where they are currently missing	8 8%	10 13%	12 16%	10 13%	8 10%	10 13%	11 14%	10 13%

4) What transit station and bus station area improvements are most important to make transit more attractive to you?

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

1 = Least Important, 7 = Most Important

	1	2	3	4	5	6	7
Improved Security	10 12%	7 8%	2 2%	4 5%	5 6%	8 9%	50 58%
Better lighting at station	2 2%	10 12%	17 20%	10 12%	12 14%	31 36%	4 5%
Better shade at station (trees or shelters)	8 9%	7 8%	16 19%	16 19%	21 24%	12 14%	6 7%
More transit messaging such as "Next bus or trolley arriving in 'x' minutes"	4 5%	9 10%	14 16%	18 21%	20 23%	13 15%	8 9%
Better street crossings near stations	10 12%	24 28%	14 16%	12 14%	12 14%	10 12%	4 5%
Better bicycle storage facilities (lockers/racks)	46 53%	12 14%	7 8%	3 3%	3 3%	7 8%	8 9%
More seating and weather protected areas	6 7%	17 20%	16 19%	23 27%	13 15%	5 6%	6 7%

5) What is the maximum time you are willing to dedicate walking to a transit station or bus stop?

	Number of Response(s)	Response Ratio
less than 5 minutes	14	13.5%
5-10 minutes	41	39.8%
10-15 minutes	29	28.1%
greater than 15 minutes	11	10.6%
No Responses	8	7.7%
Total	103	100%

6) What is the maximum distance you are willing to walk to a transit station or bus stop?

	Number of Response(s)	Response Ratio
less than 1/2 mile	49	47.5%
1/2 mile - 1 mile	40	38.8%
1-2 miles	4	3.8%
over 2 miles	3	2.9%
No Responses	7	6.7%
Total	103	100%

7) How long does it take you to reach your transit station or bus stop?

	Number of Response(s)	Response Ratio
less than 5 minutes	16	15.5%
5-10 minutes	48	46.6%
10-15 minutes	15	14.5%
greater than 15 minutes	15	14.5%
I don't know where closest stop is located	2	1.9%
No Responses	7	6.7%
Total	103	100%

8) If you do not currently use transit, what factors currently deter you from using it?

	Number of Response(s)	Response Ratio
Too far to walk	14	18.6%
Too far to bike	1	1.3%
Inadequate walking connections along route	6	8.0%
No drop off locations nearby	7	9.3%
Feel unsafe at station	36	48.0%
Poor lighting along route	9	12.0%
Nearby high speed or high volume traffic makes me feel unsafe at the station	2	2.6%
High speed / high volume traffic makes me feel unsafe walking to the station	5	6.6%
Afraid of criminal activity	37	49.3%
Bus service does not get me to where I want to go	20	26.6%
Bus service is too infrequent to be of use	21	28.0%
Bus or trolley routes take too long to get to my destination	36	48.0%
I wouldn't ride transit even with improvements to any of the issues listed above	4	5.3%
Other	11	14.6%
Total	75	100%

Safe Routes to Transit Online Survey Comments

The comments are verbatim from the online survey.

1) How often do you use the following modes of travel?

I will never use the trolley or bus. For me it is way too scary and unsafe. I feel the trolley gives the rif-raff easy access to our La Mesa neighborhoods.

Work for small company, can't vanpool. Used to bicycle but bike was stolen and then I moved into the hills.

I work from home, but I give workshops in public venues.

Only use the trolley occasionally to get to a ball game or to the conventions center. Feel unsafe riding public transportation.

I try to use public transportation whenever possible and appreciate having the trolley and buslines in La Mesa. In fact, I one of the major reasons I choose to live in La Mesa because of accessibility to public transportation. Thank you

I rode the Orange Line trolley for 13 years. Then it got scary, between people throwing rocks and shooting at the cars in transit and unruly drunks and homeless riding the trolley finally convinced me to stop.

We like to take the trolley to events where know there will be crowds (like ComicCon and Chargers games.) Drive in vehicle 2-3 times/week.

I really only use the trolley once in a blue moon to go to some event and that works out fine! I use the Alvarado stop as it is closest to my house but the parking is pretty limited so we usually have someone drop us off. The Trolley is just too slow for most of my needs, that or I need a car at the other end...

How can we get the street lights re-set so they are timed? Lots of wasted gasoline stopping at every single street light.

should be more frequent bus routes to la mesa not just 30 min rote 7

The trolley did nothing but bring crime to east county. It was and still is a bad idea. Look at the crime at and around the trolley stations. The trolley should be closed down.

I walk to and from work based on weather conditions and how much extra time I have; it varies...

We depend on buses and trolleys to get us to many places, when we choose not to or cannot drive to a location after dark, where no parking is available or to save money being poured down the right-wing rathole of Middle Eastern gas prices. We could not purchase food and drink and medical care at their present barely-affordable prices nor obtain clothing and supplies if we could no longer drive and had to walk many miles to obtain necessities. It is for these we must have trolleys, buses, etc.

if the trolley had more stops, especially downtown, I would use it daily. We need more pedestrian and bike lanes throughout La Mesa.

This reflects what we do, not what we want to do. For 9 years in Europe we had no car and raised a family on transit. Although big fans of transit, the system here simply prohibits such a lifestyle.

I would use the bus to get to the trolley stops, however to and from the intersection of Baltimore & Lake Murray the buses don't run frequently enough. I am not going to wait at a trolley stop for nearly an hour; the stops are scary enough without that.

As a sole proprietor of a La Mesa business, I need to have a vehicle at the store. So I drive. That said, if I were living alone I believe I would sell my Fletcher Hills home because it has a walkability rating of 32, and I would very much like to live where I had the option to walk to some services, and take public transport to more distant destinations.

When I look at properties to buy, walkability is my number #1 criterion.

Retired and use the trolley to attend functions at the ball park or waterfront.

We in our household would use mass transit if it were provided with shorter routes, e.g., 2 + hours for me to get to Carmel Valley; and then I have no way to get 2 miles from there, to work.
to go to games

I would like to take the trolley to work and back but the monthly pass would cost me more then the \$45 I spend on cas.

I used to use the Route 1 to/from La Mesa Blvd. to Grossmont Center and Trolley Stop. It was very difficult to meet connections, because the buses did not run on schedule a good deal of time. This was very frustrating. I later moved to a different part of La Mesa, where the Route 14 was the main bus service, and this one was always on time and a pleasure to ride.

I also prefer riding the Green line to the Orange line; much safer feeling and cars are in better condition.

take trolley to padres games

every home chargers game

My husband and I ONLY take the trolley to Aztec games!

Our son skateboards and bikes daily. He uses the trolley 2 to 3 times a week. My husband and I use the Trolley Quarterly. We find it easier to drive to Padre and Charger games.

I don't use transit buses, but I do use casino buses.

2) How do you usually get to the trolley station or bus stop?

walk to the bus; drive to the trolley w/others

3) What improvements to the way that you get to a transit station are most important to you?

I go to the La Mesa Blvd station and I like the lighting. I would hate for it to be too bright to make it unattractive. But also, at La Mesa Blvd. there are fewer places for crooks to hide.

I expect to use the trolley more when the elevator at Grossmont Center (destination) is completed.

The current bike lanes are not safe, too close to traffic, too much debris. The last time I checked on transit from home to work, travel required 2 buses plus the trolley (not practical)

Some of the stops are kinda creepy; low lighting, very few or no seating (Spring St Trolley-west side; I think there's 2 benches)

Really, our path is just fine. Years ago there were plans to build a walkway across the freeway but it was poorly planned and not at all thought out. It is not feasible and due to the lack of parking in our area the neighborhood would fight tooth and nail again to defeat such a project!

Movement around the city is quite safe and pleasurable... some sections of Lemon Avenue and Glenn could use sidewalks, especially approaching the elementary school, but otherwise, very nice.

Armed security guards.

We are fortunate to live near both bus and trolley stops. However, once out in the wider city or county, the need for lighting and safe environments, walkways etc. becomes paramount.

The problem really isn't getting there or the infrastructure at the trolley stop. It's the degenerates that the trolley brings to La Mesa. We've all seen the hoodlums casing the stops, waiting for that next victim that they can rob and punch in the face. Everytime I use the trolley, I'm always on edge, waiting for the time I have to defend myself or my family against a criminal. The criminals LOVE the trolley.

You left out the single most critical improvement: More and more timely transit connections (i.e. trolley-bus, trolley-trolley). Allocate effort and resources where they will make a difference: Unless you can get people where they want to go within a reasonable amount of time, all the rest together will never be enough to convince people to use transit.

Only the first one item is important, survey would not allow leaving the others blank.

Amaya Station is close enough for me to walk, if I didn't need a car at my place of business. As a senior citizen, I have to say that crime would deter me from doing this. The stations have way too many incidents.

We use the Spring street station and it is just fine the way it is.

Many walkers in my area don't use the sidewalks, due to the trip hazard of frequent driveway ramps. I feel very unsafe around the trolley stop - more security would be very helpful.

The improvements at L Mesa Blvd Trolley and bus stop are terrific!

The only other trolley we use is Spring Street, and while it seems isolated and deserted, I cannot think of a way to improve it.

South side of Fletcher Parkway has no sidewalks.

The GRAFFITI at the Grossmont trolley area is disgusting!

The wooden steps down, cement wall that is next to those steps, railings and anything that can be vandalized has been hit. The graffiti that I saw from this green line west to the stadium(all in La Mesa) was a disgusting site.

I reported what my husband and I saw on 9/17/11. Reported to the la Mesa Graffiti hotline: 619-667-7560. Saw no security officers at 2:40pm. Did see 2 security officers upon our return at 8:30 pm. YEAH!

It all seems fine to me.

Sorry, but I would rarely walk to a trolley station, and I don't bike at all.

4) What transit station and bus station area improvements are most important to make transit more attractive to you?

Improved security would be like the top 3 answers for me.

There is a lot of crime at the trolley stops.

Although I do not bicycle I support more bicycle paths and access in la mesa

None of the above are important

The Grossmont Trolley station is still unfinished! It is a very unpleasant place to wait for the trolley.

Don't really ride the trolley but this seems logical.

The main problem is anti-rain and adequate lighting. Safety can be addressed by such changes, and street crossing adequate to allow more riders to reach the stations. Shade would be nice but it cannot be a paramount consideration in this economic climate.

See my comments above.

Critical to have a map/schedule/connections at every bus stop and station. If you want to get people to use transit, you have to tell them where and when it will take them!

Only the first four items are important, survey would not allow leaving the others blank.

It is really a very nice station.

Having digital signage that displays when the next trolley is arriving would be FANTASTIC!

GET RID OF THE GRAFFITI!!!!!!!!!!!!!!!!!!!! Looks like a ghetto!!!! on opposite side of tracks from existing shelter

When I do use the trolley to commute to work downtown, I board in Lemon Grove rather than at 70th Street (the La Mesa station closest to me). The ride is shorter on the Orange Line because there's no need to transfer, and, frankly, white collar passengers are at less risk on the Orange Line since it's not plagued with the juvenile assailants that have been such a nuisance to passengers on the I-8 corridor route (who evidently perceive the ridership there as more desirable marks).

If you do not currently use transit, what factors currently deter you from using it?

my home and job are too far frm bus and trolley routes

NO NEED

I need my car at some point of the day.....also often I have my 92 year old Mom

I live .7 (tenths) of a mile from work and I walk there.

retired, use only to games downtown.

lack of round trip senior ticket

Takes twice as long on trasit as personal auto to get anywhere.

doesn't work with my responsibilities

Shopping requires car trunk for bags.

work schedule, work overnight

Local activities

Do you have any suggestions for improvement?

Better overall security is needed. Too many crimes occurring in the vicinity of trolley stations.

I would use transit to shop at Grossmont more if there was a shuttle bus taking me from the stop below to the shopping center. The shuttle bus could also go to the hospital. And, I'm sure some out-of-town people could use the shuttle as well.

I live in Santee but I visit the antique stores in La Mesa. It would be great if the Orange Line trolley ran all the way to Santee instead of having to transfer from the Green Line. I can understand the Orange Line only going as far as Gillespie during the week because it runs every 15 minutes . . . (continued on next survey) and it would be hard to get the Green Line and the Orange Line into Santee but on the weekends it runs every 30 minutes. Having the Orange Line going all the way to Santee on the weekends you might see an increase of people going to La Mesa to shop.

Shuttles to transit stations.

A trolley station is quite near my house; it's the rest of the system that's the problem (though the elevator at Grossmont Center will help). Another factor is that I use a wheeled cart when I meet clients, and one hesitates to use the wheelchair lift for it.

I live by Kenwood Drive and Bancroft. I suggest that the 856 bus should run every 30 minutes on weekdays, and the 851 to run on Saturday and Sunday, of course 851 could run less frequent (say every 2 hours) at least we would have that option to ride directly to the trolley instead of having to walk to Campo Rd. and Bancroft to catch the 856.

YES i DO i THINK THAT THERE SHOULD BE A BUS THAT STARTS AND THE BENINGING OF JACKSON dRIVE AND GO ALL THE WAY DOWN TO FLETCHER PARKWAY. MAKE A LEFT ON TO PARKWAY GO STRAIGHT UNTIL YOU GET TO AMAYA DRIVE THEN GO STRAIGHT UNTIL YOU GET TO WATER STREET GO DOWN WATER STREET TO THE HIGH SCHOOL THEN PROCEED TO EL CAJON TRANSIT CENTER

Public transportation does not take you where you need to go. Time is important and I could walk to most destinations faster than I could get there by public transportation. Also, I do not feel safe on public transportation.

It seems a good percentage of the crime in La Mesa is committed by trolley passengers. In my mind, this greatly outweighs the benefit of public transportation.

Also, La Mesa would benefit from an "Express" service during rush hour that runs downtown while skipping most stops in between.

More drop off locations.

There is alot of crime at the trolley stops. The cameras need to work and the images need to be high def. The criminals need to know that. I won't use the trolley at night because of this for any event.

I would like for downtown la mesa to be a walking mall.

More trolleys needed for large events...I know you try to usually increase the # of trolleys for events but MORE are needed (that don't break down between stations).

Would like more frequent service on both the trolley and buses.

Honestly the type of people who ride the trolley not all but alot, scare me so I never ride alone. The crime in La Mesa that happens around the trolley stations has detoured me from enjoying this mode of transportation.

Maybe more SECURITY....

Security is the biggest issue. I feel safe in La Mesa but many areas the trolley travels are places I don't go due to crime rates etc, especially at night. It travels places I'd not choose to drive through sometimes. Mostly there are nice people just like me but I've seen scary things happen and know several who have been accosted or mugged!

Keep up the good work and keep asking for feedback! It is the best way to keep one's finger on the pulse.

Improve street light timing

Need a direct route into Mission Valley. I board the trolley at the La Mesa Blvd. station to go to the Grossmont Transit station. More often than not, the wait at the Grossmont Transit station to catch the green line into Mission Valley is half an hour or more. Last time I used the trolley to go to Mission Valley it took more than an hour.

bus service is not as accurate and doesnt always get me to where i need to go in the time i need to get there.

More security at trolley stations

Why waste money on things like this? Also if The City would have put in a "restaurant row" aka the mini gaslamp, instead of the section 8 apartments on Fletcher, the city would have generated more revenue and a better environment. Who really thinks up all these good ideas that are not? Trolley is only a riff raff problem. Planners need to include important zones as destinations so that the city and county can be served at least minimally. For instance, from La Mesa's trolley ad buses, there is no transportation to the VineRipe shopping center, and some hospitals are hard to reach.

if the trolley had more stops, especially downtown, I would use it daily. We need more pedestrian and bike lanes throughout La Mesa.

There used to be a round trip senior ticket. It is often difficult to see at some of machines, so having the return ticket would be helpful.

Transit has intrinsic benefits: no gas, insurance and maintenance costs; no parking headaches; independence for all ages. But until we have a comprehensive, coordinated system to get where we want to go in a reasonable time, people won't willingly use it for their daily commutes. I challenge you to create this! It is done other place. Why can't we?

Trolley schedules and length of trolley does not match the ridership. The first Orange Line trolley (5:10 AM) from Spring is very crowded (standing room usually), but only has two cars. The next trolley is much lighter. It would be nice to have three cars on the first trolley.

I have seen more LMPD cruisers around LM Blvd. and Spring Street during a single car show (4 hours) than I normally see between my house and Amaya Station in a 6 month period. Maybe the LMPD needs to rethink priorities of policing, and get their cruisers out into the neighborhoods. There really aren't that many bad guys at the village car shows!

I think the La Mesa Spring street and Village stations are both unsafe. I have witnessed drug use and tagging at the trolley stops. As a Padres season ticket holder I always use the trolley, but I must say on more that one occasion I have felt like I might become the victim of a crime.

Look at other cities to see how they permit express service during peak commuter hours.

riding the bus and trolley is not a pleasurable experience. The ridership seems to have a low end almost criminal feel to it. Not a good experience.

I live in La Mesa, and the crime at the stations - within earshot of the police station no less - is a major deterrent to my more frequent use of this service.

lower the cost of the montly pass

Trolley should be extended down park blvd to el cajon blvd, and down el cajon blvd to SDSU

Build new trolley line to UTC area

More sidewalks

GET RID OF THE GRAFFITI at the stations and along the lines that are in La Mesa!!!!!!!!!!!!!!!!!!!!!!!!!!!!

I believe the transit service offered by MTS is excellent. More security would be important.

I don't understand that when you buy a ticket nobody comes by to check.

Along Spring Street and at the intersection of Lemon Grove Ave and Broadway, trolleys should obey the intersection signaling, just like in downtown San Diego. The entire system doesn't have to be this way, but a few areas DO. Businesses across the line from me I don't patronize anymore--takes way too long to get there and is just really irritating.

APPENDIX "A"- QUESTIONNAIRE RESULTS



The online survey provided an opportunity for the community to comment on the quality of the existing City parks. A summary of the facility and program analysis based on quadrants is listed below. The detailed comments and responses to specific questions follow.

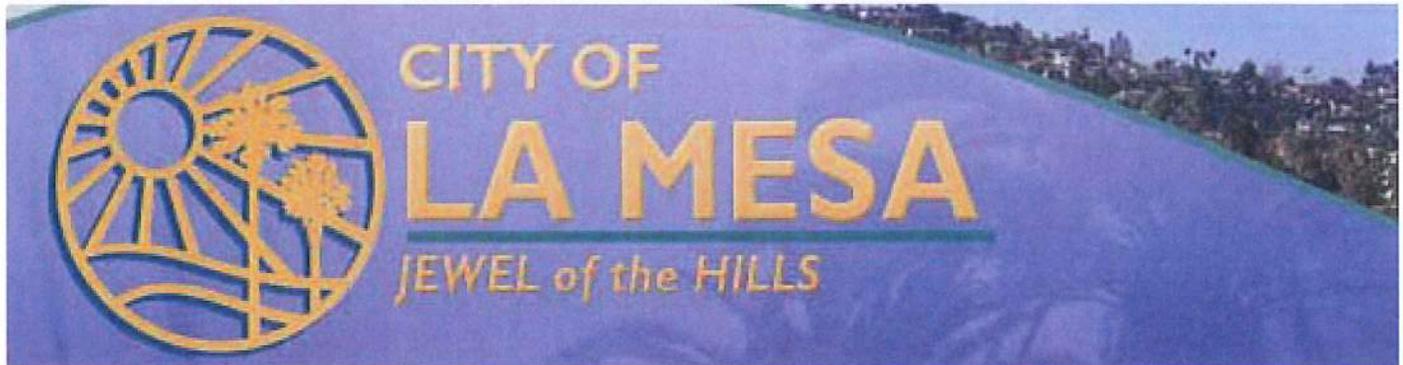
Park Deficiencies & Opportunities Analysis- Community Input

Parks	Group Picnic Area / Picnic Pavilion	Individual Picnic Tables	Benches	Barbecue	Tot Lot (2-5 years old)	Children's Playground (5-12 years old)	Pool Facilities / Splash Pad	Walking/Running Trails	Parcourse	Off-leash Dog Area	Tennis Courts	Volleyball	Basketball	Soccer Field / Football	Baseball/Softball	Skate Park	Rollerskate Pad	Horseshoes	Golf	Informal Passive Play Area (sloped)	Informal Passive Play Area (flat)	On-site Parking	Restroom	Amphitheater	Lighting
NW Community	NC	NC	NC	NC	~	~	NC	A	NC	A	≠	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	~	NC	≠
Aztec	A	NC	NC	NC	NC	NC	NC	NC	NC	A	NC	NC	NC	≠	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	≠
Jackson	NC	NC	NC	NC	NC	≠	NC	NC	NC	NC	NC	NC	NC	A	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	≠
Sunset	≠	≠	≠	≠	NC	NC	NC	A	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	≠	~	NC	NC	NC
NE Community	NC	NC	NC	NC	~	~	≠	A	NC	√	≠	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	~	NC	≠
Briercrest	NC	NC	NC	NC	√	√	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Harry Griffin	NC	NC	NC	NC	NC	~	NC	~	NC	~	NC	NC	NC	NC	NC	NC	A	NC	NC	NC	NC	NC	NC	NC	NC
La Mesita	≠	NC	NC	NC	~	~	NC	NC	NC	NC	√	NC	NC	NC	NC	~	R	NC	NC	NC	NC	≠	NC	NC	NC
Northmont	NC	NC	NC	NC	~	~	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
SW Community	NC	NC	NC	NC	~	~	NC	A	NC	A	≠	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	~	NC	≠
Highwood	NC	NC	NC	NC	NC	NC	NC	NC	NC	A	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Sunshine	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	R	NC	NC	NC	NC	NC	NC	NC	≠	NC	NC	NC
Rolando	NC	≠	NC	NC	≠	≠	NC	A	NC	NC	NC	NC	NC	NC	R	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Vista La Mesa	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	~	NC	NC	NC	NC
SE Community	NC	NC	NC	NC	~	~	NC	A	NC	A	≠	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	~	NC	≠
Collier	NC	NC	NC	NC	NC	~	NC	NC	NC	NC	~	NC	NC	NC	NC	A	NC	NC	NC	NC	NC	NC	A	NC	NC
MacArthur	NC	NC	NC	NC	NC	A	≠	A	NC	A	NC	NC	R	NC	NC	NC	NC	NC	√	NC	NC	NC	NC	NC	NC
Porter	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC

Key:

- √ -Acceptable (Meets qualitative and quantitative expectations)
- ~ -Lacks quality
- ≠ -Lacks quantity
- A -Potential Addition
- R -Potential Re-Use / Re-design
- NC -No Comment / Not Applicable

Results and comments from a computer generated, on-line public survey were compiled. The survey questions, responses and comments are on the following pages. All comments are verbatim and some comments contain spelling and grammatical errors.



Constant Contact Survey Results

Survey Name: Parks Survey- La Mesa

Response Status: Partial & Completed

Filter: None

9/6/2011 10:35 AM PDT

TextBlock:

The City of La Mesa is conducting a City-wide Park Master Plan to guide current and future parks and recreational needs. Your input is important to us. Please fill out the attached survey. It will only take a few minutes of your time.

1) How often do you use the following La Mesa parks?

1 = Daily, 2 = Weekly, 3 = Monthly, 4 = Quarterly, 5 = Don't Use

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Aztec Park	[Bar chart showing frequency distribution]					133	4.5
Briercrest Park	[Bar chart showing frequency distribution]					135	4.6
Collier Park	[Bar chart showing frequency distribution]					135	4.5
Harry Griffen Park	[Bar chart showing frequency distribution]					145	3.6
Highwood Park	[Bar chart showing frequency distribution]					133	4.7
Jackson Park	[Bar chart showing frequency distribution]					137	4.4
La Mesa Park & Junior Seau Sports Complex	[Bar chart showing frequency distribution]					143	4.0
MacArthur Park	[Bar chart showing frequency distribution]					135	4.5
Northmont Park	[Bar chart showing frequency distribution]					135	4.8
Porter Park	[Bar chart showing frequency distribution]					134	4.7
Rolando Park	[Bar chart showing frequency distribution]					130	4.7
Sunshine Park	[Bar chart showing frequency distribution]					135	4.8
Sunset Park	[Bar chart showing frequency distribution]					135	4.5
Vista La Mesa Park	[Bar chart showing frequency distribution]					133	4.8
Other (indicate park below)	[Bar chart showing frequency distribution]					89	4.6

Collier Park needs regular policing to be safe for kids and families. Right now it's more of an outdoor drug den and homeless shelter.
La Mesa Memorial Park & Rec playground for young children
The La Mesa Pool
Municipal Pool
Sunset Park I am assuming is where the little league and softball field are? if so, during softball season, we use it almost daily.
Lake Murray.
I mainly use Harry Griffen park because of their great dog park. Don't ever take that away. It's wonderful for all dog walkers and dog lovers alike. And the dogs have a great time too!
Chollas Lake
I do visit several once or twice per year.
We used to go to collier park because it is within walking distance to our house but we will no longer use that park for the safety of our children. There are some rough groups that frequent that park and made it their own. Police are called there all too often. Its a shame
King Street Park
Lake Murray
Lake Murray park
I use to take my son to Collier park almost daily but now a bunch of thugs hang out there drinking and smoking their drugs and yelling foul language it is no place for children anymore.

<p>Collier Park is very close by to walk to but hugely unattractive and often crowded with hooligans. This park is easily accessible because it is in the heart of La Mesa but rarely do I see children or families there because it is in need of a severe upgrade. I would recommend removing the worn out tennis courts and replacing it with a new skate park or better playground equipment. This would allow the people to take back their neighborhood park from the homeless and hooligans currently there.</p>
<p>King St. Park</p>
<p>The fact I don't use the parks is not indicative of my belief that others do and should have them available.</p>
<p>I go to Lake Murray often. Wish there was a dog park there since quite a few people walk their dogs and it is recommended that you walk a dog before you take them to the dog park.</p>
<p>Between pit bulls, drug addicts and gangs I wouldn't go to any of the parks.</p>
<p>Lake Murrey <>Walk 4 times a week 5+ Mi each time Plus Bike 1 extra Day Total 5 Days</p>
<p>Most important factor is to provide security with plenty of lighting, not dim amber lights. Theres a high crime element in La Mesa, I suspect because of the available trolley line, easy in, easy out.</p>
<p>Member of YMCA. Use park for walking/running and child's play. Very disappointed with the skate park. It's very dirty with lots of trash thrown about everyday. Would like to see better upkeep or convert to basketball courts. Also there have been people (primarily men) sleeping in the park and is alarming to the children.</p>
<p>On rare occasions I attend an activity at one of our parks.</p>
<p>Use Lake Murray (Mission Trails) every day</p>
<p>Too Many Vagrants</p>
<p>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.</p>
<p>Lake Murray</p>
<p>please clean up this park and this neighborhood.</p>
<p>It is very good of you to ask people who don't necessarily live within the city limits but may use your parks what they think. It's appreciated.</p>
<p>Rather than such set time frames, perhaps an optional response should be "occasionally" or "have never been".</p>
<p>I don't even know where most of these parks are-never heard of several.</p>
<p>Helix High School public use tennis courts</p>
<p>"We live near Collier Park and would use it if it there weren't homeless types there.</p>
<p>My grandson uses the La Mesita skate/bike park daily but it's not that safe either. Two recent incident: A boy asked to take a turn on his bike. My grandson let him. When he finally asked for it back, the boy gave it but punched him and said his parents were ""bloods"" and would get him. Another day an older boy took his bike and hid it but his mother happened to be watching and saw where they put it."</p>
<p>Lemon Avenue School's site</p>
<p>Used parks A LOT more when our sons were growing up and they were in soccer and Little League.</p>

2) How often do you use parks near the boundary of La Mesa?

1 = Daily, 2 = Weekly, 3 = Monthly, 4 = Quarterly, 5 = Don't Use

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Mission Trails Regional Park	[Bar chart showing frequency distribution]					150	3.5
The Kroc Center	[Bar chart showing frequency distribution]					142	4.3
Eucalyptus Park	[Bar chart showing frequency distribution]					144	4.6

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

Mission Trails Regional Park has been wonderful for our son who is a boy scout. And it's museum is wonderful. Never take that way either!
I walk Lake Murray weekly and on occasion walk Mission Trails.
I like Eucalyptus Park but there are too many transients there. It is not really safe.
I work at Mission Trails.
Parks are really vital to a community. Please continue to fund and maintain these wonderful parks and expand as possible.
For hiking.
Never heard of Eucalyptus Park
Excellent parks. Be sure their well lit.
"also visit wildlife habitats at:
Del Cerro Park
Chollas Creek
Alvarado Creek
Chollas Lake Park
Lake Murray"
Lake Murray is used weekly for walking and picnicing.

3) How often do you travel away from La Mesa to more distant parks?

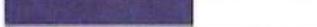
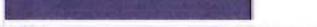
1 = Daily, 2 = Weekly, 3 = Monthly, 4 = Quarterly, 5 = Don't Use

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Mission Bay	[Bar chart showing frequency distribution for Mission Bay]					147	3.8
Balboa Park	[Bar chart showing frequency distribution for Balboa Park]					148	3.5
Steele Canyon	[Bar chart showing frequency distribution for Steele Canyon]					129	4.9
Cuyamaca State Park	[Bar chart showing frequency distribution for Cuyamaca State Park]					139	4.5
Other	[Bar chart showing frequency distribution for Other]					82	4.6

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

Lake Murray
San Carlos Park is our favorite park. We like the sand, gated playground, trees, grass, picnic tables, clean restroom, sidewalks, basketball court and ample parking.
We love Balboa Park and Mission Bay park. They are both so lovely and so much goes on there. Please don't cut these parks!
We really like the parks/playgrounds at Liberty Station in San Diego.
Lake Murray
Visit Cuyamaca State Park one to two times a year (annually)
"I utilize Cuyamaca State Park to hike during the fall and winter.
Mission Bay I visit mostly in the summer."
I go to Mission Bay a couple of times a year for the beach, and Cuyamaca several times a year for hiking.
Liberty Station, San Carlos Park, Hilton Head, Trolley Barn Park, Pioneer Park in Mission Hills
I use these when it's hot in La Mesa
I often go to Mast Park in Santee because they have good bike paths for my kids.
la jolla shores playground
"Santee Lakes Quarterly
Lake Murray Quarterly"
Mission Bay - semi-annual
Frequent Anza Borrego State Park...campsite
"Sweetwater wildlife refuge
Torrey Pines State Park
Water Conservation Garden
Southwestern College
SouthBay Botanic Garden
San Diego Botanic Garden
Silver Strand"
I go to the park for Museum activities rather than for the park features themselves
"Torrey Pines State Beach
William Heise County Park"

4) How often do you use private gyms, common area pools, clubhouses and exercise facilities?

Answer	0%	100%	Number of Response(s)	Response Ratio
Daily			20	12.3 %
Weekly			48	29.6 %
Monthly			13	8.0 %
Quarterly			7	4.3 %
Don't Use			63	38.8 %
Other			6	3.7 %
No Response(s)			5	3.0 %
Totals			162	100%

Too old, too disabled
often when my kids take swim lessons
summer
Pools during summer
no set schedule
5 days a week

5) What activities do you frequently do at La Mesa's parks? (check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Large Group Picnics (greater than 8)			21	14.4 %
Small Group Picnics (8 or fewer)			51	35.1 %
Use the Tot Lot (for children 2-5 yrs old)			39	26.8 %
Use the Playground (for children 5-13 yrs old)			59	40.6 %
Recreational Open Swimming			22	15.1 %
Disc Golf			6	4.1 %
Lap Swimming			16	11.0 %
Walking / Running			91	62.7 %
Skateboarding			7	4.8 %
Informal / Multi-use Play Area			39	26.8 %
Tennis / Handball			17	11.7 %
Golf			10	6.8 %
Volleyball			4	2.7 %
Basketball			7	4.8 %
Organized Team Sports			18	12.4 %
Personal Activity (reading, thinking)			69	47.5 %
Soccer / Lacrosse			18	12.4 %
Football			3	2.0 %
Baseball / Softball			13	8.9 %
Exercise or Walk my dog			73	50.3 %
Other			20	13.7 %
Totals			145	100%

mountain biking
Movie in the Park and other City Events
Bocce
Dog Park
free concerts
Visit with friends
Bicycling
Harp Fest - organized events
Harry Griffin Dog enclosures socialize
Biking
occasional event held at park
Swim Lessons
None. Too many Bums
dog park
take disabled adults on outings to enjoy the parks
it's a meeting/starting point for group bicycle rides
swing sets
concerts
enjoy natural beauty: birds, butterflies, wildlife, plants
Where is Lake Murray???

6) How do you usually get to the park you most often visit?

Answer	0%	100%	Number of Response(s)	Response Ratio
Drive by yourself			69	42.5 %
Drive with others / carpool			45	27.7 %
Dropped off			0	0.0 %
Walk			30	18.5 %
Bus			0	0.0 %
Bike			4	2.4 %
Other			3	1.8 %
No Response(s)			11	6.7 %
Totals			162	100%

Drive by myself, sometimes with my family, other times with a friend, just depen
I have to since I don't live that close.
Drive and Bike

7) How far away do you live from the park you most often visit?

Answer	0%	100%	Number of Response(s)	Response Ratio
0 - 1/2 mile			34	20.9 %
1/2 - 1 mile			27	16.6 %
1 - 5 miles			69	42.5 %
over 5 miles			20	12.3 %
No Response(s)			12	7.4 %
Totals			162	100%

8) How long does it take you to reach the park you most often visit if you walk?

Answer	0%	100%	Number of Response(s)	Response Ratio
less than 5 minutes			22	13.5 %
5-10 minutes			28	17.2 %
10-15 minutes			24	14.8 %
greater than 15 minutes			64	39.5 %
No Response(s)			24	14.8 %
Totals			162	100%

9) How long does it take you to reach the park you most often visit if you drive?

Answer	0%	100%	Number of Response(s)	Response Ratio
less than 2 minutes			21	12.9 %
2-5 minutes			39	24.0 %
5-10 minutes			66	40.7 %
greater than 10 minutes			23	14.1 %
No Response(s)			13	8.0 %
Totals			162	100%

11) How can access to La Mesa's Parks be improved?

Answer	0%	100%	Number of Response(s)	Response Ratio
Improved walkway connections			53	43.0 %
More lighting			47	38.2 %
Improved street crossings			34	27.6 %
Better bike lanes			31	25.2 %
More directional signs			19	15.4 %
New walkway connections where they are missing			31	25.2 %
Improved entry signage			17	13.8 %
More entry points to park			18	14.6 %
Other			31	25.2 %
Totals			123	100%

traffic safety - reduce speeding
more Parking
Build a couple more parks is obvious especially on the western side of La Mesa
bathrooms, playground equipment
You need to take out the rocks to put in a walkway to go to the dog park.
Safety - PROACTIVE crime preventive steps / protection.
More handicapped parking
Elimination of the bad element
get the riff-raff under control
All of the above
Access is fine the way it is
Improved security
improve restrooms
encourage trash pick-up by users
Kick out the criminals and enforce dogs on leash laws
more play equipment, tennis courts
Collier Park - less creepy people hanging out
post opening & closing time of park.
more tennis courts
La Mesita Park better upkeep of skate park
creation of neighborhood pocket parks
Get rid of the losers
add grass to dog run at Harry G.
keep the homeless out
another dog park
Better street connectivity

I-8 freeway crossing needed
routine visits or at least drive-bys from police
The access is fine for me now...
closest park is only a soccer field
adequate parking

12) What park improvements are most important to you to make them more attractive?

1 = Least

Answer	1	2	3	4	5	6	7	8	Number of Response(s)	Ranking Score*
More shade									121	5.6
Better lighting									121	4.6
Improved Security Features									121	5.7
Better street crossings near parks									121	3.9
Better bicycle access to parks									121	3.6
More pedestrian connections to parks									121	4.2
More parking									121	3.8
More recreational amenities									121	4.7

*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

improve restrooms
encourage trash pick-up by users
Kick out the criminals and enforce dogs on leash laws
more play equipment, tennis courts
Collier Park - less creepy people hanging out
post opening & closing time of park.
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routine visits or at least drive-bys from police
The access is fine for me now...
closest park is only a soccer field
adequate parking

13) Do you have any suggestions to improve access to La Mesa's parks? If you have a particular park in mind, please indicate which park.

I used to play tennis at Collier Park but never felt safe there. It's too hidden from the road and if someone were attacked there, it's possible no one would hear them.
none
Maybe more signage as a form of advertising?
There is no access to the pool other than driving oneself which is unfortunate.
There should be a Boys & Girls Club in Highwood Park
Sunset Park - closer access to softball field. it is a long walk from parking to field, especially if assisting the league with sports equipment. Lighting is needed at the softball field.
Build more tennis courts. Don't rebuild parks by increasing parking pavement. When re-designing parks, remember it's a park not a parking lot.
We live closest to Highwood Park. Sadly it is not a very safe park and walking near Helix High when school is letting out can be unsafe due to the speed of teenage drivers.
"Most parks seem to be maintained well. Two exceptions are Harry Griffen, turf is under maintained, under irrigated for the amount of activity on weekends Dog Park is under maintained and also not irrigated properly as it is a dust bowl.
Highwood Park behind the Boys & Girls club needs to be completed or at least something done towards the back."
Sunshine Park is the absolute worst! I don't know what the solution is because there is no parking lot but 70th street is so dangerous in that area. Whenever we use it, I hate crossing the street there.
N/A
The Poppy Street entrance to Harry Griffin Park could look nicer, rather than the chain link fence that's there now. But since I live across the street, I like that the park is chained up at night. Occasional police patrols at Harry Griffin would be good too.
La Mesa parks are becoming crime areas. The parks are only used by thugs in the evening. I.E. Aztec park - HORRIBLE lighting at night - might as well be NYC Central Park in the 60's. This environment INVITES punks to this area.
Treesm treesm trees,,,
walking to Harry Griffin is a bit scary when I get close to the park as there are no sidewalks in areas and I must use the street
Briercrest is fabulously accessible. In terms of use by children, please consider child development that allows more nature in play like they do in Europe (i.e. the logs that the county removed from Eucalyptus park), and that allow children to explore the laws of physics by spinning, bouncing etc(i.e. playground on Park Blvd. by Balboa Park).
Dog Poop Bags at the parks.
I think our parks are wonderful
Eucalyptus park needs a safer entry and exit off Bancroft Rd.
"Pool needs a tall tunnel like slide. A few more pools in other parks.
More dog waste pickup at lake Murray.
Briercrest is a model for future renovations. Also like the variety of activities and landscapes at harry grif park.

Tennis court renovattion terrific project."
more off leash are for dogs
Again, I believe more individuals especially those with children would walk to the neighborhood parks if there were sidewalks leading up to the parks throughout La Mesa.
Highwood Park needs to get "un-ghetto". La Mesa is so pretty and we natives have pride in living here.
More signs indicating there are parks in the area. Most the time the parks in La Mesa I have found just by driving by randomly, or through suggestions by friends.
Better and more lighting at both Jackson and Aztec parks. They are difficult to use in the winter months when it gets dark early.
If possible for grass in dog park areas would be nice to reduce the dust in the summer; best would be to put in fake grass that can stand up to heavy dog traffic at Harry Griffith. Love that park it is great.
Dog park at Lake Murray and dog run at MacArthur near Memorial Dr...many dog walkers in the area. More rollerskating,walkways, tennis courts where possible at the parks. Frisbee golf at Harry Griffen park...lots of room there. Need more benches at some of the parks.
I currently use the basketball courts above the municipal pool on Saturdays for dog training. There is always some trash, etc left for us to pick up Saturday morning. In other words, the area is secluded, dark and used for more than basketball at night.
Collier Park is a haven for homeless and loitering teens. It's ok during the day, but at night it turns into a drug drive thru and we really like playing tennis here in the evening. I guess the drugs and randoms keep other people from going to the park, maybe that is the only reason we are usually able to get on the court.
It would be nice to have shade canopies over the playgrounds and seating areas with shade.
I would visit Harry Griffen Park during summer concert series if the performing groups were better quality similar to El Cajon or Grossmont Center. More parking is needed for the summer concert series also.
Better upkeep of skate park located at La Mesita Park on Dallas. Always dirty and shows signs of destruction. Convert or do away with skate park.
Kick out the bums
see above
I don't know the names of the parks. That said, the city should promote or host events at all of the targeted parks to generate interest in them. You could do anything from private (weddings, birthday parties) and community (graduations, memorial services, city meetings) to corporate (food/beverage companies, clubs, etc.).
Bike racks for locking.
eucalyptus park is very close to us but to cross bancroft street is dangerous. we need a crosswalk and pedestrian light to access it from mariposa st.
A park.footbridge across creek to dog park and Griffith
I feel all of them could benefit from better signage. If you didnt already know where most of them were, you wouldnt be directed in by signage in the area. The one exception might be Harry Griffen Park.
Collier Park entrance is confusing and easily missed. Plus, driving down that little road adds to the unsafe feeling of being trapped down there with your car out of view from the street.
collier-safer and updated play equipment
Collier needs a better access path from the south.

<p>Highland would benefit from western access. Sunshine is nearly barren. All La Mesa parks would benefit from more areas left natural, less pre-fab tot areas and more places to roam and explore nature. City parks filled with beautiful plant material could showcase the richness of the wide range of plants that can grow here.</p>
<p>"pedestrian bridges over busier streets such as University Ave./La Mesa Blvd., sidewalks with a buffer between the motor vehicle traffic, more trees.</p>
<p>Griffin is the most tucked away, so I am not sure how to make that one more accessible. Bicycling is a challenge because of the street hills. This makes it difficult for young children to peddle."</p>
<p>"More police presence in the parks.</p>
<p>Use the bike routes as green belts (street trees, contiguous sidewalks, parkways, bike signage) that connect neighborhoods to schools and parks.</p>
<p>You have to include the schools as recreation facilities as well. The City and School District need to further develop joint use facilities"</p>
<p>"I love Mac Arthur park with Sun Valley Golf Course</p>
<p>and the swimming pool. I have been using it for 40+ years since I was a little girl! I hope it stays around forever..."</p>
<p>The park behind Rolando School has no amenities.</p>

14) What keeps you from visiting the La Mesa's parks? (select all that apply)

If you have a specific reason for a particular park, please write it in the comments box.

Answer	0%	100%	Number of Response(s)	Response Ratio
Too far to walk			20	16.8 %
Too far to bike			8	6.7 %
Inadequate walking connections to parks			15	12.6 %
Inadequate car parking spaces at the park			13	10.9 %
Poor lighting at the park			22	18.4 %
Park is overcrowded			16	13.4 %
High speed / high volume of traffic near the park makes me feel unsafe			18	15.1 %
There isn't enough room or the right equipment to do what I want (please indicate what activity and what park in comments field)			17	14.2 %
Fields or Courts are too busy			8	6.7 %
Feel unsafe at park			53	44.5 %
Trash, graffiti present			28	21.8 %
Other			16	13.4 %
Totals			119	100%

unsafe or broken play equipment
Too busy with other activities
Not sure where they are all located
see below
Time
easier pedestrian access from Baltimore to Lake Murray
Own personal schedule too busy
Too much homeless activity
Time
Nothing
use lake Murray
Street/sidewalk connectivity
Haven't gotten around to it
not a lot of variety at the parks
Aztec is always being used by soccer teams -crowd out others
No bicycle storage
Disc golf at MacArthur/ Porter is only useful for those who play or are willing to pay. I don't conser it to be a useful park for that reason.
This comment only applies to Collier Park. Other parks feel safe.

"There are no major hiking trails in La Mesa parks due to the terrain, so I go to Mission Trails. Also go to Mission Bay for the aquatics and to Balboa Park for events and museums and gardens.
Can't compare La Mesa's parks to these. If I had kids I would definitely use La Mesa's parks more."
I never go to Collier Park anymore because there are always homeless people hanging out there. In my opinion it's one of the prettiest parks in La Mesa. It's too bad moms and kids don't feel safe there!
Trash is a problem at Harry Griffin, especially on the playground, because of all the parties at that park. Maybe fine parties that don't clean up after themselves? And the park on Severin just north of Amaya has a notorious crime problem, as well as outdated and unsafe playground equipment.
Crime is increasing in these La Mesa park especially in the evening due the decision of poor lighting.
There is not a park close to our home. Aztec Park is within 10 minutes by car. To walk or ride a bike we would have to cross Fletcher Pkwy and Baltimore to get to it. The traffic at these intersections can be a challenge.
Feel unsafe at park - 10am Friday morning Collier Park was full of bums. I did not stay. Did not feel safe to walk my dog there.
I would love to see more shaded seating for folks like me who like to just sit and read.
felt very unsafe playing tennis at Collier park in the evening. Regular police patrols would probably help. Also the court there is in horrible condition.
"La Mesita is WAY too crowded on weekends with too many parties and no parking
Colier does not feel safe- I've had to leave many times"
Collier Park
i use a school playground instead
Softball Games at night.
I would like to see childrens playground
"Too busy working in my back yard, making it park-like.
Harry Griffen doesn't have enough parking during the Sunday evening summer concerts."
My kids love to run and roll in the grass. Their favorite park is Briercrest because they can do just that, plus it's just a gorgeous park. We need more parks like that.
Not enough "big kid" swings.
Collier and Highwood
Again, Collier Park has an unsafe and not family friendly feel due to a lack of playground equipment and worn out tennis courts. MacArthur Park is great but only available for children up to 5 years of age. Aztec Park is a nice neighborhood park but in need of more shade and tables for picnic parties. Briercrest Park is amazing and fabulously planned! I especially like the very natural feel to the park.
"Sunshine has no lighting and I know more people would use it, if there were some lights present.
Jackson Park is a great park, but there is not enough room for a game of soccer."
Bathrooms are too far for me to watch one child go to the bathroom while the other three are at the playground at Eucalyptus Park.
"Mission Trails Regional Park - Not enough parking spaces and No playground.

La Mesita Park - Rundown playground. Needs to be fixed. Kids miss the removed swings."
Unitl this survey, I didn't realize that La Mesa had 14 parks.
Not many off leash dog parks.
When I took my Grandson to the parks in La Mesa I encountered homeless people who were obviously on drugs, teens who were causing trouble and pit bulls off lead. I grew up here using Collier Park, I would never go to that park now. However I now live in Lake Murray and it is getting bad now on this side of town. La Mesa needs to clean up all of La Mesa and take it back from the bad elements
Would love additional tennis courts. Cannot take my kids to Collier in the evening. Love Briercrest, but no play equipment for the kids.
I just need more time to enjoy our parks!
Collier Park is the closet La Mesa Park to me and it can be a creepy place with lots of people just hanging out.
La Mesita Park located on Dallas
I can walk around the neighborhood more easily. The nearest park (Collier) has no special attraction and seems unsafe when transients are present.
Harry G park... I'm handicapped and have to walk all the way around to get to the dog park. Why not have a direct route (bridge?) from the parking to the dog runs?
There is a bit of ghetto vibe at the La Mesa parks I visit. You have loud, poor-excuses-for-mothers barking at their children in incomprehensible street English, or worse smacking their kids. I don't want to expose my children to that. Plus, maintenance of the grounds/aesthetic are typically not up to the standard of my own backyard.
Use Lake Murray to walk dog. Likes length of walk and the nice view
No reason to be at the parks
need off leash areas - larger too
Note: Children have now "aged out" of AYSO, and birthday parties- so do not get to these parks anymore-- a large part of the clientele are there for soccer practices/games for those appropriate parks with fields. Clean restrooms a must! Police supervision for unwanted clientele a must! (not necessarily in that order..)
I dont go in the early evening at dusk and would never go into the night as they are too dark. Jackson and Aztec come to mind as they are two near my home. I will walk in my well lit neighborhood, but not in those parks
Need more tennis courts, swing sets, equipment.
I really feel no need to go to a park.
I would walk if there were a more direct, better connected walking path to the park (as the crow flies). Instead I drive because it is faster.
Collier Park has begun to feel unsafe with the homeless people and groups of teenagers hanging out.

<p>I go out of my way to visit natural space parks. I recently discovered Del Cerro Park by car. A hidden gem. The only truly beautiful park in La Mesa is Harry Griffin, but I live in west La Mesa, and it is far east. There are no public tennis courts in the west region of La Mesa; even the Kroc center has no tennis or natural park space. Rolando Park is strictly a ball field and there isn't much else. Lake Murray is alluring but ridiculous, as freeway overpass is daunting to walk or bike over.</p>
<p>We are busy and do a lot of walking around La Mesa. We love the stairs on Mt. Nebo. As I said, my grandson uses La Mesita daily. We just don't spend much time at parks except for the zoo and museums in Balboa Park.</p>
<p>"I would like more walking trails at the larger parks, Harry Griffen, dg lined paths with shade trees.</p>
<p>More urban walking trails, like the stairs, or streets with parkways and street trees.</p>
<p>I would also like a running track. These are only available at the high schools, which are not open early in the morning (5am)</p>
<p>Natural areas, such as at highwood park and Collier. Collier park has the potential of becoming a terrific community park"</p>
<p>This is a limited use park.</p>
<p>"Highwood Park is the closest park to us, it only is for limited, passive recreation (except for the small children's playground) since it is all sloping terrain, is small. What more can a park have like this...I know- seating! That's passive...but can several park benches be installed?</p>
<p>If I want to ride my bike to a park, I need to have secure parking/storage for it. Is it possible to have secure bike storage and/or bike racks I can safely park my bike?"</p>

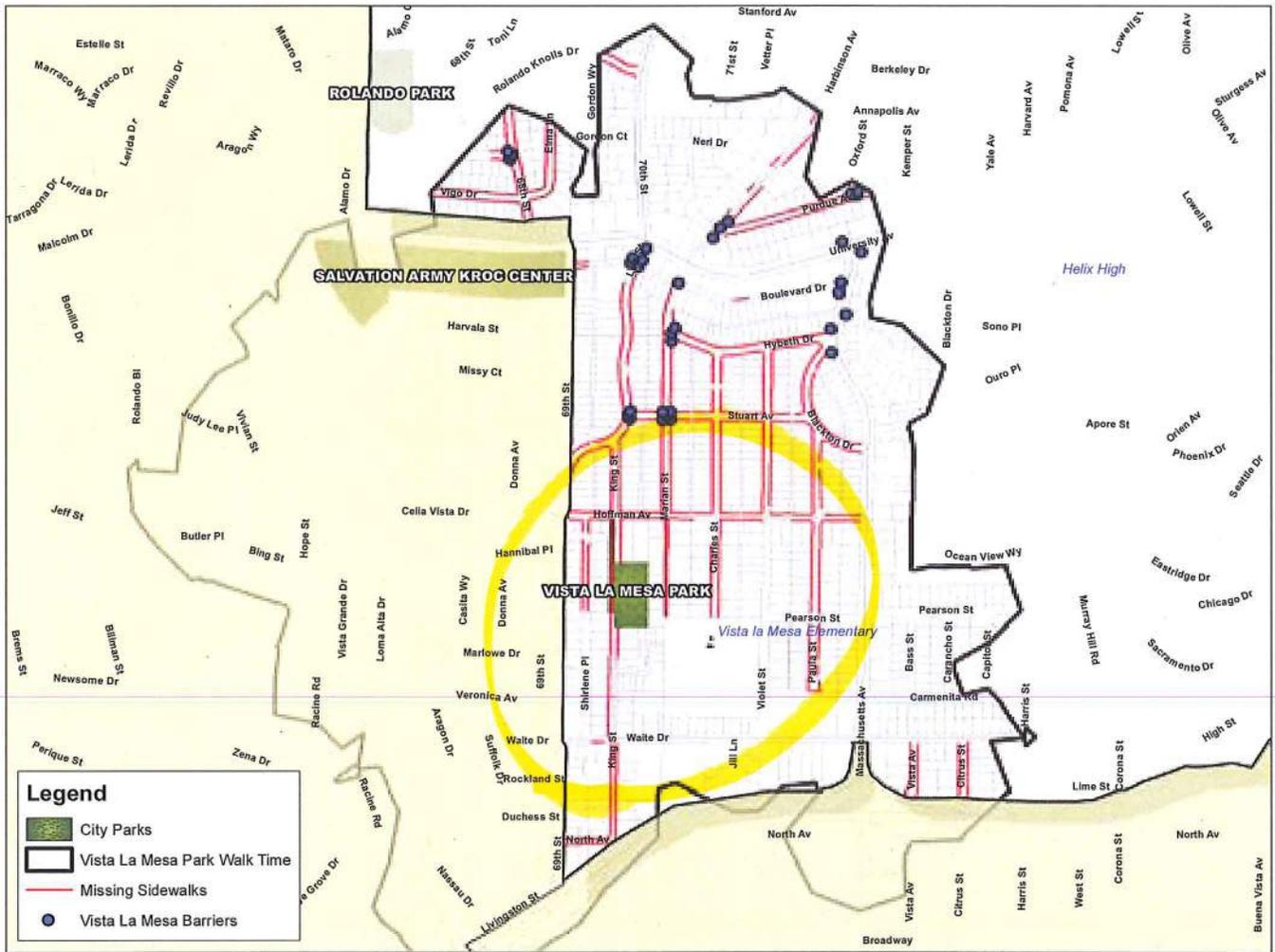
Additional comments:

Thank you for all you do for our parks and for your care and concern in preserving them.
"The pool locker room needs soap, TP & clean drains daily. Shower curtains need to be laundered or replaced for sanitary reasons.
Annual passes need a larger expiration date put in bold, large font on back or front so guards can easily read so that we all don't waste time in line. Put pool cover on daily. Staff never listens to suggestions."
"The pool is poorly maintained. Locker rooms dirty.
During noon lap swim in the summer, the number of lanes is reduced to make room for swim lessons. Then the pool manager has the instructors have the kids jump off the diving board which prevents 2 people from swimming. It is also dangerous if a kid slips because the lane ropes stay in place."
I would love to see more parks in La Mesa.
La Mesa Parks are pretty well kept. We need to be sure they aren't taken over by homeless people and gangs.
JUST KEEP THE HARRY GRIFFEN PARK GOING. WE DON'T WANT TO LOSE OUR DOG PARK. THANKS.
Help reduce La mesa crime - increase lighting in these parks and increase patrols in these parks.
Thank you for the survey.
Need more off leash dog areas. The off leash dog areas in Balboa Park are not fenced.
Thank you for accepting public input. La Mesa has some beautiful parks...and some that need attention. This is a wonderful way to get ideas and opinions.
When we use parks we go for playgrounds, shade for picnics, and exercise at Lake Murray. Thanks for the survey!
More evening team sport games held at parks that have night time lighting. Please put in lights for evening Softball and Baseball games. Especially Little League games in the Spring and Summer. Much cooler in the evenings and with lights on, then the games are comfortable to enjoy. Oh yes, snack bars are a great revenue.
We need a good park by the village. It would be awesome to have one near the library. The old police dept. & the old post office would be decent spots for a small, fenced-in park, but the spot where the Windmere Real Estate office is would be better (or that huge area between the VFW and the 8...without all that commercial property once proposed.
More shade would be great over the playstructures. Also, the playground equipment at Northmont Park could be updated!
Thanks. Love the parks!!!!!!
I wish there were more swings available at parks, and when there are swings at parks like Jackson, and Harry Griffith majority of the time they are occupied.
La Mesita Park keeps getting broken items removed and not replaced. The playground needs a renovation. The parks around it have nicer playgrounds. More people would utilize if the playground were more attractive. It's a great family spot otherwise.
Our city has great parks. I see them used and they should be. I hope the City publishes the results of this survey. I may have missed it, but I did not see the Senior Center Listed. My wife uses that facility often.

would be ideal to be able to reserve covered picnic table areas for parties like at Santee parks. Also, need to have cleaner bathrooms like Santee parks
La Mesa has some of the best kept parks in San Diego. I just wanted to thank you for that.
"I love Briercrest Park. It is a fun place to walk. Beautiful place. Love the shade trees that are growing bigger each year.
Most often use park by the Rec Center. Walk my dogs there daily.
I love La Mesa."
This survey is nicely done, in that it provides lots of opportunity for input. But, it does not address what I think is an important question. "Do you support parks in your city, even though you do not use them?" The answer is yes, parks are a vital part of our community. Keep up the great work you do in providing them. Thank you.
Thanks for the opportunity to add to this discussion. I am a senior who no longer uses as many of the facilities as I did before but nevertheless, I appreciated them as a younger person and believe they are important to all generations.
Aztec Park is closest to my home. It needs more patrolling. Often dogs are off leash in spite of the new signs. Also, some of the pavement needs improvement, and one area of the walkway near the playground floods in rainy season.
I understand that many parks have playground equipment, as when we think of parks, we typically think children. However I would like to see more multi-age use offerings for teenagers and older adults. It could be exercise classes or concerts, although I know some parks have these.
Need to plant more shade trees in all parks, especially Sunset Park, near the ball fields. The two that were there were cut down and not replaced!!!!
A Boys & Girls Club is a great necessity in La Mesa, perhaps Highwood Park.
"There is evidence that a nature connection and trees in cities can significantly improve public health and safety.
http://www.naturewithin.info/consumer.html
http://www.naturewithin.info/transportation.html
http://www.arborday.org/programs/treeCityUSA/bulletins/057Supp.cfm
http://depts.washington.edu/hhwb/ "
I hope La Mesa can continue keeping all of its parks safe and available for families. Even if I personally don't use all of them, each one is a beautiful addition to our neighborhoods.
I do not want to see the City spend tax dollars to purchase more land for parks, when I feel the parks we have are underdeveloped. I want community gardens, local theater, trails (along the streets and segregated), street lined streets, contiguous sidewalks to schools and parks. Parks that have natural areas, as well as recreation facilities.
Good and plentiful parks in a city are so important - La Mesa is such a great city in large part due to its parks and green spaces.
some of your use questions should have included "annual" as an option.

Highlighted City Plans

Project B.10—Improved Neighborhood Connections to Vista La Mesa Park



Project B.10—Estimate

Issue	Quantity	Unit	Unit Cost	Total Cost
Remove and Fix Barriers	1	LS	\$52,700	\$52,700
Install Sidewalks	199,960	SF	\$7	\$1,399,720
Access Improvement Totals				\$1,452,420
Contingency (30%)				\$435,726
Grand Total				\$1,888,146

Figure 3.14—Existing Park Service Area- Vista La Mesa



The existing service area using a 15 minute walk time and the existing walking network reflecting existing gaps.



BIKE FACILITY IMPROVEMENTS

It is important to provide safe and connected bicycle routes, paths, and lanes throughout a city to promote the use of bicycling as an alternative method of transportation. In addition to routes, lanes and paths, providing bike storage in the form of racks or lockers at key locations is essential to support the use of bicycles.



There are three different types of bicycle facility classifications: Class 1, Class 2, and Class 3. Class 1 bikeways (frequently referred to as bike paths) are facilities physically separated from motor vehicle routes, with exclusive right-of-way for bicycles and pedestrians, and with motor vehicle cross flows kept to a minimum. Class 2 facilities are marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage. A Class 3 facility is a suggested bicycle route marked by a series of signs designating a preferred route between two destinations.

In addition to a network of routes that can provide access to destinations throughout the community, it is also important to provide bike storage at key locations and destinations. Bike storage can be provided through racks or lockers and can come in a variety of forms, shapes, and colors to match the local context. To encourage residents to utilize bicycles to access parks, every park within the City should have a minimum of one bike rack or locker. Additional facilities should be added where there are multiple access points into a park.

Additional bicycle facilities and design information for the entire City of La Mesa can be found in the *City of La Mesa Bicycle Facilities and Alternative Transportation Plan*.



Policy HW-4.1.2: Collaborate with the School System to support volunteer programs to increase adult supervision during times when children are walking to and from school, such as Walking School Buses, Bicycle Trains, and neighborhood “eyes on the street.”

Policy HW-4.1.3: Locate parks near schools when possible.

Policy HW-4.1.4: Continue to pursue joint use agreements with local schools to allow school property to be available for public use outside of school hours.

Objective HW- 4.2: Partner with local schools to improve the nutritional quality of foods and beverages served or available in schools, and to encourage healthy eating.

Policy HW-4.2.1: Support programs that encourage youth to consume healthy foods that they are involved in producing, such as through edible schoolyards, school gardening programs and food preparation classes.

Policy HW-4.2.2: Encourage local schools to offer healthful food for before school programs, breakfast and lunch programs, and after school programs and to decrease the amount of sodium in foods served in schools.

Policy HW-4.2.3: Encourage local schools to adopt a vending machine policy to limit the sale of beverages to water only, and to require 100% of food offered to be considered healthful.

Policy HW-4.2.4: Work with local youth sports organizations to understand and implement healthy eating policies at snack bars and for team snacks.

Goal HW-5: Programs and services that support the health and well being 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.

Policy HW-5.1.1: Continue opportunities for inclusive and meaningful community involvement and leadership throughout La Mesa, in support of community wellness.

Policy HW-5.1.2: Participate in Regional and/or County collaborative health and wellness initiatives.

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.

Policy HW-3.1.1: Use the City’s website, printed materials, social media and other means to encourage residents to be physically active through publicity about opportunities in the community for physical activity.

Policy HW-3.1.2: Promote opportunities to participate in coordinated walks, runs, bike rides, dance nights and other sponsored events involving physical activity.

Policy HW-3.1.3: Work with various community organizations and local agencies to provide health information, classes and events.

Policy HW-3.1.4: Develop benchmarks and indicators to track success of the Health and Wellness Program.

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.

Policy HW-3.2.1: Enhance the City’s urban walking trails including the City stairways.

Policy HW-3.2.2: Ensure bike routes are clearly designated.

Policy HW-3.2.3: Ensure that all City park and recreational facilities are well-marked and visible from streets, sidewalks and bike paths.

Policy HW-3.2.4: Encourage the City’s hospitals, clinics and other health service providers to provide well-maintained and visible signage.

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.

Policy HW-4.1.1: Support the completion of infrastructure upgrades that improve pedestrian and bicyclist safety to and from school (e.g., implementation of Safe Routes to Schools recommendations, etc.).

LA MESA BICYCLE FACILITIES AND ALTERNATIVE TRANSPORTATION PLAN

Rank	Miles	Bike Routes	Limits	Notes	Total Cost*
8	0.2	Jackson Drive	La Mesa Boulevard and Lemon Avenue	- Primarily a residential route that connects the bike lanes on Jackson Dr to the proposed bike route on Lemon Ave - Connects to Lemon Avenue Elementary	\$1,560
9	1.7	Parkway Drive	Lake Murray Blvd and Jackson Drive	- Connects bike lanes on Lake Murray Dr and Jackson Dr - Mixed land use route that parallels north of I-8 - Colored Shared Lanes recommended at the I-8 on/off ramp - Signal needed at Marengo Ave for cyclists to cross safely - Disconnected right-of-way and raised center median does not allow the continuation of or the Parkway Dr route	\$14,040
10	0.7	Orien Avenue / Lowell Street	University Avenue and Yale Avenue	- Completes the bike route around Helix High - Shared Roadway Bicycle Markings recommended due to the volume of teenagers riding their bike and high vehicular turn over before and after school - Directional signage high recommended to Helix High, La Mesa Middle and University Avenue	\$5,720
11	0.5	Grossmont Center Drive	I-8 and Fletcher Parkway	- Very high traffic volumes warrant bike lanes but existing curb-to-curb width does not accommodate them - Shared Lane Markings must be installed along with directional signage - A Green colored lane with Shared Lane Markings can be tested on this route where the outer lane is shared with both motor vehicle and bicycles - Connects to the Sharp Grossmont Hospital, Grossmont Center and the Grossmont Trolley Station - Potential site for a pilot project for the painted lanes	\$4,030
12	1.2	La Mesa Boulevard	El Cajon Boulevard and University Avenue	- Primary route through the commercial areas of Downtown La Mesa	\$9,750
13	0.2	Water Street	Amaya Drive and Milden Street	- Fills the gap the between the bike lanes on Water St and Amaya Dr - Curb-to-curb width too narrow for bike lanes. Right-of-way will need to be acquired to convert this section into bike lanes. A bike route is sufficient for this small section which is primarily residential	\$1,170
14	0.5	Allison Avenue	University Avenue and La Mesa Boulevard	- Connects to City Hall, Public Library and the Fire Station - Shared Lane Markings recommended and switch angled parking to back-in diagonal parking to increase visibility of cyclists and motor vehicles when pulling out	\$3,900
15	0.5	Waite Drive	High Street and Violet Street	- East-west connection that parallels SR-94 - Makes the connection to Vista La Mesa Elementary School	\$4,290

Figure 3.1 Sidewalk Infrastructure

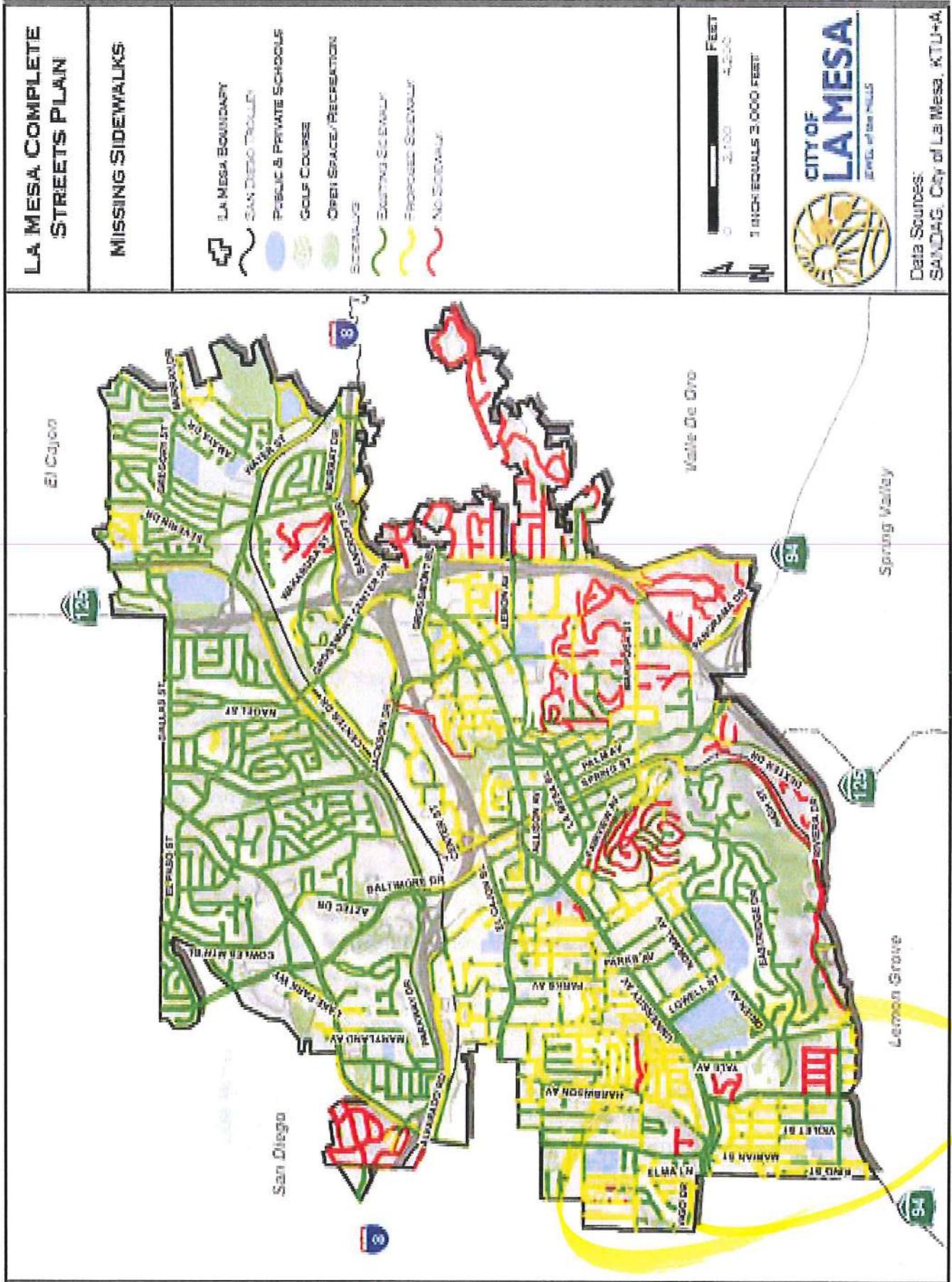
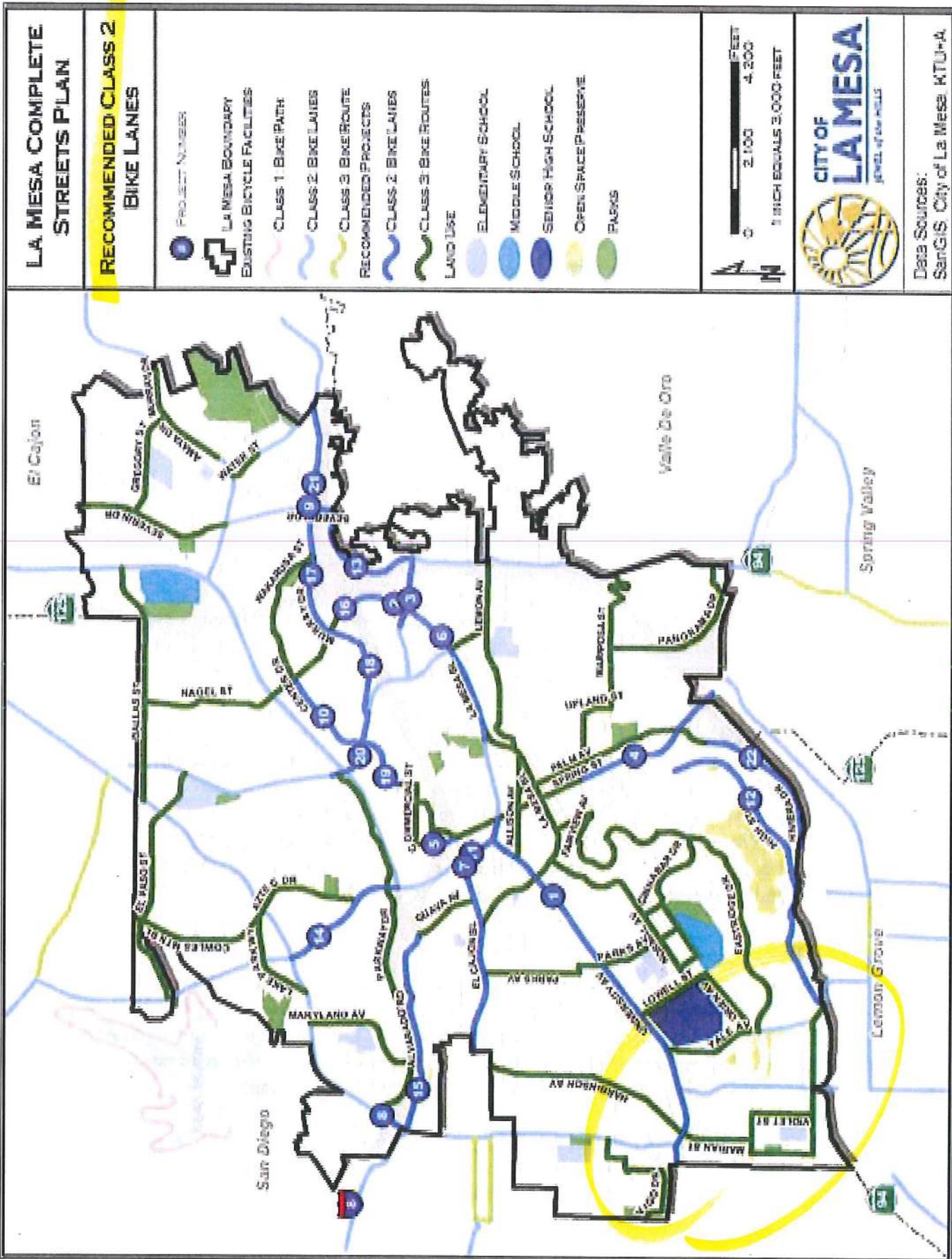


Figure 2.11 Recommended Class 2 Bike Lanes





Walkability Plan

City of La Mesa, California

February 2006



Chapter 4. Recommended Improvements

Section 12. School Areas

La Mesa's school zones require many aids to establish safer and more orderly pickup and drop off locations. Changes are also needed to provide simpler and easier crossings of children and other methods of reducing risk.

Collector intersections: Conflicts should be separated in time and place. Curb extensions, pork chop islands, crossing islands, reduced turning radii on corners are all effective measures to create improved crossings.

Example intersection: Jackson and El Paso, shown to the right, is proposed for early design geometric and operations changes. The lower left corner pork chop island is kept. A new curb extension moderates turning speeds, still allowing all size vehicles to move. Crossing exposure is reduced from 26 feet to 15 feet. Crossing islands and curb extensions on each leg reduce the distance of exposure from as much as 50 feet to no more than 25 feet at a time. Median noses slow left turners to acceptable speeds.

Intersection principles: Intersections should be designed to maintain low speeds 24 hours per day. Children are often focused on things other than traffic and are full of energy around schools. All possible measures need to be taken to keep parents and other drivers under control, with keen attention to each intersection and driveway or other conflict location.



Crosswalk Markings: Crosswalk markings within 1/4 mile of schools should be international, enhanced designs, such as those shown in this example intersection. Enhanced markings have numerous benefits. They are easier for motorists to detect and respond to under low light, foggy and even in normal lighting conditions. Enhanced markings help guide pedestrians to the best places to cross. While Caltrans standards call for yellow paint, white paint is easier to detect from a distance.



Chapter 4. Recommended Improvements

Section 12. School Areas

The resurfacing project slated for Jackson provides an excellent opportunity to further visually narrow the street near Murray Manor School, insert appropriate medians, median noses and curb extensions.

For the length of the project boundaries it is appropriate to use wider bike lane stripes (8" width versus 6" standard) and pigmented bike lanes with markings (roughly \$30,000 per mile for tennis court paint). Visually narrowing or tightening the roadway can have some moderating effect on speed, and help call attention to the unique crossing area. Once tested these materials and concepts can be applied on other collector and arterial streets, as appropriate.

Medians or shorter crossing islands, as well as curb extensions, are important to reduce crossing times and distances, enhance the visibility of school crossing guards, and reduce the ability of motorists to make fast turns around corners.

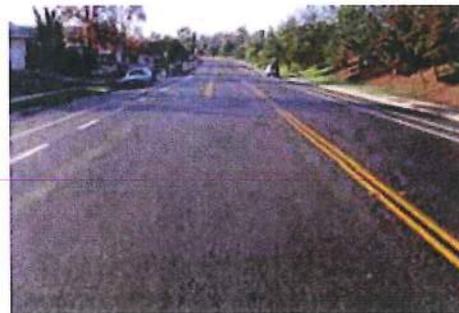
The driveway entry to the school should be reduced with curb extensions to move the merge back further from the intersection crossing, and only allow one parent at a time to enter the intersection queue. Activities in this area today are chaotic, and are inappropriate around school arrival and departure activities.

Since funds for the resurfacing project are limited, crossing islands can be kept to as little as 100 feet in either direction from the El Paso



intersection. Ground cover (kept trimmed to 2 feet, trees (under-trimmed to 7 feet) and other materials to make crossing islands and curb extensions more visible will also add to the effectiveness of these combined treatments.

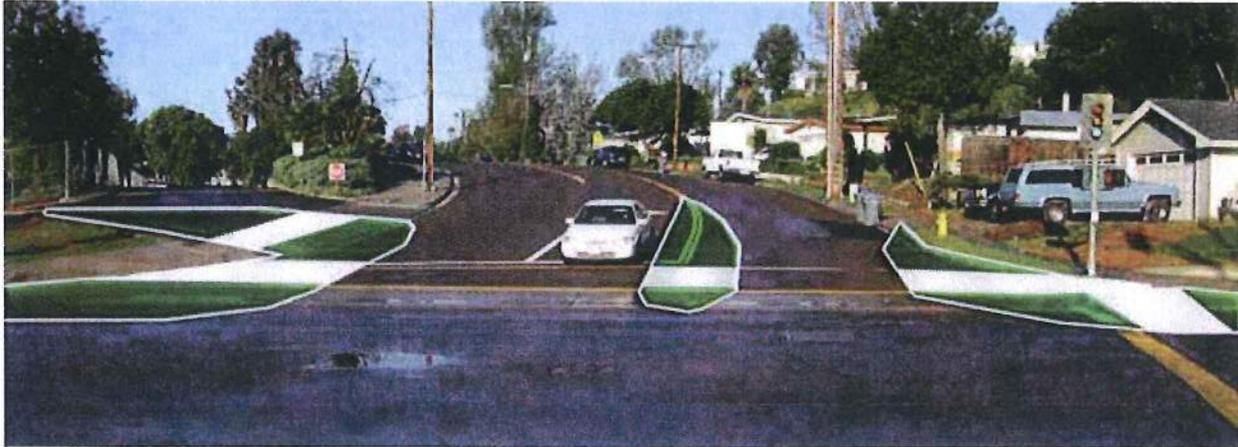
Several Jackson residential driveways, close to El Paso will be right in and right out only (see foreground photo). The need to eliminate left turns at these critical locations should be discussed in advance with property owners.



Chapter 4. Recommended Improvements

Section 12.

School Areas



The intersection of Dalhart at El Paso is exceptionally wide on all quadrants. The crossing of Dalhart, for example is 103 feet, when only 24-26 feet are needed for all size vehicular access. El Paso is over 70 feet at the crossing location, when only 24-28 are needed.

Although this road is not currently slated for changes, it is an excellent example of the type of challenge faced at many La Mesa Schools based on oversizing of collector category roadways. Overly wide roadways not only create added risk to students. They also delay motorists while students cross these extra distances.



Chapter 4. Recommended Improvements

Section 12. School Areas

Lemon Avenue Elementary School exemplifies problems associated with a number of La Mesa schools. Intersections are overly wide. The intersection of Glen, Lemon and Madison is overly complex with multiple conflict points. Routes children take from hillside neighborhoods lack sidewalks and safe walking conditions.

Solutions here, as elsewhere, include adding missing sidewalks, reducing the size of intersections, narrowing lanes and controlling turning movements.

Madison provides an opportunity to eliminate significant intersection problems. A new park serves as a street closure, simplifying the remaining intersection. Residents continue to gain access through a driveway link.

Medians and curb extensions narrow crossing distances of Glen and Lemon from 96 feet to about 26-28 feet. Other crossing widths are also reduced through use of curb extensions. A study should be conducted to determine if residents will accept converting a short section of Glen (from Lemon to Alpine) to one-way in order to add a sidewalk on one side of the street and make it safer for children walking to the school.



Chapter 4. Recommended Improvements

Section 12. School Areas

Dale Elementary School is another example of how school crossings can be made more benign, and comfortable for walking. This adapted design on Parks Avenue is integral to both the safety of children at Dale Elementary and nearby La Mesa Middle School. A similar treatment should be placed at an appropriate crossing to La Mesa Middle School.

Features of school crossings, as shown on the previous sections for intersections and mid-block crossings include:

1. Narrowing lanes to widths of 10 feet to minimize time and distance of exposure, and to reduce motorist tendency to speed.
2. Use of curb extensions, especially if low (2.0 foot) ground cover and tall undercut trees are used, increases motorists' awareness of the choker effect, and further reduces their tendency to speed. Excess driveway widths are also reduced, preferably with an in-only and out-only pattern between two appropriate driveways.
3. High visibility markings are essential around schools.
4. Stop or Yield lines are placed for added emphasis.
5. All signs and markings called for in the Manual on Uniform Traffic Control Devices (MUTCD) are placed. Note here we have



doubled the number of school crossing signs from the existing conditions. Redundancy in appropriate signs around schools can add to recognition, detection and appropriate response. California calls for yellow markings around schools. White is a more detectable color. A combination of the two, one meeting California standards (yellow), and those meeting the MUTCD can be considered for local adoption.



Resolution

COPY

RESOLUTION NO. 2014-036

RESOLUTION AUTHORIZING SUBMITTAL OF A GRANT APPLICATION TO THE CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP) FOR THE KING STREET PEDESTRIAN AND BICYCLE IMPROVEMENTS PROJECT AND APPOINT THE ASSISTANT CITY MANAGER/DIRECTOR OF COMMUNITY SERVICES, OR DESIGNEE, TO EXECUTE ALL AGREEMENTS AND ANY AMENDMENTS

BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the City approves submittal of a grant application to the Caltrans Active Transportation Program to construct pedestrian and bicycle improvements along King, Marian and Violet Streets between Waite Drive and University and on Waite Drive between King Street and Massachusetts Avenue in an amount up to \$1,000,000; and appoint the Assistant City Manager/Director of Community Services, or designee, to execute all agreements and any amendments thereto with the California Department of Transportation; and acceptance of the grant funding and creation of a Capital Improvement Program project.

PASSED AND ADOPTED at a Regular meeting of the City Council of the City of La Mesa, California, held the 13th day of May 2014, by the following vote, to wit:

AYES: Councilmembers Alessio, Arapostathis, Ewin, Sterling and Mayor Madrid

NOES: None

ABSENT: None

CERTIFICATE OF CITY CLERK

I, MARY J. KENNEDY, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2014-036, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.


MARY J. KENNEDY, CMC, City Clerk

(SEAL OF CITY)

Letters of Support

(This attachment intentionally left blank)



May 13, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94272-0001

To Whom It May Concern:

The City of La Mesa's Police Department strongly supports the proposed project to install sidewalks on King Street to complete the current gaps and make it safer for students to walk and bike to school. Additional improvements including high-visibility crosswalks and bulbouts will even further increase the safety of students of Vista La Mesa Academy (K-8) and residents in the neighborhood. Connecting gaps in the sidewalks, and the local and regional bicycle networks will make it safer for the community as a whole.

The La Mesa Police Department embraces the philosophy of community policing. Our philosophy encourages two-way communication between police officers and the residents they serve. A study published by the Harvard School of Public Health confirms earlier research, demonstrating that community spirit and willingness to get involved reduces violent crime by as much as 40%. Providing a more walkable and bikeable neighborhood further promotes community spirit and creates a safer environment for students and residents.

We look forward to working collaboratively with the students of Vista La Mesa Academy and the residents in the neighborhood to develop and implement enforcement activities that will help increase safety and decrease crime. We believe that the members of the Police Department and residents of the community can work together to solve problems and address issues in an atmosphere of trust and teamwork.

A sense of community is key to neighborhood safety!

Sincerely,

Ed Aceves
Chief of Police



County of San Diego

NICK MACCHIONE, FACHE
DIRECTOR

HEALTH AND HUMAN SERVICES AGENCY
AGING & INDEPENDENCE SERVICES
P.O. BOX 23217, MAIL STOP W-433
SAN DIEGO, CA 92193-3217
(858)495-5885 • FAX (858)495-5080
www.sandiego.networkofcare.org/aging

ELLEN SCHMEDING, M.S., MFT
AIS DIRECTOR
PUBLIC ADMINISTRATOR
PUBLIC GUARDIAN
PUBLIC CONSERVATOR

April 22, 2014

Yvonne Garrett
City of La Mesa
Assistant City Manager, Director of Community Services
8130 Allison Ave.
La Mesa, CA. 91942

Dear Ms. Garrett:

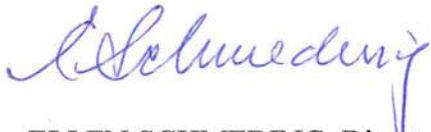
The County of San Diego Aging & Independence Services (AIS) is pleased to provide a letter of support for the City of La Mesa for its grant application for **Safe Routes to School** funding through the Active Transportation Program to make pedestrian and bicycle improvements on King Street near Vista La Mesa Academy, Vista La Mesa Park and Rolando Little League. As the federally designated Area Agency on Aging, AIS provides a wide range of services to older adults and persons with disabilities. We recognize that improvement in walkability for students also improves the walkability for all persons, including the populations we serve. Having safe walkways encourages seniors to go out into their community, stay physically active, be socially engaged thereby improving their overall wellbeing.

AIS has had a long partnership with the City of La Mesa, working together on the Safe Routes to School Intergenerational Program, as well as collaborating on Intergenerational Games events. The City of La Mesa was the first local community in San Diego County to formally adopt an intergenerational model for its Safe Routes to School program. Misty Thompson, your volunteer coordinator for this program, also developed a very thorough toolkit for use by other jurisdictions interested in replicating this model. We know that creating environments that promote safe opportunities for walking and physical activity are key interventions to reduce and prevent chronic diseases such as heart disease, obesity, diabetes, asthma and cancer, benefiting persons of all ages. Increasing opportunities for walking and cycling can also decrease air pollution, which is a contributor to poor air quality, and a known asthma trigger. As part of the County's *Live Well San Diego* initiative, we are committed to work with local partners to develop and implement programs designed to promote healthy behaviors, prevent chronic disease, reduce school absences and encourage school success.

Yvonne Garrett
April 22, 2014
Page 2

We strongly support the City of La Mesa's application for active transportation funding. The project is a critical strategy within our countywide Childhood Obesity Action Plan to prevent childhood obesity. We are encouraged to know that more students will be able to safely walk and bike to school upon completion of the project. We expect that the residents of all ages will be positively affected and we look forward to working collaboratively to ensure a healthy future for students in the City of La Mesa.

Sincerely,



ELLEN SCHMEDING, Director
Aging & Independence Services

ES/ng



Circulate San Diego
1111 6th Avenue, Suite 402
San Diego, CA 92101
Tel: 619-544-9255
Fax: 619-531-9255
www.circulatesd.org

April 17, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94272-0001

To Whom It May Concern:

On behalf of Circulate San Diego, we strongly support the City of La Mesa's Active Transportation grant application. The proposed project will provide sidewalks and bicycle facilities connecting Helix High School (9-12), La Mesa Arts Academy (4-8), La Mesa Middle School (7-8), La Mesa Teen Center, Highwood Park and the future home of the future Boys and Girls Club all along Junior High Drive. Currently, Junior High Drive is lacking sidewalks and bicycle facilities and access is limited on the west end of the street. Based on our extensive experience with public outreach, engagement and planning to help communities increase active transportation, we know this project will help improve overall safety and increase walking and biking for the students of La Mesa.

Circulate San Diego is a regional grassroots organization that is dedicated to making our neighborhoods more vibrant and sustainable through better land use planning and design. Through our educational events, training, advocacy, and work with local governments and SANDAG, Circulate San Diego is working to reclaim our streets and blocks through improved streetscape designs, accessible walking paths, more bike lanes, better transit routes, and traffic calming measures.

La Mesa has made significant investments to make walking and biking safer. An Active Transportation grant will allow the City to build upon recent progress and tie together several overarching efforts, including a Parks Master Plan, a Bicycle Facilities and Alternative Transportation Plan and a Sidewalk Master Plan.

We strongly recommend funding of the City of La Mesa through the Active Transportation Grant program.

Sincerely,

Jim Stone
Executive Director



LA MESA PARK & RECREATION FOUNDATION

May 16, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs.
P.O. Box 942874
Sacramento, CA 94272-0001

To Whom It May Concern:

The La Mesa Park and Recreation Foundation (LMP&RF) proudly supports the City of La Mesa's application for an active transportation grant to enhance efforts to build a safer and healthier community. We are encouraged by the efforts of the City of La Mesa to create more walkable neighborhoods for students and residents and provide better access to parks and recreation.

We are a private non-profit organization committed to our mission of developing quality projects and programs that provide activities that offer educational and recreational opportunities for youth, strengthen family bonds, and enhance community pride. Our organization believes that creating an environment where people feel comfortable and safe makes for a healthier and more vibrant community over the long term.

LMP&RF is happy to support the City of La Mesa's efforts to address the physical and environmental enhancements necessary to improve the health and safety of our community. We strongly support the proposed Vista La Mesa project as it provides an opportunity for students and residents to be more physically active and promotes healthy behaviors.

Sincerely,

Ernie Linkous
President



May 12, 2014

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Program
P.O. Box 942874
Sacramento, CA 94272-0001

To Whom It May Concern:

The San Diego County Bicycle Coalition supports the City of La Mesa's efforts to create a more walkable community and provide safe routes to schools for students. The proposed project near Vista La Mesa Academy will not only complete gaps in the sidewalks but will also install high-visibility crosswalks making it safe for pedestrians and bicyclists. We are especially excited that this infrastructure project will complete existing gaps in both local and regional bicycle networks.

The partnership of the city, school districts, local agencies and the community will help students be more active, fight obesity and make choices that are good for themselves and for the community. I urge you to support this grant application, which would provide funding for the City of La Mesa to construct much needed improvements to promote the active transportation system.

Sincerely,

A handwritten signature in black ink that reads "Andy Hanshaw". The signature is written in a cursive, flowing style.

Andy Hanshaw
Executive Director

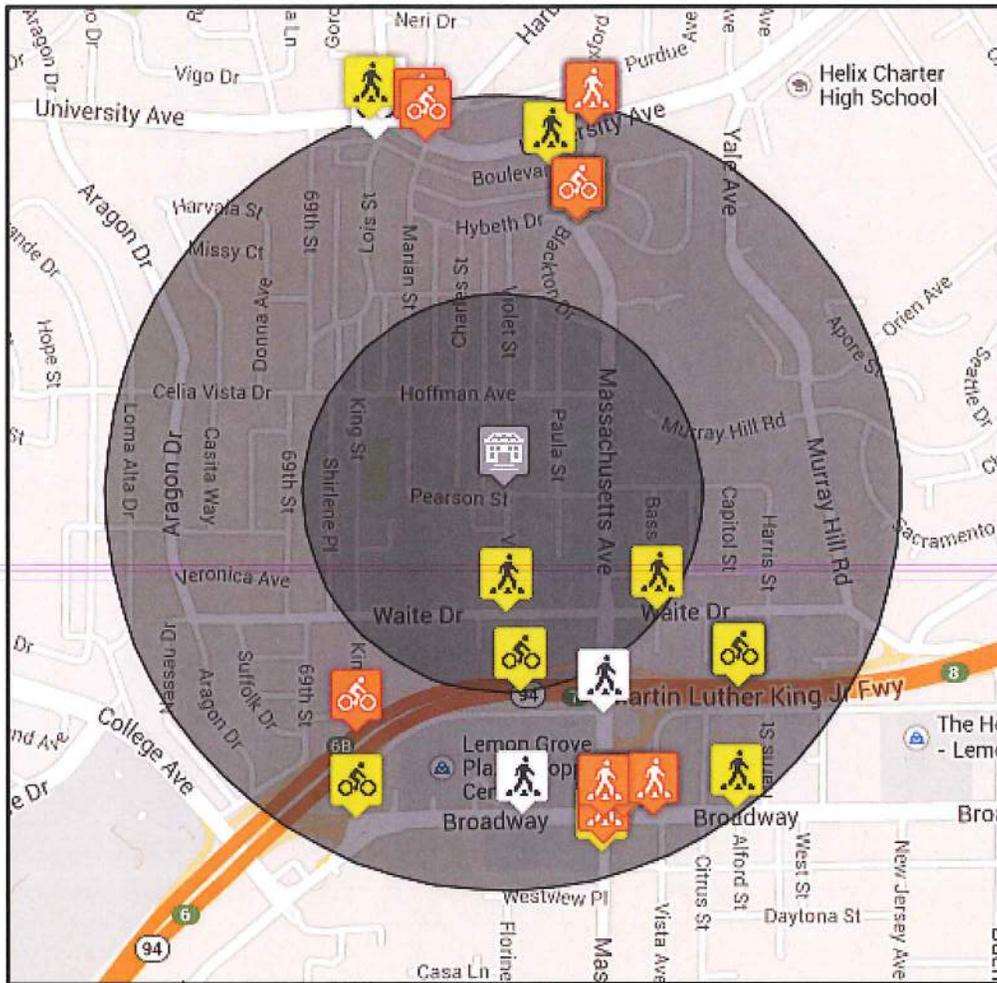
Additional Attachments

Collision Data

King Street Pedestrian and Bicycle Improvements

Collision Data 2003-2011

Source: TIMS Safe Routes to School Collision Map Viewer



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< ¼ mi.	0	0	2	0	2	0	2
¼ - ½ mi.	0	10	13	11	17	17	34
Total	0	10	15	11	19	17	36

King Street Pedestrian and Bicycle Improvements

Collision Data 2003-2011

Source: TIMS Safe Routes to School Collision Map Viewer

Year	Collision Location: Primary Road	Collision Location: Secondary Road	Pedestrian Involved? Y/N	Bicyclist Involved? Y/N	Number of Injuries	Number of Severe Injuries
2003	MASSACHUSETTS AV	BROADWAY	Y	N	1	1
2004	BROADWAY	ALFORD ST	Y	N	1	0
2004	NORTH AV	MASSACHUSETTS AV	Y	N	1	0
2004	BROADWAY	BROADWAY 7100	Y	N	1	0
2005	UNIVERSITY AV	70TH ST	Y	N	1	0
2005	BROADWAY RD	MASSACHUSETTS AV	Y	N	1	1
2005	MASSACHUSETTS AV	BROADWAY RD	Y	N	1	0
2006	BROADWAY RD	MASSACHUSETTS AV	Y	N	1	0
2006	UNIVERSITY AV	MASSACHUSETTS AV	Y	N	1	0
2006	UNIVERSITY AV	MASSACHUSETTS AV	Y	N	1	0
2006	RT 94	MASSACHUSETTS AV	Y	N	1	0
2007	BOULEVARD DR	MASSACHUSETTS AV	Y	N	1	0
2007	UNIVERSITY AV	MASSACHUSETTS AV	Y	N	1	1
2008	BROADWAY	VISTA ST	Y	N	1	1
2008	WAITE DR	VIOLET ST	Y	N	1	0
2009	RT 94	MASSACHUSETTS AV	Y	N	1	0
2009	WAITE DR	VISTA DR	Y	N	1	0
2011	UNIVERSITY AV	HARBINSON AV	Y	N	1	1
2011	MASSACHUSETTS AV	BROADWAY	Y	N	1	1
2012	BROADWAY	MASSACHUSETTS AV	Y	N	1	1
2012	RT 94	MASSACHUSETTS AV	Y	N	1	0
2012	MASSACHUSETTS AV	BROADWAY	Y	N	1	0
2012	BROADWAY	MASSACHUSETTS AV	Y	N	1	1
2003	MASSACHUSETTS AV	BLACKTON DR	N	Y	1	0
2003	MASSACHUSETTS AV	BLACKTON DR	N	Y	1	0
2003	BROADWAY	MASSACHUSETTS AV	N	Y	1	0
2003	MASSACHUSETTS AV	BROADWAY	N	Y	1	0
2003	MARIAN ST	UNIVERSITY AV	N	Y	1	1
2005	BROADWAY	VISTA AV	N	Y	1	0
2006	COLLEGE AV	RT 94	N	Y	2	1
2006	MASSACHUSETTS AV	RT 94	N	Y	1	0
2006	RT 94	MASSACHUSETTS AV	N	Y	1	0
2007	MASSACHUSETTS AV	UNIVERSITY AV	N	Y	1	0
2008	BLACKTON DR	MASSACHUSETTS AV	N	Y	1	1
2008	BLACKTON DR	MASSACHUSETTS AV	N	Y	1	1
2008	BOULEVARD DR	LOIS ST	N	Y	1	0
2009	BROADWAY	NORTH AV	N	Y	1	0
2010	BLACKTON DR	MASSACHUSETTS AV	N	Y	1	0
2011	RT 94	MASSACHUSETTS AV	N	Y	1	0
2011	UNIVERSITY AV	LOIS ST	N	Y	1	0
2012	BROADWAY	MASSACHUSETTS AV	N	Y	1	0

Disadvantaged Community



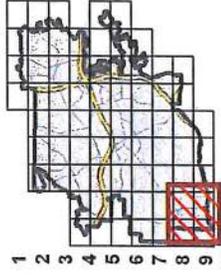
Eligibility Area

Vista La Mesa Park

LEGEND

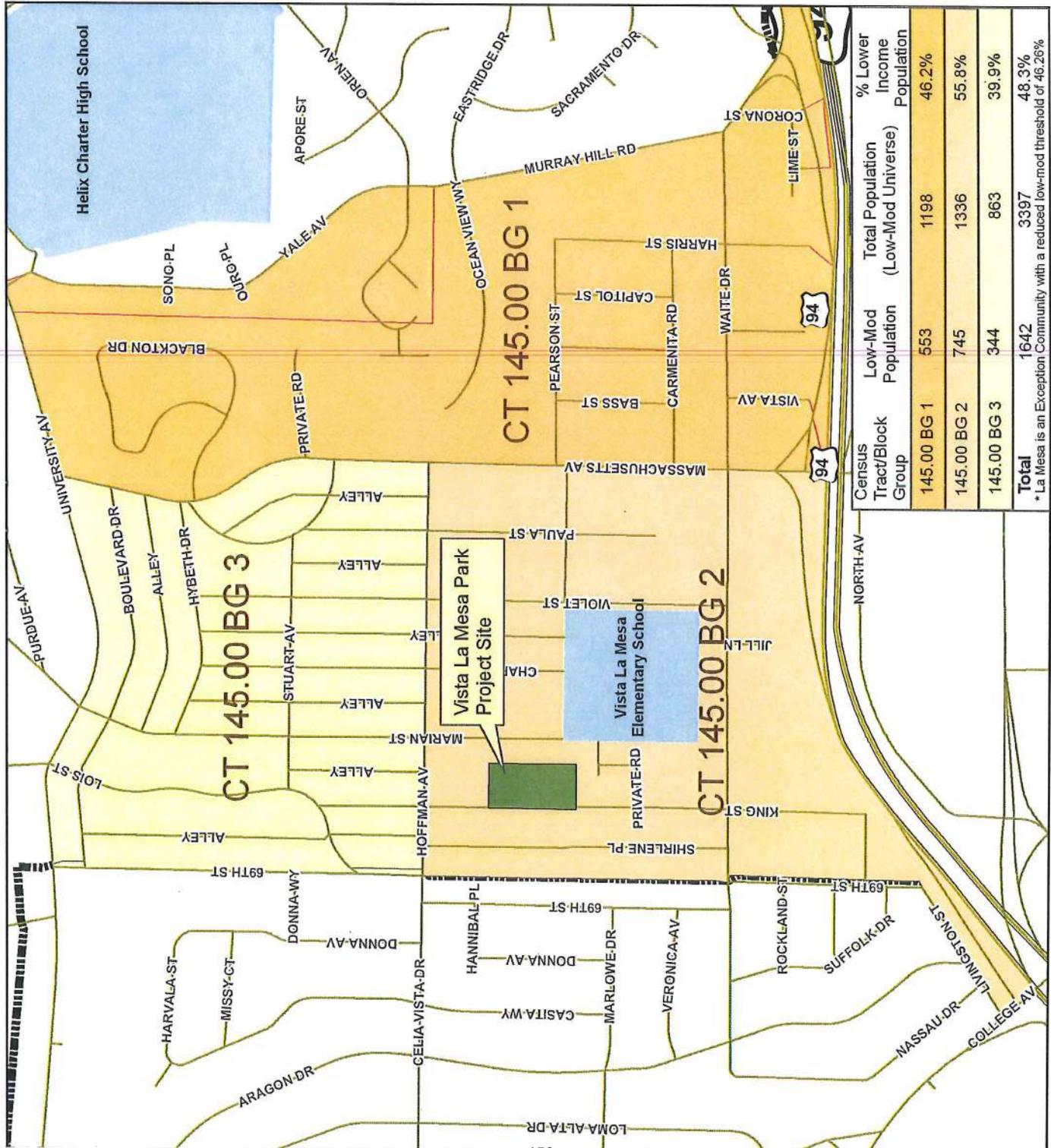
-  Project Site
-  Vista La Mesa Park
-  CDBG Eligible Neighborhood
-  City of La Mesa Boundary

A B C D E F G H I



1 INCH = 667 FEET
 300 0 300 600
 FEET

DATA SOURCES:
 City boundary, SanGIS, 2011
 Roads, SanGIS, 2011
 <<-Add/redit data sources-->>



Census Tract/Block Group	Low-Mod Population	Total Population (Low-Mod Universe)	% Lower Income Population
145.00 BG 1	553	1198	46.2%
145.00 BG 2	745	1336	55.8%
145.00 BG 3	344	863	39.9%
Total	1642	3397	48.3%

* La Mesa is an Exception, Community with a reduced low-mod threshold of 46.26%



FAST FACTS

La Mesa



Jurisdiction Facts

Acres	Square miles	Incorporated
5,773	9.0	1912

Population Trends (1980 - 2010)

	1980	1990	2000	2010
Total Population	50,308	52,931	54,749	57,065
Growth from Prior Period		5%	3%	4%

Population Characteristics (2000 and 2010 Census)

	2000	2010	Percent of Total	Difference	
				Numeric	Percent
Hispanic	7,402	11,696	20%	4,294	58%
Non-Hispanic	47,347	45,369	80%	-1,978	-4%
White	40,371	35,295	62%	-5,076	-13%
Black	2,561	4,102	7%	1,541	60%
American Indian	260	249	< 1%	-11	-4%
Asian	2,177	3,152	6%	975	45%
Hawaiian & Pacific Islander	183	272	< 1%	89	49%
Other	108	160	< 1%	52	48%
Two or More Races	1,687	2,139	4%	452	27%
All Ethnic Groups	54,749	57,065	100%	2,316	4%

Median Household Income (2010 Estimates and 2000 Census)

2009 (current dollars)	\$54,959
2009 (\$1999)	\$39,200
2000 (\$1999)	\$41,804

Housing Characteristics (2010 Estimates)

Total Housing Units	25,614	100%
Occupied Housing Units	24,255	95%
Vacant	1,359	5%

Preliminary 2050 Regional Growth Forecast

	2000	2020	2030	2040	2050	% Change 2000-2050
Population	54,749	62,136	65,902	73,290	78,174	34%
Housing	24,943	26,785	28,039	30,542	32,566	22%
Jobs (incl. military)	25,424	28,813	30,457	31,645	32,018	24%



CTPP Profile: Census 2000 and 2006-2010 ACS
La Mesa city, California FIPS: 0640004

1. Selected Characteristics

	Census 2000		2006-2010 ACS		2010 Census		Is Change between Census 2000 and 2006-2010 ACS Significant in Number?*
	Value	MOE(+/-)*	Value	MOE(+/-)*	Value	Value	
Persons ¹	54,751	--	56,250	44	57,065	--	
Persons in Households ²	53,707	165	55,128	745	56,408	Yes	
Households ³	24,126	141	24,151	567	24,512	No	
Average Number of Persons per Household ⁴	2.23	0.03	2.28	0.06	2.30	No	
Average Household Income ⁵	\$49,595	\$1,310	\$65,960	\$3,648	--	Yes	
Average Number of Vehicles per Household ⁶	1.58	0.04	1.71	0.06	--	Yes	
Percent of Persons in Poverty ⁷	9.40	0.60	11.70	0.02	--	Yes	
Percent Minority ⁸	19.80	0.90	24.50	0.02	28.20	Yes	
Percent of Persons 65 and Over ⁹	17.10	0.80	14.60	0.01	14.20	Yes	
Percent of Persons Foreign Born ¹⁰	11.60	0.70	13.50	0.01	--	Yes	
Total Workers at Place of Residence ¹¹	28,001	602	28,742	1,212	--	No	

Table 2. Mode to Work¹²

	CTPP2000			2006-2010 ACS			Is Change Significant in Number?*	2006-2010 ACS			Is Change Significant in Number?*
	Number	Percent	MOE(+/-)*	Number	Percent	MOE(+/-)*		Number	Percent	MOE(+/-)*	
	At Place of Residence							At Place of Work			
Total Workers	27,470	100.0	602	28,182	100.0	805	No	23,705	100.0	597	No
Drove alone	22,180	80.7	592	21,682	76.9	868	No	18,685	78.8	571	No
2-person Carpool	2,390	8.7	246	2,361	8.4	338	No	2,020	8.5	227	No
3-or-more-person Carpool	410	1.5	104	725	2.6	526	No	489	2.1	113	No
Public Transportation	685	2.5	134	1,030	3.7	284	Yes	750	3.2	140	No
Bike	85	0.3	47	155	0.5	93	No	45	0.2	35	No
Walked	320	1.2	92	624	2.2	211	Yes	485	2.0	111	No
Taxi, Motorcycle and Other means	390	1.4	101	130	0.5	150	Yes	229	1.0	78	Yes
Worked at Home	1,015	3.7	163	1,475	5.2	306	Yes	1,015	4.3	163	Yes

Table 3. Mean Travel Time by Mode to Work¹³

	Census 2000		2006-2010 ACS		Is Change Significant in Minutes?*
	Minutes	MOE(+/-)*	Minutes	MOE(+/-)*	
	At Place of Residence				
Total Workers (does not include workers who worked at home)	24.0	0.6	22.3	1.3	Yes
Drove alone	22.5	0.6	21.1	1.4	No
Carpooled	27.6	2.2	24.8	6.5	No
Public Transportation	49.9	6.3	49.0	20.3	No
Taxi, Motorcycle, Walk, Bicycle and Other means	30.5	6.1	13.2	6.1	Yes

Notes:

- Census 2000 SF3 Table P1, 2006-2010 ACS Table B01003 and Census 2010 SF1 Table QT-P1
- Census 2000 SF3 Table P9, 2006-2010 ACS Table B09016 and Census 2010 Table QT-H3
- Census 2000 SF3 Table P10, 2006-2010 ACS Table B19001 and Census 2010 Table QT-P11
- Census 2000 SF3 Table P9 divided Census 2000 SF3 Table P10, 2006-2010 ACS Table B09016 divided 2006-2010 ACS Table B19001 and Census 2010 Table QT-P11 min
- CTPP2000 Table 1-090 and 2006-2010 ACS Table S1902
- Census 2000 SF3 Table H46 and 2006-2010 ACS Table B25046
- Census 2000 SF3 Table P97 and 2006-2010 ACS Table B17001
- Census 2000 SF3 Table P8, 2006-2010 ACS Table B02001 and Census 2010 SF1 Table QT-P3
- Census 2000 SF3 Table P8, 2006-2010 ACS Table B01001 and Census 2010 Table QT-P1
- Census 2000 SF3 Table P21 and 2006-2010 ACS Table B06003
- Census 2000 SF3 Table P43 and 2006-2010 ACS Table B23001
- Residence place information is from CTPP2000 Table 1-002 and 2006-2010 ACS Table B08301 and workplace information is from CTPP2000 Table 2-002 and 2006-2010 ACS Table B09406
- CTPP2000 Table 1-118 and 2006-2010 ACS Table S0802 and C08196

* The coefficient of variation (CV) can be derived by the standard error (SE) divided by the estimate, while SE = MOE/1.645.
** The z-value of the difference of the two estimates are used to determine if the two estimates are significantly different at 90% confidence level.

Vista La Mesa School

Title I School

3900 Violet St.
La Mesa, CA
91941-7542

Type: Regular (Public)
District: Lemon Grove Elementary School District
Status: Operational
Grade: KG-6
Students: 528
Teachers: 21
Ratio: 25.14
Views: 199

Movoto School Rank for Vista La Mesa Elementary School

[What is this?](#)

2012

Past Performance

Year	Rank	Percentile
2011	B	22nd
2010	C	78th
2009	C	66th
2008	C	65th
2007	C	61st

API Scores for Vista La Mesa Elementary School

[What is this?](#)

2009 2010 2011 2012 2013

API Score	2009	2010	2011	2012	2013
API Score	776	758	763	779	-

[View as a Graph](#)

CST Test Scores for Vista La Mesa Elementary School

[What is this?](#)

Select Grade:

View Type of Test	2009	2010	2011	2012	2013
<input type="radio"/> Grade 2					
<input type="radio"/> Grade 3					
<input type="radio"/> Grade 4					
<input type="radio"/> Grade 5					
<input type="radio"/> Grade 6					
<input type="radio"/> Grade 7					
<input type="radio"/> Grade 8					
<input type="checkbox"/> English Language Arts	63%	44%	49%	54%	-
<input type="checkbox"/> Math	62%	46%	56%	52%	-

[View as a Graph](#)

School Features for Vista La Mesa Elementary School

Title I School, Title I Schoolwide, Before and After

School Features

School Program, Gifted and Talented Program, Bilingual Education, Site Based

Additional Attachments

County of San Diego Childhood Obesity Action Plan



CALL TO ACTION

San Diego County

Childhood Obesity Action Plan

2006

Our Community
Our Kids



Call to Action: San Diego County Childhood Obesity Action Plan

was developed in partnership with the following organizations:





County of San Diego

BOARD OF SUPERVISORS

1600 PACIFIC HIGHWAY, ROOM 335, SAN DIEGO, CALIFORNIA 92101-2470

Dear Friends:

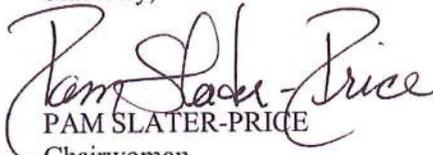
It is our pleasure to present to you the first-ever “*Call to Action: Childhood Obesity Action Plan*” for San Diego County.

The increasing number of overweight and obese children in San Diego County is putting our youngest generations at risk of major health problems. Fortunately, our county has a wealth of community partners - including you - who are dedicated to reversing this trend. This plan is the result of several months of gathering input through regional community forums, expert workgroup meetings, key informant interviews and research to identify multiple strategies that will prevent and reduce childhood obesity.

Through the *Childhood Obesity Action Plan* we are committed to reducing childhood obesity by promoting policy changes at the County of San Diego and in the community - but we can not do it without your support and engagement. The *Childhood Obesity Action Plan* is intended to serve as a “Call to Action” to inspire agencies, institutions and neighborhoods to recognize the importance of nutrition and physical activity by adopting one or more of these strategies. It is also meant to build momentum and support for the many organizations that are already successfully addressing this issue. Working collaboratively, we can leverage resources and promising practices to ensure a healthy future for San Diego County children.

Finally, we would like to thank the members of the Childhood Obesity Action Plan Steering Committee and community members who participated in the planning process for their insight and commitment to a more nutritious and physically fit future for our children.

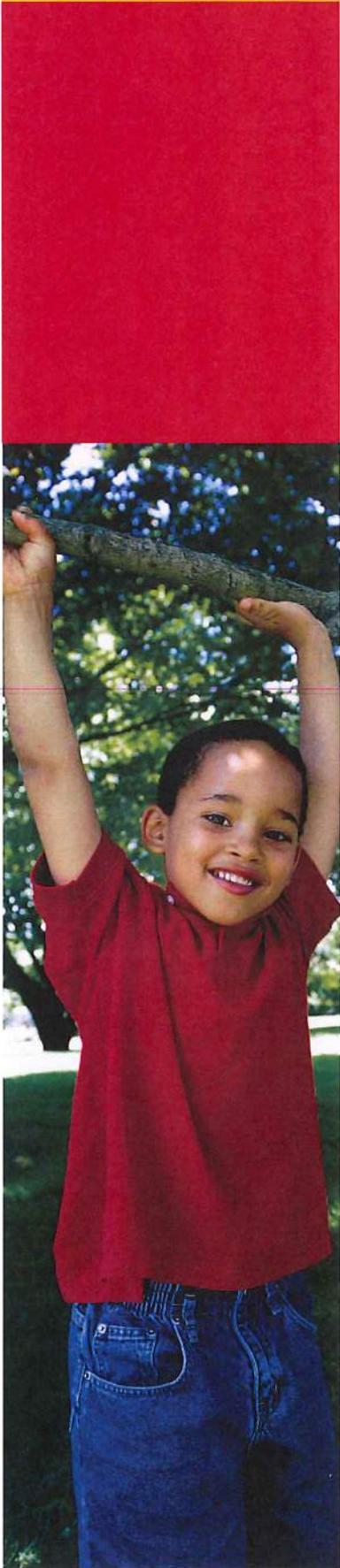
Sincerely,


PAM SLATER-PRICE
Chairwoman
Third District




RON ROBERTS
Supervisor
Fourth District





BACKGROUND

In October 2004, at the recommendation of Chairwoman Pam Slater-Price and Supervisor Ron Roberts, the San Diego County Board of Supervisors unanimously voted “to support the creation, coordination and implementation of a Childhood Obesity Master Plan to end childhood obesity.” This effort was designed to build upon the work begun by the Coalition on Children and Weight San Diego. Community Health Improvement Partners (CHIP)—a collaboration of organizations with the common goal of achieving improved health for San Diego communities—assisted in the coordination of the plan. Individuals with special expertise in the areas of healthcare, nutrition and physical activity were invited to serve on a Steering Committee to guide the process. With input from multidisciplinary partners, community residents and others, the Steering Committee developed the *Call to Action: San Diego County Childhood Obesity Action Plan*.

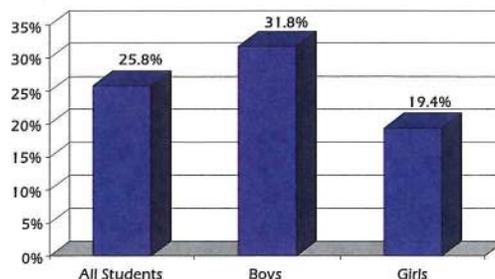
THE CHALLENGE OF CHILDHOOD OBESITY

Childhood overweight and obesity is a significant and growing health concern that has reached epidemic proportions. The percentage of children and adolescents who are overweight has tripled since the early 1970s. It is estimated that 16 percent of U.S. children and adolescents aged six to 19 are overweight and these rates are even higher in California and San Diego County. **Latino and African American youth face higher rates of overweight than white and Asian youth.**

Being overweight exposes children to serious health problems, now and in the future. **Because overweight children are likely to become overweight adults, they are more likely to suffer from cardiovascular disease, cancer and diabetes in adulthood.** These chronic diseases are largely preventable and account for two-thirds of all deaths in California. **These and other conditions related to overweight and physical inactivity burden the state's economy with exorbitant and preventable long-term costs.** As the percentage of children who are overweight and physically inactive increases, and as these children age, the health problems they experience will result in growing costs for medical care, lost productivity and human resources.

With its exceptional climate and numerous outdoor recreational opportunities, **San Diego County provides an optimal environment for healthy living.** Many activities are currently underway in the county to prevent or reduce childhood obesity, but more work needs to be done. Taking further action to address overweight and obesity will have profound effects on increasing the quality of life and eliminating health disparities in San Diego County.

**Child Overweight Rates
San Diego County, 2004***



*From the California Center for Public Health Advocacy based on analysis of data from the California Department of Education's 2004 Physical Fitness Test

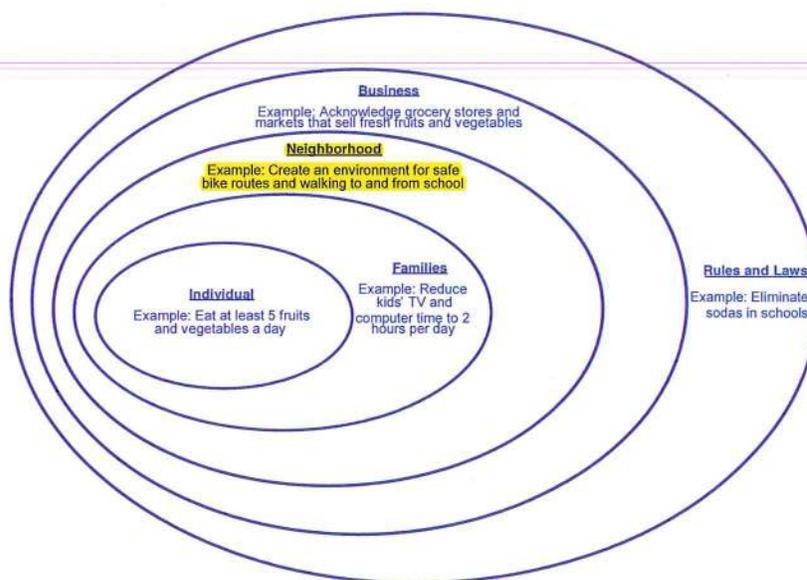
APPROACHING THE CHALLENGE

The San Diego County Childhood Obesity Action Plan Steering Committee was comprised of experts in the areas of healthcare, nutrition and physical activity (see Acknowledgements). Supported by CHIP, County Health and Human Services Agency staff, the Institute for Public Strategies and Moder Research & Communications, Inc., the Steering Committee directed the process for developing recommended strategies and action steps.

Ecological Model

The Steering Committee utilized an ecological model of health promotion in the development of this plan. The ecological model is focused on the environmental changes, behaviors and policies that help individuals make healthy choices in their daily lives. **The foundation of the ecological model is the concept that behavior does not change in a vacuum and that a supportive environment is necessary for individuals to make healthy choices.** For example, improving access to nutritious foods at schools and on children's menu items at restaurants will increase the likelihood of children making healthy food choices.

This model takes into account the physical and social environments and their relationship to people at individual, interpersonal, organizational and community levels. This approach provides a framework for change that focuses on individuals, families, neighborhoods, businesses and regulations. The ecological model addresses multiple levels of behavioral influence and offers a comprehensive approach to preventing childhood obesity.



Ecological Model of Childhood Obesity Prevention

Planning Process

The planning process included a rigorous literature review as well as input from multidisciplinary partners and communities throughout San Diego County. Input was sought from many sources in numerous settings including work groups with experts from a variety of disciplines; community conversations with residents from different neighborhoods, races/ethnicities, cultures and backgrounds; and one-on-one interviews with key informants. (More information about the planning process can be found in the unabridged supplement to this document at www.ourcommunityourkids.org.)

Recognizing that a multidisciplinary, comprehensive approach to the problem is necessary, the Steering Committee identified seven key domain areas (see next section) that have the most influence on developing environments that support healthy choices and behavior change. As partners from these domain areas and other community members became involved in the planning process, the Steering Committee focused on engaging those who are currently addressing the problem and catalyzing those who could be doing more.

APPROACHING THE CHALLENGE (CONTINUED)

Goals & Objectives

With the overarching goal of improving the health of children and families in San Diego County, the objectives of the *Childhood Obesity Action Plan* include the following:

- Building awareness about the problem of childhood obesity
- Serving as a guide for all those in San Diego County who are interested in addressing childhood obesity, including agencies, institutions and neighborhoods
- Planting a seed and building momentum for action without being prescriptive
- Catalyzing partnerships for those already working on this issue with new organizations and new sectors
- Ensuring that strategies emphasize policy and environmental changes and not just individual and family efforts
- Creating a plan document that supports community partners in their efforts

A CALL TO ACTION

This plan calls for every person in San Diego County to be part of the fight against childhood obesity. The following recommended strategies are presented in seven domain areas:

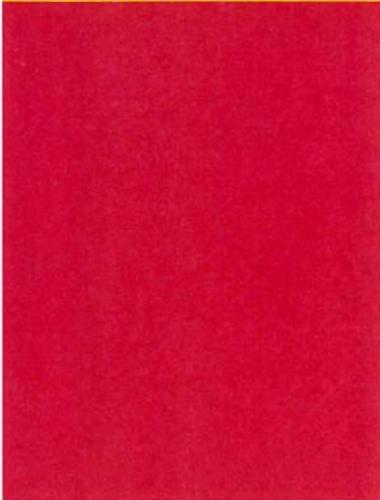
- County and city governments
- Healthcare systems and providers
- Schools
- Childcare, preschools and before- and after-school providers
- Community-based organizations, faith-based organizations and youth organizations
- Media outlets and marketing industry
- Businesses

The strategies suggested in this plan are not meant to be all-inclusive. Community partners are encouraged to develop additional strategies for the prevention of childhood obesity based on their experience, abilities and communities. (A full list of strategies identified by participating individuals and organizations can be found in the unabridged supplement to this document at www.ourcommunityourkids.org.)

Promising local programs that address childhood obesity are highlighted on the following pages. These programs successfully implement recommended *Childhood Obesity Action Plan* strategies and strive to create an environment that supports healthy choices for children and families.

For more information about these programs, please contact:

Adrienne Collins Yancey, M.P.H.
Health Planning & Program Specialist
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(619) 692-8808
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A CALL TO ACTION 1:

Engage COUNTY AND CITY GOVERNMENTS to advance the following strategies to prevent childhood obesity:

- A. Modify current city and county general plans so that walking and cycling paths are incorporated into existing communities to safely accommodate pedestrians, cyclists and others using non-motorized transportation. Priorities should be paths that lead to food outlets that serve healthy foods as well as to parks and other venues that provide opportunities for physical activity.
- B. Design plans for new communities, capital improvement projects and large construction projects so that schools, parks, stores and other facilities are within easy walking and bicycling distance to residential areas and so that there are walking/cycling paths that encourage physical activity.
- C. Establish “safety corridors” and routes to school including “complete streets” design for children to encourage walking and bicycling. This includes wider sidewalks, barriers between the streets and walkways, increased security during hours that children are traveling to and from school, and strictly enforced speed zones.
- D. Increase quantity, quality and accessibility of parks and natural open spaces in order to encourage physical activity among youth.
- E. Revise and disseminate maps of walking and bicycling routes throughout the county (including information on mileage, sidewalk routes, bike paths, etc.).

The Greater San Diego Recreation and Park Coalition for Health and Wellness

The Greater San Diego Recreation and Park Coalition for Health and Wellness is a collaboration of park and recreation professionals from 13 San Diego area cities and the County of San Diego. Its mission is to create healthy communities by advocating recreation and parks agencies as a first choice for health and wellness activities. In addition to developing new health and wellness programs, Coalition events include:

- The cities of Carlsbad, Encinitas, Escondido and Vista collaborated on a health festival for nearly 400 summer day campers. Activities included nutrition education for children and a variety of unique physical activity options designed to develop long-term interests.
- In partnership with the County of San Diego HHSA, the Coalition sponsored a community health festival in Spring Valley featuring health education information, health screenings, a rock climbing wall and entertainment.

- F. Sponsor and promote opportunities for children, youth and their families to engage in physical activities, with focus on the following:
 - A large and varied selection of activities (i.e., competitive and non-competitive; individual and team; separated genders and mixed) that attract persons of various cultures so that any individual is likely to regard one or more as “fun”
 - Activities that are likely to meet needs of people with various abilities and body types
 - Activities that lend themselves to life-long participation
 - Activities that are located in low-income areas and areas with high rates of obesity-related conditions
- G. Develop breastfeeding accommodations in public facilities, as breastfeeding helps prevent childhood obesity.
- H. Ensure that vending machines on all county- and city-owned and/or leased land, space and facilities have healthy choices and encourage community partners to do the same.
- I. Coordinate efforts to address and prevent childhood obesity across government departments and jurisdictions.
- J. The County Health and Human Services Agency (HHSA) will coordinate with other County government agencies and incorporated cities to help implement the *Childhood Obesity Action Plan* and will work collaboratively with private and public sectors to increase resources that address childhood obesity.

A CALL TO ACTION 2:

Engage HEALTHCARE SYSTEMS AND PROVIDERS to advance the following strategies to prevent and treat childhood obesity:

- A. Include obesity prevention, screening and referrals in routine clinical practice.
 - B. Include obesity prevention and screening in quality assessment measures for health insurers, health plans, and quality improvement and accrediting organizations.
 - C. Train healthcare providers and health profession students in effective obesity prevention and treatment techniques.
 - D. Provide resources and information for healthcare providers on prevention and treatment of overweight and obesity.
 - E. Routinely track body mass index (BMI) and provide patients with relevant, evidence-based counseling and referrals in a culturally competent manner. Providers should be knowledgeable about patients' cultures, traditions and languages.
 - F. Develop a family-centered, multidisciplinary curriculum based on best practices for teaching patients about obesity prevention and treatment.
 - G. Expand and implement culturally appropriate health education classes on exercise, nutrition, food shopping, meal planning, cooking and other areas that would increase patients' knowledge and skills to make healthy changes.
 - H. Promote breastfeeding, 30 to 60 minutes of physical activity and consumption of a minimum of five fruits and vegetables a day in collaboration with ethnically specific organizations that target nutrition education outreach.
 - I. Partner with businesses, government, associations of schools, faith communities and other organizations to finance healthcare provider activities including obesity screening and nutrition and physical education.
- Provide advocacy to:***
- J. Classify obesity as a disease category for reimbursement coding.
 - K. Assure that food assistance programs such as Women, Infants and Children (WIC) provide adequate vouchers for fruits and vegetables and other healthy foods that can be used at farmers' markets and other venues.
 - L. Reform food labeling so that information can be easily understood by the public.
 - M. Increase government resources to support healthcare and treatment of obesity.
 - N. Increase availability of affordable, nutritious and safe foods to decrease hunger and reduce the tendency to fend off hunger with readily available, inexpensive, high-calorie foods that have little or no nutritional value.

KP KIDS Weight Management Program

KP KIDS is a six-week multidisciplinary weight management program that involves nutrition, medical and behavioral education and an exercise component. The goal of KP KIDS is to promote healthy lifestyle changes to maintain and reduce children's body mass index (BMI). Children ages five through 12 may attend with at least one parent or caregiver.

Each 90-minute session presents healthy eating and lifestyle choices in an interactive, fun atmosphere. The children make and sample healthy snacks and play interactive games to get them moving. Children can earn "Kaiser Bucks" to purchase toys from a treasure chest by answering questions during class and completing simple homework assignments such as weekly activity logs. Pedometers are provided to encourage walking and other physical activity between classes.

KP KIDS is currently offered at three Kaiser Permanente centers. At least 70% of the children participating have maintained or decreased their BMI. The course completion rate is higher than for most existing weight management programs.

A CALL TO ACTION 3:

Engage SCHOOLS to advance the following strategies to prevent childhood obesity:

- A. Adopt and implement a “Gold Standard” school wellness policy that includes the following provisions:
 - Provide students with health education that addresses nutrition, physical activity and adoption of other obesity preventive lifestyle choices. Use sequential, skills-based and evidence-based curricula that include family involvement.
 - Integrate obesity prevention content into the general education curriculum.
 - Expand physical activity opportunities beyond state physical education requirements.
 - Ban use of food as a reward/punishment.
 - Adopt standards for cafeteria, other food outlets, vending machines and school stores that meet USDA Dietary Guidelines and state mandates.
 - Develop guidelines for healthy fundraising.
 - Eliminate on-campus advertising of high-sugar and high-fat foods and beverages.
- B. Provide culturally and linguistically appropriate education on nutrition and physical activity to students, teachers, food service staff, coaches, nurses and parents at low or no cost to participants.

**Vista Unified School District
Vending Machine Policy**

The Child Nutrition Services department at Vista Unified School District developed a vending machine policy that eliminates unhealthy foods and beverages and replaces them with healthy choices. With support from the superintendent of schools, the project was piloted in 2001 at Vista High School. Child Nutrition Services staff took over vending machine operation as vending contracts expired. They replaced beverage machines that promoted soft drink brands with glass front machines, brought in carousel style snack machines, and cleaned up the areas around vending machines to make them more accessible. Chips and candy were replaced with foods such as fresh fruits, vegetables and yogurt. Sodas were eventually phased out in favor of water, juice and sports drinks. The program has been successful on numerous fronts and has been expanded to additional schools in the district. Children now have the opportunity to get a healthy snack at any time during the school day. In addition, revenue from vending machines has increased significantly. For example, vending machine revenue at Vista High School has increased from \$9,000 to \$41,000 annually.

- C. Provide all students with physical education classes and other opportunities for physical activity during the school day to help children have at least 60 minutes per day of vigorous physical activity.
- D. Reduce or subsidize student fees related to school athletic activities including the purchase of athletic uniforms and equipment.
- E. Establish school gardens and use the resulting produce in school meals.
- F. Improve access to and affordability of fresh fruits and vegetables in all schools.
- G. Partner with community agencies and healthcare providers to provide school-based counseling programs that address the emotional needs of overweight children and their parents, eliminate related bullying at school, and direct children and families to resources where they can set and meet nutrition and fitness goals.
- H. Use school facilities outside of school hours for physical activity programs offered by schools and/or community-based organizations.
- I. Partner with businesses, government, faith communities and other organizations to finance school activities including wellness policies and nutrition and physical education.

A CALL TO ACTION 4:

Engage **CHILDCARE, PRESCHOOLS AND BEFORE- AND AFTER-SCHOOL PROVIDERS** to advance the following strategies to prevent childhood obesity:

- A. Train childcare providers, preschool staff and before- and after-school staff to provide education and resources to parents on child and family nutrition and physical activity.
- B. Assist teachers and childcare providers to utilize innovative methods and provide fun activities to promote healthy nutrition and physical activity with children.
- C. Educate parents on how to assess and select childcare sites, preschools and before- and after-school programs for their healthy nutrition and physical activity opportunities for children, as well as for their ability to involve families in physical activity and nutritional programming.
- D. Encourage teachers and childcare providers to model behaviors that demonstrate healthy eating and physically active lifestyles for parents and children.
- E. Eliminate advertising, selling and distribution of unhealthy foods and beverages to children and youth at before- and after-school programs.
- F. Encourage schools and before- and after-school providers using school space to collaborate to develop healthy policies and facilities for their mutual use.
- G. Institute healthy food and beverage standards that are consistent with USDA Dietary Guidelines and state school mandates for all food items available at before-school and after-school programs, childcare sites (including licensed family child care sites) and preschools.
- H. Partner with businesses, government, associations of schools, faith communities and other organizations to finance activities including nutrition and physical education.

YMCA Childcare Nutrition and Physical Activity Program

YMCA of San Diego County Childcare Resource Service Department received a grant from the First 5 Commission to develop a model for training childcare providers on ways to prevent childhood obesity. Working in collaboration with the Coalition on Children and Weight San Diego, YMCA staff created a two-hour course offered at no charge to all childcare providers in San Diego County, with a focus on in-home providers. Providers access the course through the YMCA's existing referral system.

Training curriculum includes: health factors related to childhood obesity; nutrition and tips for providing healthy meals and snacks; helping children develop healthy relationships with food; promoting physical activity; limiting screen time; the importance of breastfeeding; food sanitation; oral hygiene; and policy development for childcare centers and sites.



A CALL TO ACTION 5:

Engage COMMUNITY-BASED ORGANIZATIONS, FAITH-BASED ORGANIZATIONS AND YOUTH ORGANIZATIONS to advance the following strategies to prevent childhood obesity:

- A. Enlist and empower community-based organizations to reach their members to organize family physical activities and to increase awareness of healthy lifestyles.
- B. Enlist and empower faith congregations to reach their members to organize family physical activities and to increase awareness of healthy lifestyles.
- C. Enlist and empower youth organizations to reach their members to organize family physical activities and to increase awareness of healthy lifestyles.
- D. Take the lead to promote with parents limiting children’s and families’ screen time (television, computer, etc.) to a maximum of two hours per day.
- E. Eliminate advertising and selling of unhealthy foods and beverages to children and youth at community, faith-based and youth organizations.
- F. Partner with businesses, government, associations of schools and other organizations to finance healthy youth activities including nutrition education and physical fitness.
- G. Develop a common means of communication such as weekly e-messages or mailers so that involved organizations can stay informed about what each entity is doing about obesity.

Faith-Based Approach to Community Health

The Faith-Based Approach to Community Health (F-BACH) is a program of the San Diego Black Health Associates designed to focus attention on diseases that adversely affect the African American community. F-BACH uses the influence of African American churches to target specific diseases and health conditions through monthly forums and dialogue among community members.

Beginning in January 2004, F-BACH has sponsored a series of health-related forums targeting African Americans throughout San Diego County. These forums focus on those diseases and health issues, including obesity, that have a particular impact on African Americans. A different church in local African American communities hosts each forum. A key element of the forums is collaboration with community agencies whose major focus is the same as the monthly health topic.

Healthy Eating, Active Communities

Healthy Eating, Active Communities (HEAC) is a four-year strategic initiative of The California Endowment designed to reduce disparities in obesity and diabetes among children in California by improving food and physical activity environments. One of six collaboratives to receive funding, the South Bay Partnership and its co-grantees—the County of San Diego Health and Human Services Agency, South Region; Sweetwater Union High School District; and Chula Vista Elementary School District—strive to implement environmental prevention strategies in the project area of West Chula Vista. The outcome of this project will be improved access to physical activities and nutritious foods in schools, after-school programs, and neighborhoods.

Through the local HEAC project, youth and adults will be trained to assess environmental conditions and advocate for healthier school environments and policy changes. Healthcare providers will be engaged to play a larger role in advocating for community-based prevention and will be trained to emphasize obesity prevention in their clinical interactions. The business sector will also be engaged in order to positively impact marketing and advertising practices.

A CALL TO ACTION 6:

Engage MEDIA OUTLETS and the MARKETING INDUSTRY to advance the following strategies to prevent childhood obesity:

- A. Partner with other domains (i.e., government; healthcare; schools; childcare, preschools and before- and after-school providers; community-based, faith-based and youth organizations; and businesses) to create a culturally sensitive, youth-driven media campaign that addresses healthy lifestyles and portrays diverse youth in a way that makes healthy eating “cool”.
- B. Partner with other domains to conduct a countywide campaign to foster public awareness of the health benefits of regular physical activity, healthy nutrition choices, and maintaining a healthy weight.
- C. Partner with other domains to increase awareness of programs that provide low/no-cost physical activity opportunities for youth.
- D. Partner with schools to promote the appeal of healthy foods at primary and secondary schools in the same way fast foods are marketed.
- E. Partner with businesses to limit advertising and promotion of unhealthy foods and beverages aimed directly at young children.
- F. Partner with businesses, government, associations of schools, faith communities and other organizations to finance marketing activities that promote nutrition education and physical activity.



Get Fit and Thrive Challenge

KyXy-FM 96.5 partnered with Kaiser Permanente, the Coalition on Children and Weight San Diego and local businesses to develop the “Get Fit and Thrive Challenge,” an outreach and education campaign designed to improve the health of families. Through 60-second commercials, KyXy listeners were encouraged to complete certain health-related tasks in order to obtain a reward.

Tasks included simple healthy changes families could easily incorporate into their lifestyles and included the involvement of participating sponsors. For example, partnering libraries selected books to create a “health awareness” section for children and sponsoring restaurants added special healthy children’s menus. Each task included some kind of “proof of participation,” such as receipt from the library or restaurant or a picture of their family exercising.

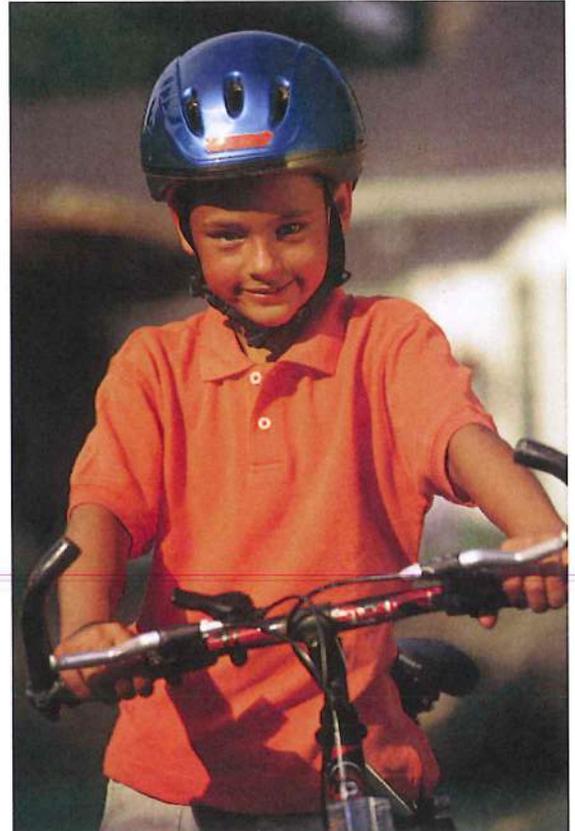
Participants downloaded a card from KyXy’s interactive website, which listed the different tasks to be checked off as they were completed. Participants who completed three of six tasks and mailed in their cards with proof of participation received a child’s ticket to Legoland and were entered into a drawing for a grand prize.

At the completion of the challenge, KyXy received over 196,000 website hits and over 100 families returned completed participation cards.

A CALL TO ACTION 7:

Engage **BUSINESSES** to advance the following strategies to prevent childhood obesity:

- A. Include healthier food and beverage choices consistent with USDA Dietary Guidelines at fast food and full-service restaurants.
- B. Participate in efforts to publicly acknowledge businesses that support and promote the prevention of childhood obesity through window logos, certificates, media releases, etc.
- C. Increase access to certified farmers' markets, food cooperatives, and community gardens to expand healthy and affordable food options, particularly in low-income and underserved neighborhoods.
- D. Partner with government, associations of schools, faith communities and other organizations to organize and financially support community physical activity clubs and healthy lifestyle projects.



Healthy Kids' Choice! Initiative

The Healthy Kids' Choice! Initiative is a San Diego based collaborative effort designed to help children eat more nutritious foods and make healthier choices when eating out at restaurants. The goal of the initiative is to create lasting environmental changes so that making healthy choices is an appealing and readily available option.

Local restaurants are invited to participate as Healthy Kids' Choice! Initiative partners by making commitments to offering healthier menu items for children. For example, restaurants may offer a fresh fruit or vegetable substitution for french fries on the kids' menu; provide non-fried, lean entrée choices; offer sparkling water, milk or 100% juice in place of soft drinks; provide a fresh fruit dessert option; and offer a reward to children for choosing healthier options.

Over 40 restaurants have partnered with the Healthy Kids' Choice! Initiative. Participating establishments receive a framed certificate honoring their participation and are highlighted through local and national media efforts.



NEXT STEPS

Much effort is needed to assure the successful implementation of recommended strategies and the sustainability and ongoing support of this plan. Working together with a common purpose, we can make a difference in preventing childhood obesity and improving the health and well-being of children in San Diego County.

Sustainability – How Can We Continue Our Efforts?

The San Diego County Childhood Obesity Action Plan Steering Committee recognizes the need to make systemic changes in the social and physical environments that contribute to unhealthy behaviors. Engagement of organizations and individuals from all domain areas over time will be necessary to establish a strong foundation and assure the ongoing support of childhood obesity prevention efforts. Specific recommendations include:

1. Raise awareness about the *Childhood Obesity Action Plan* through a defined communications strategy, public relations and other efforts.
2. Secure commitments from organizations representing all domain areas to implement recommended strategies including identifying “champions” in each domain area to lead the cause.
3. Create an ongoing countywide infrastructure and oversight team to monitor and coordinate childhood obesity prevention efforts by all domain areas.
4. Initial efforts of the oversight team may include the following:
 - Establishment of evaluation and tracking mechanisms to determine the effectiveness of implemented strategies (see below)
 - Development of a website dedicated to childhood obesity prevention
 - Establishment of countywide domain-specific meetings and an annual summit meeting including all domain areas
 - Securing additional funding to assure ongoing efforts
 - Formal recognition of the efforts of partnering organizations
5. Create and fund the position of a Childhood Obesity Initiative Director, who will be responsible for providing leadership and coordination among stakeholders to facilitate the implementation of the goals and strategies established in the *Childhood Obesity Action Plan*.

Evaluation – How Can We Measure Our Success?

Recommended efforts to establish countywide evaluation measures include:

1. Design an efficient mechanism to track the body mass index (BMI) of the child and youth populations in San Diego County over time, building on present services and opportunities.
2. Develop mechanisms to track over time the eating and physical activity patterns of the child and youth populations in San Diego County, building on present opportunities.
3. Identify experts to evaluate the success of the engagement of the seven domain areas.
4. Advocate with all partnering organizations to ensure that a formal evaluation component is incorporated into the design of all projects that are not evidence-based.

NEXT STEPS (CONTINUED)

Implementation — What Will the County Do?

The County of San Diego is committed to the health and well being of its residents. As such, it is dedicating resources to address the preventable causes of childhood obesity—lack of physical activity and poor nutrition. County activities will involve most sections of County government and focus on the different levels of the ecological model. Additionally, with funding from the County of San Diego Health and Human Services Agency (HHSA) and the First 5 Commission of San Diego, the County will contract for a Childhood Obesity Initiative Director. The Director will work with representatives from the domain areas to secure Commitments of Significance toward implementation of the plan.

The following is a sampling of new County commitments:

1. The Department of Parks and Recreation will open a new gym in Spring Valley that will share facilities with a local middle school, providing opportunities for physical activity outside of school hours.
2. The Department of Farm and Home Advisor will support the establishment of school gardens and nutrition education programs to increase access to and consumption of fresh fruits and vegetables by school-age children.
3. The Department of Planning and Land Use's Multiple Species Conservation Program will increase recreational opportunities by preserving systems of greenbelts and open spaces in County unincorporated areas.
4. The Probation Department will provide health and wellness education to youth in its facilities.
5. The HHSA Child Welfare Services program will provide training and information to foster parents on nutrition and physical activity.
6. The HHSA Food Stamp program will provide access to nutrition education for Food Stamp recipients.
7. The HHSA County Supervised Visitation Centers will provide healthy snacks to children, youth and their families.
8. HHSA will manage overall implementation of the *Childhood Obesity Action Plan*.



NEXT STEPS (CONTINUED)

Implementation – What Can Your Organization Do?

Partnering organizations are encouraged to:

1. Review the calls to action and recommended strategies presented in this plan across all seven domain areas.
2. Conduct an internal review to:
 - determine which recommended strategies you are currently implementing; and
 - identify new strategies your organization can implement.
3. Make a formal commitment to adopt new strategies by completing the “Commitment of Significance” form (see below) available online at www.ourcommunityourkids.org.
4. Work with other organizations within and across domain areas to coordinate efforts.
5. Work with the oversight team to document, evaluate and report your efforts on an ongoing basis.



COMMITMENT OF SIGNIFICANCE

Before completing this form, please review the *Call to Action: San Diego County Childhood Obesity Action Plan*. To complete this form or review the document online, go to www.ourcommunityourkids.org

Contact Information

Organization _____

Domain Category (please check one):

Business
 Childcare
 City and County Government
 Media and Marketing
 Schools
 Community-Based Organization (Youth, Community or Faith)
 Healthcare Systems and Providers

Contact Name _____ Title _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

Email _____ Web Page _____

Strategy Implementation

Is your organization currently implementing strategies for childhood obesity? Yes No

If so, what strategies is your organization currently implementing? _____

What new or recommended strategies will your organization commit to and implement? _____

With which other organizations within your domain and/or other domains will you coordinate efforts? _____

Who in your organization will work with the Childhood Obesity Initiative Director to report and evaluate your efforts?

Name: _____ Title: _____

Email address: _____ Phone: _____

Please fax or email your completed form to:
 Adrienne Yancey
 fax: 619.692.6606 email: adrienne.yancey@sdcounty.ca.gov
 Or you may submit online at www.ourcommunityourkids.org

An example of a commitment of significance is the collaboration that led to funding of the Childhood Obesity Initiative Director. The First 5 Commission of San Diego County authorized up to \$50,000 per year for a period of three years for the position. These funds will be matched by the County of San Diego Health and Human Services Agency.

ACKNOWLEDGEMENTS

Chairwoman Pam Slater-Price and Supervisor Ron Roberts would like to thank the individuals and agencies listed below for their dedication and efforts related to the *Childhood Obesity Action Plan*:

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Safe and Healthy Communities Consulting / Walk San Diego

Community Conversation Partners

African American 5-A-Day

Community Engagement Action Forum

Mid-city Community Action Network

Nutrition Network News

Palomar Pomerado Health

South Bay Partnership

Consultants

Institute for Public Strategies

Moder Research & Communications, Inc.

National Latino Research Center
California State University San Marcos

The Border Agency

Expert Work Group Meeting Participants

Over 700 Community Conversation Participants

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Additional Attachments

**Rady Children's Hospital of San Diego
Safe Route to School Program Website**

Search 

Center for Healthier Communities

- Center for Healthier Communities
- All Programs
- Health Champions >
- Key Steps Primary Prevention
- City Heights Wellness Center
- Partnership for Smoke-Free Families >
- Anderson Center for Dental Care >
- Injury Prevention** ✓
 - Team
 - Kohl's Transportation Safety Program
 - Age-related Injury Prevention
 - [Safe Routes to School](#)
 - Safe Kids San Diego
 - Injury-Free Coalition for Kids
 - Injury Prevention Fact Sheets
 - Injury Prevention for Children with Special Needs
 - Injury Surveillance Report to the Community
 - Resources
 - Safety Videos
- Community Health Briefs

Safe Routes to School

What is Safe Routes to School?

Safe Routes to School (SRTS) is an international movement that has been implemented in communities throughout the United States. The concept is to increase the number of children who walk or bike to school safely by funding projects that resolve barriers to walking, such as poor walkways, limited adult supervision or crime. These programs also encourage walking and biking to school as a way to incorporate a healthy, active lifestyle into a daily routine.



The components of a SRTS program use a public health model of health promotion, commonly referred to as the 5-E's;

- Evaluation
- Education
- Encouragement
- Enforcement
- Engineering

The program begins with an **evaluation** of the current situation at the school by surveying the parents and students on their concerns and motivations, conducting focus groups to drill down to specific issues and conducting a tally of the number of students who walk or bike to school. In addition, the SRTS team works with City engineers, San Diego Police, San Diego Unified School Police, school administrators, parents and students on conducting a "walk audit" of the school perimeter.

In this walk audit each team member sites concerns such as poor signage and walkways, traffic issues and current walking behaviors (view the video below to get more information on walk audits) From this evaluation **engineering** begins to work on structural issues and signage, Police begin to work on **enforcement** of specific traffic and pedestrian patterns and the school develops a safety patrol to address issues on the school campus.

As part of this evaluation, the team also identifies what will motivate students to walk or bike to school and begins programming in **education** and **encouragement**. Schools can choose various educational presentations from a menu of services so that each program is tailored to their specific needs. To encourage students to walk or bike to school each school participates in the Active4me program. This program registers students, and provides a scan card, which tallies how many times they walk or bike to school, how many miles they have walked, how much carbon emissions have been spared and how many gallons of gas saved.

This information is also used in the educational curriculum, incorporated in math class, environmental science, social studies and english classes to link the benefits of a active lifestyle to many aspects of their educational experience. At the conclusion of the three-year program, evaluation is again

conducted to assess if changes have been made and provide recommendations to the school and community for sustaining the positive changes developed during the course of the program.

So How Does Rady Children's Fit In?

According to records from the Trauma Center at Rady Children's and the County Emergency Medical Services, pedestrian injuries are a leading cause of unintentional death for school aged children. Many of these injuries are preventable through increased driver, pedestrian, and bicycle safety education efforts. Specific communities such as southeastern San Diego and National City have the highest rates of pedestrian injury and highest rates of cardiovascular disease, diabetes and asthma in the county.

To address this concerning trend, the Center for Healthier Communities at Rady Children's has secured several federally funded Safe Routes to School Grants. Most recently, the Center completed a three-year SRTS program in the elementary schools in community of southeastern San Diego. Results from the 3 year program yielded promising results including:

- up to a 91.6% improvement in the number of children walking or biking to school, 55% increase in parents allowing their child to walk to school with an adult
- 61% increase in parents allowing their child to walk independently after 4th grade
- 24% reduction of lack of crossing guards as a barrier
- 43% reduction of lack of safe walkways as a barrier
- 19% reduction in speed of traffic as a barrier
- 10% reduction in crime as a barrier

Currently the SRTS program is active in the community of southeastern San Diego working with all six middle schools, and in National City working with all ten elementary schools.

How Can I help?

- Rady Children's Hospital-San Diego welcomes the feedback and involvement of parents, guardians, school staff and other community members. Please talk to the school principal about your concerns.
- For more information on SRTS, please contact Dane Lotspeich, Project Coordinator, at 858-576-1700, ext. 3656 or via email at dlotspeich@rchsd.org.

Want tips?

- [Traveling Safely with Children](#)
- School Bus Stop Safety: [English](#) | [Spanish](#)
- Child Pedestrian Safety: [English](#) | [Spanish](#)
- Safe Driving: [English](#) | [Spanish](#)

Video: Making Walking to School Safe

Additional Attachments

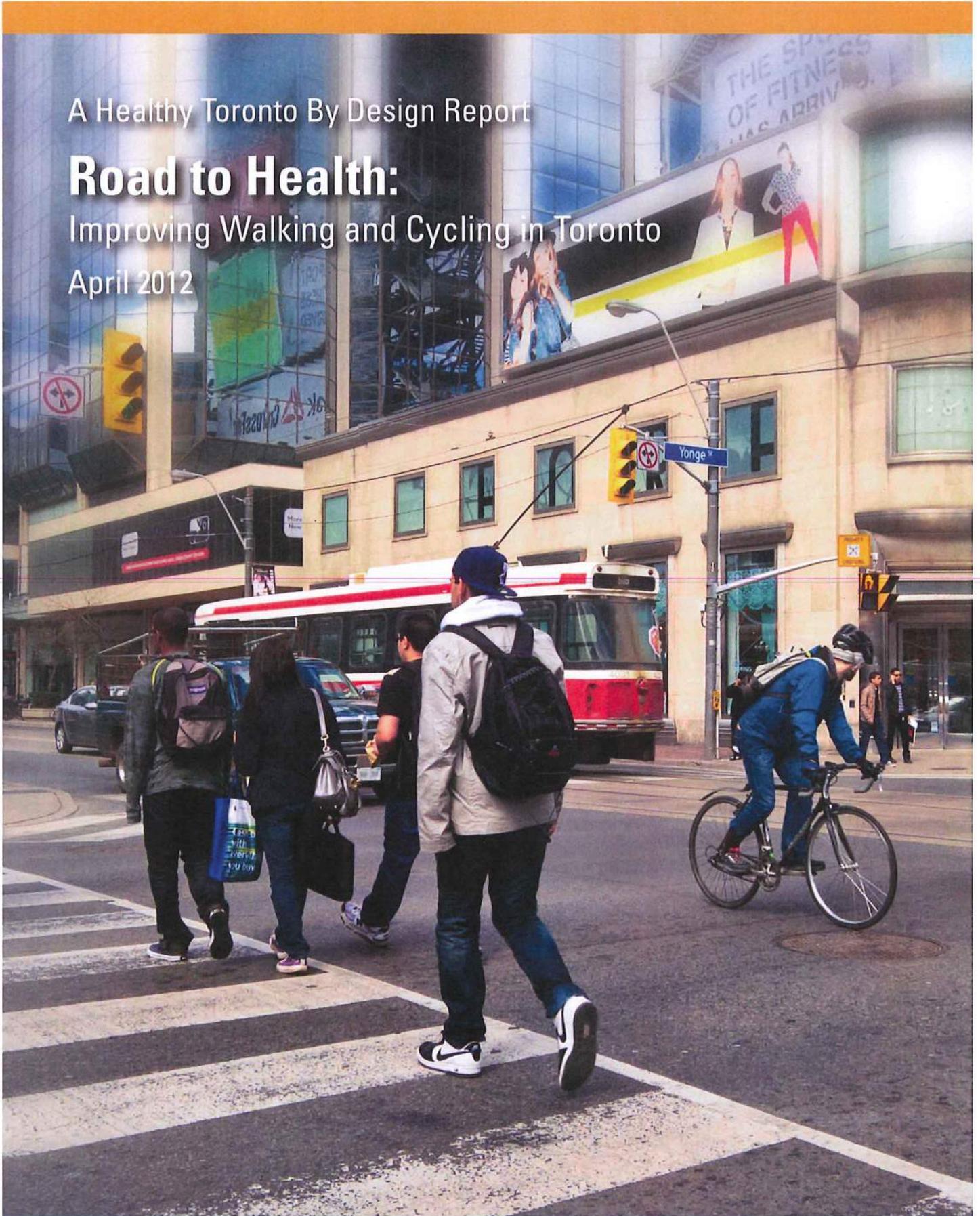
Road to Health (selected pages)

A Healthy Toronto By Design Report

Road to Health:

Improving Walking and Cycling in Toronto

April 2012



416.338.7600 | toronto.ca/health |  **TORONTO** Public Health

Acknowledgements

Reference

Toronto Public Health, *Road to Health: Improving Walking and Cycling in Toronto*. April 2012.

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April 2012

Executive Summary

This report focuses on active transportation as a means to improve health and quality of life in Toronto. It reviews the literature on the health impacts of walking and cycling for transportation in urban areas, and also discusses the economic, social, environmental, and transportation system benefits. It presents data on walking and cycling mode shares in the City of Toronto and quantifies the health benefits of active transportation in Toronto. It also analyzes collision data and quantifies the costs of pedestrian and cyclist collisions and injuries in Toronto. Finally, it draws on secondary sources and interviews with municipal staff in other jurisdictions to identify strategies for increasing the safety and use of active transportation across Toronto. The report's conclusions are presented below.

Review of the benefits of active transportation

- Physical activity from active transportation has very important health benefits, including significantly reducing the risk of all-cause mortality, cardiovascular disease, obesity, type II diabetes, and certain types of cancer.
- Increasing the use of active transportation can also generate significant social, environmental, economic and transportation system benefits.
- In North America, users of active transportation generally face greater risks from traffic collisions than users of other modes (such as cars and transit). However, the health benefits experienced by individuals who increase their physical activity through the use of active transportation greatly outweigh the risks.
- Walking and cycling infrastructure investments are extremely cost-effective, even when considering the health benefits alone.
- Better design for active modes, such as walking and cycling, can greatly increase safety for all modes; increasing the proportion of trips made by walking and cycling can also independently lower collision and injury rates (the 'safety in numbers' effect).

The state of active transportation in Toronto

- Toronto's walking and cycling mode shares are increasing, though they continue to lag behind some leading North American cities.
- Surveys suggest that official mode shares understate the number of Torontonians for whom walking and cycling are important modes of transportation. However, it is difficult to determine how many, how often and how far Torontonians walk and cycle based on available data sources.
- Toronto's trip distances suggest that large increases in active transportation mode shares are potentially very feasible. About 55% of all trips in Toronto are less than 7 km, and are therefore very conducive to cycling. Over 20% of all trips are under 2 km and therefore very walkable.
- Of relevance to Toronto, cycling is almost as fast as driving for trips of 7 km in urban areas, and walking is generally as fast as driving for trips of 500 m and less.

Health benefits of active transportation in Toronto

- Higher levels of physical activity through increased cycling and walking can significantly reduce an individual's risk of a number of chronic diseases and prevent deaths. Based on very conservative calculations, 2006 levels of walking and cycling in Toronto are estimated to prevent about 120 deaths each year. Total savings from these prevented deaths range from \$130 million to \$478 million depending on how deaths are valued. Savings in direct medical costs arising from residents staying active by walking and cycling are estimated to provide a further economic benefit of \$110 to \$160 million.
- Achieving walking and cycling commuting mode shares of 12% and 6%, respectively, would prevent about 100 additional deaths each year, yielding additional annual benefits of \$100 million to \$400 million. These increases would bring Toronto to the walking and cycling mode shares in Vancouver and Portland, respectively, and are feasible based on the analysis of trip distances, recognizing that communities in Toronto with higher densities and infrastructure can achieve these increases sooner than others.
- The health benefits of active transportation are not evenly distributed across the city – geographically or socioeconomically. Levels of walking and cycling among residents of Toronto's core are over three times higher than among residents of the suburbs. Toronto's core is also more walkable and bikeable than the suburbs. Since many low-income and high-rise neighbourhoods are located in the suburbs, these patterns result in transportation and health inequality.

Collisions, injuries and fatalities in Toronto

- While collision rates for pedestrians and cyclists have declined over the last decade, Toronto is still less safe for pedestrians and cyclists than other Canadian cities.
- Collisions involving pedestrians and cyclists in Toronto cost over \$60 million each year. By continuing to improve the safety of active transportation, Toronto could reduce collisions, injuries and fatalities, and generate significant economic benefits.
- Efforts to make walking and cycling safer can start by using collision analysis to identify specific issues and factors related to the frequency of conflicts, near misses and collisions among modes.
- In Toronto, collisions most frequently occur at intersections and on major arterial roads.
- In Toronto 30% of collisions happen mid-block (primarily related to collisions with car doors) and may be linked to inadequate separation of cyclists from motor vehicles.
- Elderly pedestrians are most likely to be killed in collisions with vehicles; children and residents of low-income neighbourhoods may also be particularly at risk of injury when walking and cycling. Speed increases the numbers of collisions, injuries and fatalities of pedestrians and cyclists.

Improving active transportation in Toronto

- Toronto has successfully implemented diverse initiatives that support active transportation, including the Green Standard and the Walking Strategy – both of

which won recognition from the Federation of Canadian Municipalities. In order to further improve active transportation and health, the City of Toronto must continue to make targeted efforts to increase safety for pedestrians and cyclists. The City must also continue to make walking and cycling more attractive and accessible to residents across the city.

- Examples of interventions that have been proven to effectively reduce collision and injury rates for pedestrians and cyclists include: Traffic calming: individual physical interventions to reduce motor vehicle speeds, and area-wide speed reduction strategies.
 - Traffic signal phasing: leading pedestrian / bicycle phases, and pedestrian / bicycle-only phases.
 - Intersection improvements for pedestrians: curb bulbs, medians and improved marking and signage.
 - Intersection markings for cyclists: bicycle boxes, solid-line bike lanes approaching intersections, and lanes or markings through intersections.
 - Connected sidewalks and paths that buffer pedestrians from traffic.
 - Connected facilities that separate cyclists from traffic: separated bike lanes, buffered bike lanes, coloured bike lanes, and off-road bike paths.
- In some parts of Toronto, bicycle facilities are poorly connected and less separated from traffic than in other cities, and Torontonians have identified this as a key factor limiting their use of cycling for transportation. However, developing a viable bikeway network will likely require re-allocation of roadway space from motor vehicles to bicycles. Different strategies may also be needed in Toronto's core and in the suburbs, given the dramatically different land use patterns.
 - Many options for improving safety require only road surface coatings or signs, and are relatively inexpensive to implement (e.g. new approaches to bike lanes at intersections). Other improvements may be more expensive, but are needed to keep Toronto on par with other leading cities in North America (e.g. separated bike lanes).
 - In other cities, a number of other features in the built environment have also contributed to increases in mode share. These include:
 - Improvements to pavement quality and snow clearance
 - Short-cuts and direct walking and cycling routes
 - Showers and secure bicycle parking at trip destinations
 - Improvements to the convenience of active transportation-transit trips through station design, bicycle parking and signage
 - Streetscape and pathway improvements including lighting and pedestrian-friendly urban design.
 - Land use patterns play a crucial role in enabling active transportation, since trip distance is often the limiting factor. In Toronto's re-developing areas, walking and cycling can be supported through mixed use, higher density development with high route connectivity.
 - Marketing and education programs also play an important role in overcoming barriers to walking and cycling for transportation.

- Making active transportation accessible to residents of all ages, abilities and incomes may require targeted investments in walking and cycling facilities and programs. It also calls for the development of affordable housing in accessible locations.
- In other cities, interventions in the built environment and in marketing and education have most effectively generated rapid increases in active transportation safety and mode shares.

Facilitating effective action

- In cities including Montreal, Chicago and New York, new goals and targets for active transportation safety and/or mode shares have served as important stimuli for action.
- Toronto and other cities have also adopted policies and/or standards that ensure that walking and cycling are considered in land use, roadway and facility planning.
- Cities including Toronto and Vancouver have recognized the importance of improving the quality of data on walking and cycling.
- Cities including Portland have also adopted transportation planning tools that are specifically designed to assess latent demand for active transportation and to evaluate the need for improvements to walking and cycling environments.
- In a number of cities, public health departments are working closely with the transportation, planning and other municipal departments to achieve integrated, coordinated action on active transportation.
- Involving community stakeholders in planning and decision-making may help to generate widespread support for progressive actions.
- Many provincial, state and federal governments have developed programs to fund improvements in walking, cycling and public health, as the economic benefits of active transportation are shared across levels of government.

The City of Toronto has articulated a commitment to supporting safe active transportation and has made progress towards this objective. However, Toronto's walking and cycling safety, infrastructure and mode shares lag behind other leading North American cities. Toronto should continue to use best practices and benchmark other leading cities that have successfully improved quality of life by enabling safe active transportation.



Introduction: The critical nexus of transportation and health

Transportation and public health have historically been addressed separately by planners and policymakers in Canada. However, it is now recognized that current land use planning and automobile-oriented transportation systems are closely linked to Canadians' low levels of daily physical activity (Canadian Institute for Health Information 2006). Physical inactivity and obesity are in turn generating increased levels of chronic disease, rising healthcare costs and reduced quality of life.

These problems are particularly notable in Toronto, where only 42% of adults are physically active in their leisure-time (Toronto Public Health, 2011). Adults in Toronto aged 20 or older have the second lowest levels of physical activity compared to adults surveyed in 35 other health units throughout Ontario (Ontario Ministry of Health and Long-Term Care 2009). Furthermore, 4 in 10 adults and 22% of adolescents aged 12 to 17 are overweight or obese. Inactivity and obesity are also contributing to increasing levels of chronic disease in Toronto. Overall, 29% of Torontonians have been diagnosed with major chronic conditions, up from 23% in 2001 (Toronto Public Health 2010).

In response to these issues, public health practitioners, urban planners and transportation engineers across Canada are working together to design healthier cities and transportation systems. In particular, the City of Toronto has affirmed its commitment to the goal of healthy, sustainable land use and transportation planning in its Official Plan (City of Toronto 2010a). This report, *Active transportation and health in Toronto*, addresses the goal of creating a healthy city, focusing on active transportation as a means to improve health and quality of life in Toronto.

Active transportation refers to any form of human-powered transportation including walking, cycling, using a wheelchair, or skateboarding (Public Health Agency of Canada 2010). Toronto's Official Plan specifically highlights walking and cycling as a key element of the City's vision of creating an attractive and safe city that evokes pride, passion and a sense of belonging. The Official Plan also emphasizes the importance of walking and cycling in all parts of the city, including employment districts, avenues, centres, and regeneration areas.

The objectives of this report, *Active transportation and health in Toronto*, include:

- To present research evidence on the health impacts of walking and cycling for transportation in urban areas.
- To investigate the health benefits and risks of walking and cycling in the City of Toronto.
- To identify strategies for improving public health by increasing the safety and use of active transportation across Toronto.

The report focuses on walking and cycling, including to and from transit. It also addresses the aspects of land use and transportation planning that enables or hinders safe active transportation. It draws on primary data analysis, the review of secondary sources, and interviews with municipal transportation and public health staff in other jurisdictions. The report is structured as follows:

- Chapter 1 reviews the literature on the benefits of walking and cycling for transportation, focusing on health benefits.
- Chapter 2 explores the current state of walking and cycling in Toronto and estimates the economic value of current and potential future levels of walking and cycling in Toronto.
- Chapter 3 investigates collisions, injuries and fatalities involving users of active transportation in Toronto, and estimates the costs of these collisions.
- Chapter 4 explores the distribution of health benefits and risks across the City of Toronto.
- Chapter 5 highlights actions to increase walking and cycling safety and mode shares, in order to improve public health in Toronto.
- Chapter 6 identifies strategies to facilitate implementation of these actions.

Chapter 1. Active transportation: A review of the evidence

This chapter reviews the literature on the benefits of walking and cycling for transportation and their relevance to Toronto, with a focus on health benefits. It presents evidence on the significant health benefits experienced by individuals who increase their physical activity through the use of active transportation. It also discusses the population-level benefits of increases in physical activity and potential reductions in motor vehicle traffic. The chapter compares the health risks and benefits of active transportation and explores the cost-effectiveness of investing in active transportation. Finally, it discusses the important social, economic, environmental and transportation system benefits of active transportation.

Active transportation as a source of physical activity

Physical activity is a critical part of staying healthy, and active transportation can help individuals meet the recommended levels of physical activity. The Canadian Physical Activity Guidelines recommend that all adults aged 18 and over obtain 150 minutes of moderate to vigorous physical activity each week, in bouts of at least 10 minutes. This corresponds to 30 minutes of physical activity (a 2 km walking trip or a 7.5 km biking trip), 5 days per week.

The Canadian Physical Activity Guidelines highlight that children aged 5-11 and youth aged 12-17 years need more physical activity than adults. The Guidelines recommend a minimum of 60 minutes of moderate- to vigorous-intensity activity per day. Walking and cycling to and from school can help children reach these levels, and may help to establish active lifestyle habits (Telama *et al.* 2005).

People who commute by active modes (e.g. walking or biking) get more physical activity than those who commute by inactive modes (e.g. driving) (Oja *et al.* 1998). Walking to and from public transit has also been identified as an important source of physical activity. Data from a study in the United States (Edwards 2008) indicates that public transit users walk 8.3 more minutes per day, on average, than non-users.

Research indicates that it is also easier to maintain physical activity levels through activities that are incorporated into daily life – such as walking, cycling or using stairs – than through activities that require a gym or recreation centre. “Lifestyle” physical activity interventions that are not “facility-dependent” are more likely to produce longer-term increases in activity levels (Hillsdon and Thorogood 1996, Dunn *et al.* 1998).

Active transportation may be a particularly important source of physical activity in the City of Toronto, where leisure-time physical activity levels are among the lowest in Ontario (Ontario Ministry of Health and Long-Term Care 2009). In the City of Toronto, only 43% of residents were moderately active or active in their leisure time in 2007¹ – below the Ontario average of 50%. A startling 93% of Toronto youth are not meeting the recommended daily requirements needed to derive health benefits from physical activity (Get Active Toronto 2011). Walking and cycling for transportation may enable Torontonians of all ages to get active and stay active without giving up other aspects of their busy lives.

¹ The Physical Activity Index estimates the age-standardized proportion of the population 12 years and older that is active or moderately active in their leisure time physical activity.