National City – Citywide Safe Routes to School Pedestrian Enhancements

Active Transportation Program Application

City of National City, CA

May 2014

ACTIVE TRANSPORTATION PROGRAM

CYCLE 1

APPLICATION
Part 1
(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
prior to filling out this application

Project name:	Citywide Safe Routes to School Pedestrian Enhancements

For Caltrans use only: ____TAP _____STP____RTP ____SRTS ____SRTS-NI ____SHA
____DAC ____Non-DAC ____Plan

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I. GENERAL INFORMATION

Project name: Citywide Safe Routes to School Pedestrian Enhancements

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of National City	2. PROJECT FUNDING ATP funds Requested $ 1,690,000.00 Matching Funds (If Applicable) $ Other Project funds $ TOTAL PROJECT COST $ 1,690,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Kuna Muthusamy PE, Asst. Director of PW & Engineering, kMuthusamy@nationalcityca.gov, 619-336-4383	
4. APPLICANT CONTACT (Address & zip code) 1243 National City Blvd, National City, CA 91950	5. PROJECT COUNTY(IES): San Diego
6. CALTRANS DISTRICT #- Click Drop down menu below District 11	7. Application # ____ of ____ (in order of agency priority)

2 of 5

Area Description:

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

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 11-2066R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00013S

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:

14. Partner Name*: National School District	15. Partner Type School
16. Contact Information (Name, phone # & e-mail) Yvette Olea, 619-336-7700, yvette.olea@national.k12.ca.us	17. Contact Address & zip code 500 North Avenue, National City, CA 91950

☐ 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: Citywide Safe Routes to School Pedestrian Enhancements

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: Multiple Schools in National School District
27. SCHOOL DISTRICT NAME & ADDRESS: National School District, 1500 North Avenue, National City, CA 91950

28. County-District-School Code (CDS) 37-68221-misc schools	29. Total Student Enrollment 5,738	30. Percentage of students eligible for free or reduced meal programs ** 100.00
31. Percentage of students that currently walk or bike to school 35%	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school improvements within 1 mile of schools

**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** Various street locations within a two mile radius of existing schools in National City.

2. **Project Coordinates** Latitude 32.678191 (Decimal degrees)
   Longitude -117.072244 (Decimal degrees)

3. **Project Description** The Citywide Safe Routes to School (SRTS) Pedestrian Enhancements Project will enhance the safety of children walking to and from National City Schools by reducing potential pedestrian barriers. The goal of the project is to increase biking and walking as a safe and viable means of transportation by providing safety enhancements at key locations along multiple walk to school routes in National City. The potential improvements will be based on barriers that were identified during a series of comprehensive Walk Audits conducted by local residents and a team of engineering and mobility specialists as part of the City's SMART Foundation Plan (see maps included in the attachment section). Pedestrian barriers identified during the walk audit include: lifted sidewalks, utility poles within sidewalks/pedestrian curb ramps, substandard pedestrian curb ramps, and a lack of crosswalks, pedestrian ramps, signage and signals. The project will address these barriers by providing high visibility crosswalks, ADA accessible ramps with truncated domes, curb extensions, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, utility pole relocations and sidewalk enhancements at key locations. Using the data mentioned above, the proposed enhancements will be selected and prioritized by the City, the National School District, residents and stakeholders such as the Environmental Health Coalition (EHC). The City has begun laying the groundwork for the community input by collaborating with the National School District and the EHC.

   Project Status: Concept development is completed and the project is ready to move into the environmental review phase. It is anticipated that the project will be categorically exempt through CEQA and categorically excluded though NEPA.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 30% lower than the County median income and 37% lower than the State of California median income according to the US Census (http://factfinder2.census.gov). The Community is also among the 10% most disadvantaged in the State according to CalEnviroScreen scores. Vehicle ownership is also low. According to the American Community Survey's 2010 estimates, approximately 9.6% of National City households do not own vehicles and 13% of employed residents either bicycle, walk or use public transit to commute to work/school. SANDAG estimates that San Diego County's average is 7% for these three modes of transportation (cycling, walking, and/or using public transit).

Pedestrian injuries are a leading cause of unintentional death for school aged children according to records from the Trauma Center at Rady Children's and the County Emergency Medical Services. Many of these injuries are preventable through increased driver, pedestrian, and bicycle safety efforts. San Diego County communities such National City have the highest rates of pedestrian injury and highest rates of cardiovascular disease, diabetes and asthma in the county. Based on findings in the National City SMART Foundation Plan, there are 13 schools located within National City's 9.2 square miles. At a five minute radius from each school, only 2.6 square miles of National City is considered walkable to a school, because of significant barriers that may make walking to school difficult.

More specifically, Kimball Elementary School is located in the Old Town community of National City which is home to a concentration of socioeconomic and environmental vulnerabilities. Incompatible land uses have resulted in increased respiratory diseases and greater risk of accidental releases of toxic chemicals. In addition, 80% of residents need affordable housing, according to the ACS 2010 5- Year Estimate Table B19001. Kimball Elementary School in particular serves a

severely disadvantaged community and walking and cycling infrastructure is even more critical to ensure universal access to education.

The proposed Citywide SRTS project will enhance the safety of children walking to/from school by creating driver awareness through traffic calming measures, sidewalk enhancements, and by providing ADA accessible travel routes in a disadvantaged community. This project will also encourage students to routinely walk to/from school as part of a healthy/active lifestyle.

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

The project is consistent with the three pillars of the SANDAG 2050 RTP vision statement. By addressing pedestrian deficiencies for students within local neighborhoods, the project will *Support a Prosperous Economy* by enhancing safe pedestrian routes that connects residents to local schools, parks, regional public transportation and commercial/retail centers. By increasing the comfort, safety and accessibility of walking within these neighborhoods, the project will *Provide a Higher Quality Of Life For Residents* and *Promote A Healthy And Safe Environment*, which will encourage the use of active and mass transit, that will in turn, result in a reduction of greenhouse gas emissions.

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.**

   The proposed project encourages increased walking, especially among students, by enhancing the safety routes for children walking to and from school within National City. One of the major goals of the Citywide Safe Routes to School Pedestrian Enhancements Project is to enhance safety for pedestrians by creating driver awareness of active school routes, enhancing deficient sidewalks, and allowing for safe and ADA accessible travel for pedestrians with disabilities. Based on survey data compiled as part of the National City SMART Foundation (March 2014), 27% of residents and/or their children would walk more if there were safer places to cross – with marked cross walks and bulb outs (page 93). By providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and sidewalk enhancements within existing school routes, 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 to nearby public transportation.

   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.**

   National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 30% lower than the County median income and 37% lower than the State of California median income according to the US Census(http://factfinder2.census.gov). The Community is also among the 10% most disadvantaged in the State according to

CalEnviroScreen scores. Vehicle ownership is also low. According to the American Community Survey's 2010 estimates, approximately 9.6% of National City households don't own vehicles and 13% of employed residents either bicycle, walk or use public transit to commute to work. SANDAG estimates that San Diego County's average is 7% for these three modes of transportation (cycling, walking, and/or using public transit).

As previously mentioned, survey data compiled as part of National City SMART Foundation (March 2014) showed that 27% of residents and/or their children would walk more if there were safer places to cross – with marked cross walks and bulb outs (page 93). The Citywide Safe Routes to School Project would directly address the community concerns along key walk to school routes around National City Schools.

Also conducted as part of the SMART Foundation Plan, a series of comprehensive Walk Audits were performed by residents from the Community and a team of engineering and mobility specialists to identify deficiencies related to ADA path of travel in neighborhoods and along walk-to-school routes (see attached exhibits Findings indicated that National City is 9.2 square miles with thirteen schools. At a five minute radius from each school, only 2.6 square miles of National City is walkable to a school as many of the routes have some significant barrier that may make walking to school difficult. By providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and sidewalk enhancements, 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 to nearby transit stops, parks, neighborhoods and commercial/retail stores.

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 Citywide Safe Routes to School Pedestrian Enhancements Project will directly enhance the safety of children walking to and from school by enhancing existing walk to school routes. The proposed pedestrian enhancements will be used widely by students, parents, teachers, school staff members as well as residents and business owners from surrounding neighborhoods, as it provides direct access to the schools, regional public transit, residential neighborhoods and commercial/retail sites. Many of the schools where improvements will be focused are located in close proximity to major public transit stops including 18th Street & Highland Ave, 30th Street & Highland Ave and the regional Blue Line trolley station located in the Old Town Neighborhood, a short walk from Kimball Elementary School.

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 Citywide Safe Routes to School Enhancements project will provide pedestrian connectivity improvements that will enhance safety for students walking to and from school, through the proposed traffic calming measures, sidewalk enhancements, and ADA accessible travel routes. The project will attempt to establish a safe, pedestrian friendly environment within active school routes that will encourage students to routinely walk to and from local schools as well as to nearby regional transit stops, parks, residential neighborhoods and commercial/retail stores.

IV. NARRATIVE QUESTIONS- continued

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 Hospital 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 efforts. In an attempt to minimize pedestrian collisions, the project will enhance safety routes for pedestrians, specifically students walking to and from school. The proposed high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and sidewalk enhancements will improve pedestrian safety by increasing awareness of pedestrian crossings, enhancing deficient sidewalks and creating safe/ADA accessible travel routes for students walking 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 achieve 5 of the 6 items listed above as follows:

- Curb extensions and lane narrowing through restriping are traffic calming measures that will reduce the speed of vehicles.

- The proposed high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB) and pedestrian crosswalk signs will improve the sight distance and visibility of pedestrian crossings.

- The proposed high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB) and pedestrian crosswalk signs will help eliminate behaviors that lead to pedestrian/motorist collisions by creating driver awareness of active school routes and providing designated ADA accessible travel paths for pedestrians.

- The proposed rectangular rapid flashing beacons will address inadequate traffic control devices by acting as a traffic calming measure and creating driver awareness of active mid-block pedestrian crossings. This will be specifically important for the Lincoln Acres Mid-block crossing where, according to the school district, a student was struck by a vehicle several weeks ago (Lanoitan Ave between 20th St. and 24th St.).

- The Safe Routes to School Enhancements Project will address the inadequate crosswalks and sidewalks within the City by providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and the evaluation of sidewalk enhancements.

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.

The limits for collision data were established in accordance with the guidance provided in "Local Roadway Safety, A Manual for California's Local Road Owners". Collision data over a ten year period (2003-2012) was selected using the SWITRS GIS mapping tool found on the TIMS website.

A list of improvements has not yet been finalized for this project. For planning purposes, accidents were evaluated within a half mile radius around key National City Schools. The accident summary is as follows:

- Sweetwater High School and Olivewood Elementary School - 212 collisions; 13.6% involving pedestrians; 8.0% involving bicycles
- National City Middle School and Otis Elementary School - 164 collisions; 23.7% involving pedestrians; 9.1% involving bicycles
- Granger Jr. High School and Lincoln Acres Elementary School - roughly 45 collisions; 13.3% involving pedestrians, 2.2% involving bicycles
- Palmer Way Elementary School - roughly 150 collisions; 6.0% involving pedestrians; 4.0% involving bicycles
- Kimball Elementary School – roughly146 collisions; 12.3% involving pedestrians; 4.8% involving bicycles

In addition to the accidents previously mentioned, there have been an additional 850 accidents throughout the City , including 5 fatalities, in the last two years according to the National City Police Department. Over 1,000 individuals were injured as a result of these accidents. The traffic calming measures that will be implemented with the project will enhance the safety and livability of National City neighborhoods and help to minimize the number and severity of accidents, especially accidents involving non-motorized users.

IV. NARRATIVE QUESTIONS- continued

3. PUBLIC PARTICIPATION and PLANNING *(0-15 POINTS)*

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, etc.

The public outreach process was established during the preparation of the National City SMART Foundation Report. The City of National City connected with the Rady's Children's Hospital Safe Routes to School Program (SRTS) so the two teams could coordinate and provide a larger outreach network. While the Rady's SRTS program began outreach in each of the schools in National City, the National City SMART Foundation began with flyers, posters, Facebook, Twitter, and web presence to spread the word about the project. The outreach also included community involvement through a very thorough walk audit covering the entire City, a workshop, and a survey. The walk audit was conducted by groups of local residents and a team of engineering and mobility specialists and identified pedestrian barriers such as: lifted sidewalks, utility poles within sidewalks/pedestrian curb ramps, substandard pedestrian curb ramps, and a lack of crosswalks, pedestrian ramps, signage and signals. The project will address barriers by providing high visibility crosswalks, ADA accessible ramps with truncated domes, curb extensions, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, utility pole relocations and sidewalk enhancements at key locations.

Using the data mentioned above, the proposed enhancements will be selected and prioritized by the City, the National School District, residents and stakeholders such as the Environmental Health Coalition (EHC). The City has begun laying the groundwork for the community input by collaborating with the National School District and the EHC. In addition, in preparation of this grant, the City coordinated with a series of stakeholders whose letters of support can be found attached to this application.

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

As part of the development of the National City Bicycle Master Plan, surveys were completed by residents at a series of three General Plan workshops. The vast majority of residents at the workshops rated their level of interest in the Safe Routes to School Program as "very interested" as opposed to: slightly interested, neutral, slightly not interested, and not interested (Bicycle Master Plan - Figure 2-3).

Additionally, during the development process of the National City SMART Foundation report, focus groups, workshops and community surveys were implemented to gain the public's input in targeted issues such as safe pedestrian routes across the city. Based on the survey data compiled, 27% of residents and/or their children would walk more if there were safer places to cross – with marked cross walks and bulb outs (page 93). A Community walk audit was also completed as a part of the SMART Foundation report which further identified potential pedestrian enhancement locations and was used to create a geographically linked database of problem areas in National City. The proposed project seeks to address safe routes to school deficiencies at several locations identified within the walk audit as problem areas.

C. Is the project cost over $1 Million? Y/N Y

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? Y/N Y

The project is prioritized in the City's SMART Foundation Plan as part of the Citywide Safe Routes to School (SRTS) Program and will complement the Rady Children's Hospital Safe Routes to School Program (countywide).

IV. NARRATIVE QUESTIONS- continued

4. COST EFFECTIVENESS *(0-10 POINTS)*

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.

Considered Alternatives

While concept plans have not been finalized, the following alternatives were considered during the development of this project:

- Aesthetic enhancements to promote walkability/bikability: Accent lighting/ paving, street landscaping and street furnishings in order to improve street aesthetics and create a pedestrian friendly environment for students walking to and from school.
- Traffic calming measures such as: raised crosswalks, street roundabouts and traffic circles.
- Pedestrian access enhancements such as: relocation of utilities, curb extensions, median refuges, and pedestrian actuated pedestrian crossing signage.

While aesthetic enhancements are important to create a sense of place that encourages residents to bike and walk in lieu of driving a vehicle, the City prefers to focus its efforts on traffic calming and pedestrian access enhancements which will have a direct benefit on public safety and public health.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

For planning purposed, the estimated construction cost for the Citywide Safe Routes to School Project was established and assumed tobe approximately $1,163,700. The soft costs associated with the construction will bring the total project cost to $1,690,000.

According to a 2013 document called *From Policy to Pavement – Implementing Complete Streets in the San Diego Region* (refer to the following website for the entire document: http://www.smartgrowthamerica.org/documents/cs/impl/ca-sandiego-policytopavement.pdf), prepared by the Complete Streets Task Force, The American Planning Association of California, and WalkSanDiego (now CirculateSD), it was estimated that the health and safety benefits of Complete Streets can yield returns ranging from $5 to $100 per $1 invested. Also explained in the document *From Policy to Pavement,* is that a specific study conducted in Lincoln, Nebraska has shown that healthcare savings are $2.94 for every $1 invested in pedestrian and bicycle infrastructure (an average B/C of 2.94, considering healthcare only). Looking beyond healthcare, there are numerous additional factors that will determine whether the total benefit is on the low end of the estimate ($5) or on the high end ($100). Even using a low assumption, a $5 return on investment would mean that the San Diego Region could recognize a health and safety benefit over $8 Million dollars (an equivalent B/C of at least 5.0).

Over the past several years the City has dedicated millions of dollars to create complete street networks that encourage residents to walk, cycle, and use public transit. As the City continues to dedicate resources to providing and improving their Active Transportation Network throughout National City**, it is expected that the return on investment will continue to increase**. Other benefits include:

- The installation of bicycle and pedestrian facilities is known to reduce greenhouse gas emissions because the improvements will encourage community members to walk and cycle more and will provide direct access to regional public transportation. The reduction in greenhouse gas emissions will reduce environmental pollution and the associated costs.

- In a community where the obesity rates are well above average, promoting cycling and walking through infrastructure is especially important and will provide a direct benefit to the community. 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 schools, and complete street designs to encourage walking and bicycling. By promoting healthy living the community will lead to a direct savings in healthcare costs.
- Improving the pedestrian network with curb extensions, high visibility crosswalks, raised speed tables, pedestrian actuated pedestrian signals, median refuges are proven techniques that enhance safety by reducing the number and severity of vehicular/pedestrian or vehicular/bicycle collisions which will lead to a direct life savings benefit.
- Enhancing accessibility in a disadvantaged community such as National City will provide socioeconomic benefits through equitable access to education.
- Complete Street improvements combined with supporting land use zoning will encourage in-fill development and economic growth and increased property values.

IV. NARRATIVE QUESTIONS- continued

5. IMPROVED PUBLIC HEALTH *(0-10 points)*

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.

The relatively even terrain and mild regional climate make National City an ideal environment for promoting healthy living through physical activities, including walking and bicycling. 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 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 National City, where 68% of the population is Hispanic or African American (2010 US Census). In fact, less than 50% of fifth graders in the National Elementary School District can pass four of six fitness standards of the California Physical Fitness Test. 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 (as proposed in this project), 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 (Toronto). In addition to individual health benefits, fiscal benefits reward the entire community through a reduction in health care costs and lost days of work. A 2004 study found that every $1 invested in constructing multi-use paths returns $2.94 in direct medical benefits (SMART, 7).

IV. NARRATIVE QUESTIONS- continued

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

A. I. Is the project located in a disadvantaged community? Y/N Y

II. Does the project significantly benefit a disadvantaged community? Y/N Y

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: $38,798
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: 44.83
- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 100 %

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. N/A

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.**

National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 30% lower than the County median income and 37% lower than the State of California median income according to the US Census (http://factfinder2.census.gov). The Community is also among the 10% most disadvantaged in the State according to CalEnviroScreen scores. Vehicle ownership is also low. According to the American Community Survey's 2010 estimates, approximately 9.6% of National City households do not own vehicles and 13% of employed residents either bicycle, walk or use public transit to commute to work. SANDAG estimates that San Diego County's average is 7% for these three modes of transportation. The proposed project encourages increased walking, especially among students, by enhancing the safety 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, enhancing deficient sidewalks and creating safe ADA accessible travel for pedestrians. Based on survey data compiled as part of the National City SMART Foundation (March 2014), 27% of residents and/or their children would walk more if there were safer places to cross – with marked cross walks and bulb outs (page 93). Additionally, the report's findings indicated that National City is 9.2 square miles with thirteen schools. At a five minute radius from each school, only 2.6 square miles of National City is walkable to a school. This leaves 71% of National City's residents without walkable access to schools. By providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and sidewalk enhancements; the project will attempt to establish a safe, pedestrian friendly "walkable" environment for all pedestrians, specifically for local residents and students.

IV. NARRATIVE QUESTIONS- continued

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description	Detailed Estimate	Project Schedule
Project Map	Preliminary Plan	

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: http://calocalcorps.org

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N [Y]
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them:

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

virginia.clark@ccc.ca.gov

Submitted: 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. Y/N [Y]
   a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them:

Leah Healy

Grant Writer/Manager

Urban Corps of San Diego County

(619) 235-6884 x3120

lhealy@urbancorps.org

Submitted: May 2, 2014

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

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

After coordination with Virginia Clark, it was determined that the CCC was not qualified to assist 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:

- Sidewalk replacements
- Curb extension/curb ramps

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the*

implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.

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.

The City has successfully administered a number of local, state, and federally funded grant projects over the last five years, including Safe Routes to School Grants. There have been no failures for any of these projects. The City feels that they are more prepared than ever to deliver grant funded projects as they have recently added new, experienced staff and purchased software that will allow them to even more efficiently implement projects. Over the last several years the City has also formed strong relationships with community organizations and is prepared to continue their working relationships with the stakeholders. Their close working relationships with community organizations will allow the City to develop projects that ultimately satisfy the community and enhance the livability of the City for National City residents.

The City is excited about the opportunity to continue its relationship with Caltrans and the Division of Local Assistance.

Project name:	Citywide Safe Routes to School Pedestrian Enhancements

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.

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☑ New Project					Date:	5/18/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
11						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SD	Multiple Routes			City of National City	
				MPO	**Element**
				SANDAG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Kuna Muthusamy	619-336-4380	kMuthusamy@nationalcityca.gov

Project Title

National City Safe Routes to School Pedestrian Enhancements

Location, Project Limits, Description, Scope of Work ☑ See page 2

The Citywide Safe Routes to School (SR2S) Pedestrian Enhancements Project will enhance the safety of children walking to and from school by eliminating pedestrian barriers identified by a series of comprehensive Walk Audits conducted near seven schools in three National City districts. The project will address these barriers by providing high visibility crosswalks, ADA accessible ramps with truncated domes, bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, utility pole relocations and sidewalk enhancements (Please see Sheet 2 for additional description)

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	National City
PS&E	National City
Right of Way	National City
Construction	National City

Purpose and Need ☑ See page 2

The Safe Routes to School Pedestrian Enhancements project will directly implement the SMART Foundation Plan that works in conjunction with Rady Children's Hospital Safe Routes to School Program and is also discussed in the National City Bicycle Master Plan as a recommended program to complement the bicycle facilities located near schools. This project will enhance the safety of children walking to/from school by creating driver awareness through traffic calming measures, sidewalk enhancements, and by providing safe and ADA accessible travel routes. This project will also encourage students to routinely walk to school as part of a healthy/active lifestyle. (Please see Sheet 2 for additional description)

Project Benefits ☐ See page 2

The project will provide pedestrian route improvements within three neighborhoods and in close proximity to seven schools and public transit. Through enhancing pedestrian crossings, providing bulb outs, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, and sidewalk enhancements, the project will attempt to establish a pedestrian friendly "walkable" environment to encourage walking to local destinations.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			01/01/14
Circulate Draft Environmental Document	**Document Type**	CE/CE	04/01/14
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			06/01/15
Begin Design (PS&E) Phase			06/02/15
End Design Phase (Ready to List for Advertisement Milestone)			05/31/16
Begin Right of Way Phase			06/01/16
End Right of Way Phase (Right of Way Certification Milestone)			9/31/2016
Begin Construction Phase (Contract Award Milestone)			01/01/17
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/17
Begin Closeout Phase			01/01/18
End Closeout Phase (Closeout Report)			05/01/18

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 May 2013)

General Instructions

☑ New Project					Date:	5/18/14
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**TCRP No.**
11						

Project Title

National City Safe Routes to School Pedestrian Enhancements

Additional Information

Location, Project Limits, Description, Scope of Work, cont.
The project will provide pedestrian safety enhancements near the following schools: Palmer Way Elementary School, National City Middle School, Otis Elementary School, Sweetwater Highschool, Olivewood Elementary School, Granger Jr. High School and Lincoln Acres Elementary School. The barriers that are being addressed included: lifted sidewalks, utility poles within sidewalks/pedestrian curb ramps, substandard pedestrian curb ramps and lack of crosswalks, pedestrian ramps, signage and signals.

Purpose and Need, cont.
National City is one of the lowest income areas within San Diego County. The median income in National City is approximately 30% lower than the County median income and 37% lower than the State of California median income according to the US Census (http://factfinder2.census.gov). The Community is also among the 10% most disadvantaged in the State according to CalEnviroScreen scores. Vehicle ownership is also low. According to the American Community Survey's 2010 estimates, approximately 9.6% of National City households do not own vehicles and 13% of employed residents either bicycle, walk or use public transit to commute to work/school. SANDAG estimates that San Diego County's average is 7% for these three modes of transportation (cycling, walking, and/or using public transit). Pedestrian injuries are a leading cause of unintentional death for school aged children according to records from the Trauma Center at Rady Children's and the County Emergency Medical Services. Many of these injuries are preventable through increased driver, pedestrian, and bicycle safety efforts. San Diego County communities such National City have the highest rates of pedestrian injury and highest rates of cardiovascular disease, diabetes and asthma in the county. Based on findings in the National City SMART Foundation Plan, there are 13 schools located within National City's 9.2 square miles. At a five minute radius from each school, only 2.6 square miles of National City is considered walkable to a school, because of significant barriers that may make walking to school difficult.This project will improve National City's access to schools, minimize pedestrian collisions, and enhance the pedestrian routes to create a more pedestrian friendly "walkable" community.

SCS Goals
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, parks, shopping center and regional transit, the City will be making active transportation safer and more accessible for residents, which will promote an increase in use. In the May 2011 City of National City Final Climate Action Plan, several goals were established with the intenion of reducing vehicle miles traveled, increase use of active transportation (cycling, walking, use of public transit) to reduce greenhouse gas emissions and improve air quality. These goals include Implement bicycle corridor improvements and supportive infrastructure and Implement neighborhood traffic calming projects, both of which are accomplished with this project.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 5/18/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD	Multiple Routes				
Project Title:	National City Safe Routes to School Pedestrian Enhancements					

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)		50						50	
PS&E		225						225	
R/W SUP (CT)									
CON SUP (CT)									
R/W			75					75	
CON				1,340				1,340	
TOTAL		275	75	1,340				1,690	

Fund No. 1:	ATP								Program Code
Proposed Funding ($1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		50						50	Caltrans
PS&E		225						225	*CON budget includes construction administration and construction management
R/W SUP (CT)									
CON SUP (CT)									
R/W			75					75	
CON				1,340				1,340	
TOTAL		275	75	1,340				1,690	

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

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

Project name:	Citywide Safe Routes to School Pedestrian Enhancements

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)	$ 275,000
Right-of-Way Phase	$ 75,000
Construction Phase-Infrastructure	$ 1,340,000
Construction Phase-Non-infrastructure	$
Total for ALL Phases	**$** 1,690,000

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

*Must indicate which funds are matching

Total Project Cost	$ 1,690,000
Project is Fully Funded	Yes

ATP Work Specific Funding Breakdown (to the nearest $1000)	**Amount**
Request for funding a Plan	$
Request for Safe Routes to Schools Infrastructure work	$ 1,690,000
Request for Safe Routes to Schools Non-Infrastructure work	$
Request for other Non-Infrastructure work (non-SRTS)	$
Request for Recreational Trails work	$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	**Proposed Authorization (E-76) Date**
PA&ED or E&P	01/01/2015	03/01/2015
PS&E	06/02/2015	08/02/2015
Right-of-Way	06/01/2016	08/01/2016
Construction	11/01/2016	01/01/2017

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: Citywide Safe Routes to School Pedestrian Enhancements

VII. NON-INFRASTRUCTURE SCHEDULE INFORMATION

Start Date	End Date	Task/Deliverables

Project name: Citywide Safe Routes to School Pedestrian Enhancements

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: Jennifer Roy
Name: Jennifer Roy
Title: Engineer

Date: 05-16-2014
Phone: (619) 744-0123
e-mail: jennifer.roy@kimley-horn.com

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.

for

Signature:
Name: Kuna Muthusamy, PE
Title: Assistant Engineering Director of Public Worl

Date: 5-19-14
Phone: (619)336-4383
e-mail: kMuthusamy@nationalcityca.gov

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

Signature: Chris Oram
Name: Christopher Oram
Title: Superintendent of National School District

Date: 5-16-14
Phone: 619-336-7705
e-mail: Chris.Oram@national.k12.ca.us

Person to contact for questions:

Name: Yvette Olea
Title: Exec. Assistant to the Superintendent

Phone: 619-336-7700
e-mail: yvette.olea@national.k12.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: _____
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:
Citywide Safe Routes to School Pedestrian Enhancements

IX. 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
- ☐ 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
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ 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)

II. PROJECT INFORMATION

1. **Project Location** Various street locations within a two mile radius of existing schools in National City.

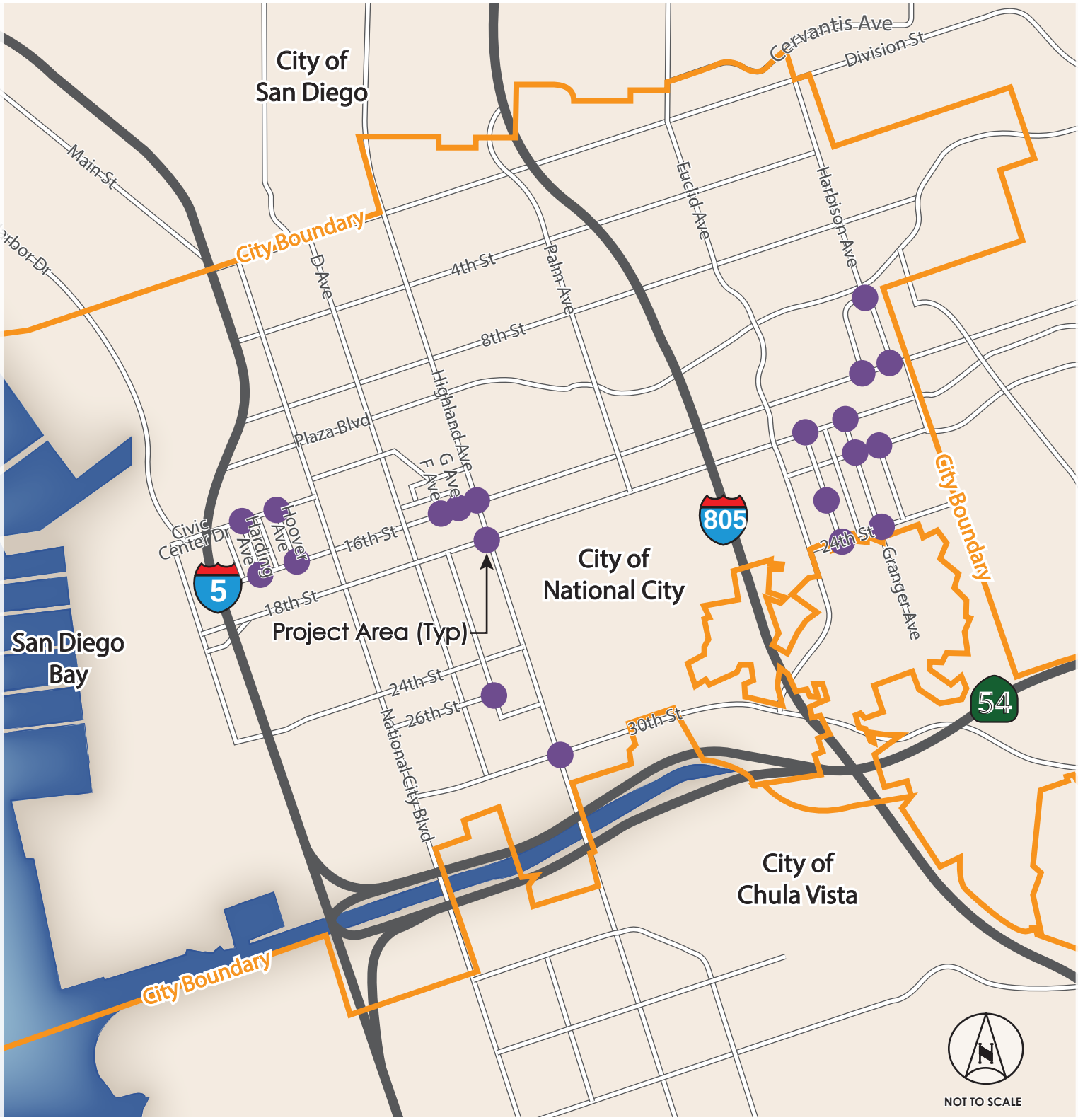
2. **Project Coordinates** Latitude 32.678191 (Decimal degrees)
   Longitude -117.072244 (Decimal degrees)

3. **Project Description** The Citywide Safe Routes to School (SRTS) Pedestrian Enhancements Project will enhance the safety of children walking to and from National City Schools by reducing potential pedestrian barriers. The goal of the project is to increase biking and walking as a safe and viable means of transportation by providing safety enhancements at key locations along multiple walk to school routes in National City. The potential improvements will be based on barriers that were identified during a series of comprehensive Walk Audits conducted by local residents and a team of engineering and mobility specialists as part of the City's SMART Foundation Plan (see maps included in the attachment section). Pedestrian barriers identified during the walk audit include: lifted sidewalks, utility poles within sidewalks/pedestrian curb ramps, substandard pedestrian curb ramps, and a lack of crosswalks, pedestrian ramps, signage and signals. The project will address these barriers by providing high visibility crosswalks, ADA accessible ramps with truncated domes, curb extensions, rectangular rapid flashing beacons (RRFB), pedestrian crosswalk signs, utility pole relocations and sidewalk enhancements at key locations. Using the data mentioned above, the proposed enhancements will be selected and prioritized by the City, the National School District, residents and stakeholders such as the Environmental Health Coalition (EHC). The City has begun laying the groundwork for the community input by collaborating with the National School District and the EHC.

   Project Status: Concept development is completed and the project is ready to move into the environmental review phase. It is anticipated that the project will be categorically exempt through CEQA and categorically excluded though NEPA.

Vicinity Map

Location Map

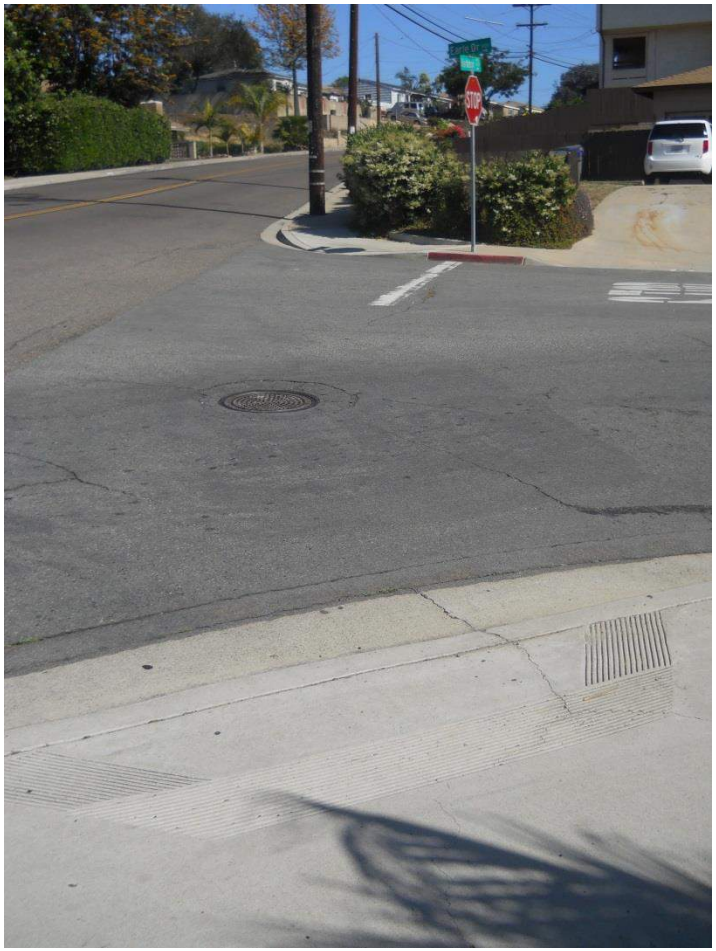


Photos

National City Safe Routes to School Pedestrian Enhancements

Photo taken at 16th Street & Harbison Avenue intersection facing southwest on 16th Street

(Near Palmer Way Elementary School)



National City Safe Routes to School Pedestrian Enhancements

Photo taken at Harbison Avenue and Earle Drive intersection
facing south on Harbison Avenue
(Near Palmer Way Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at E. 16th Street and G Avenue intersection
facing south on E. 16th Street
(Near National City Middle School/Otis Elementary School)

National City Safe Routes to School Pedestrian Enhancements

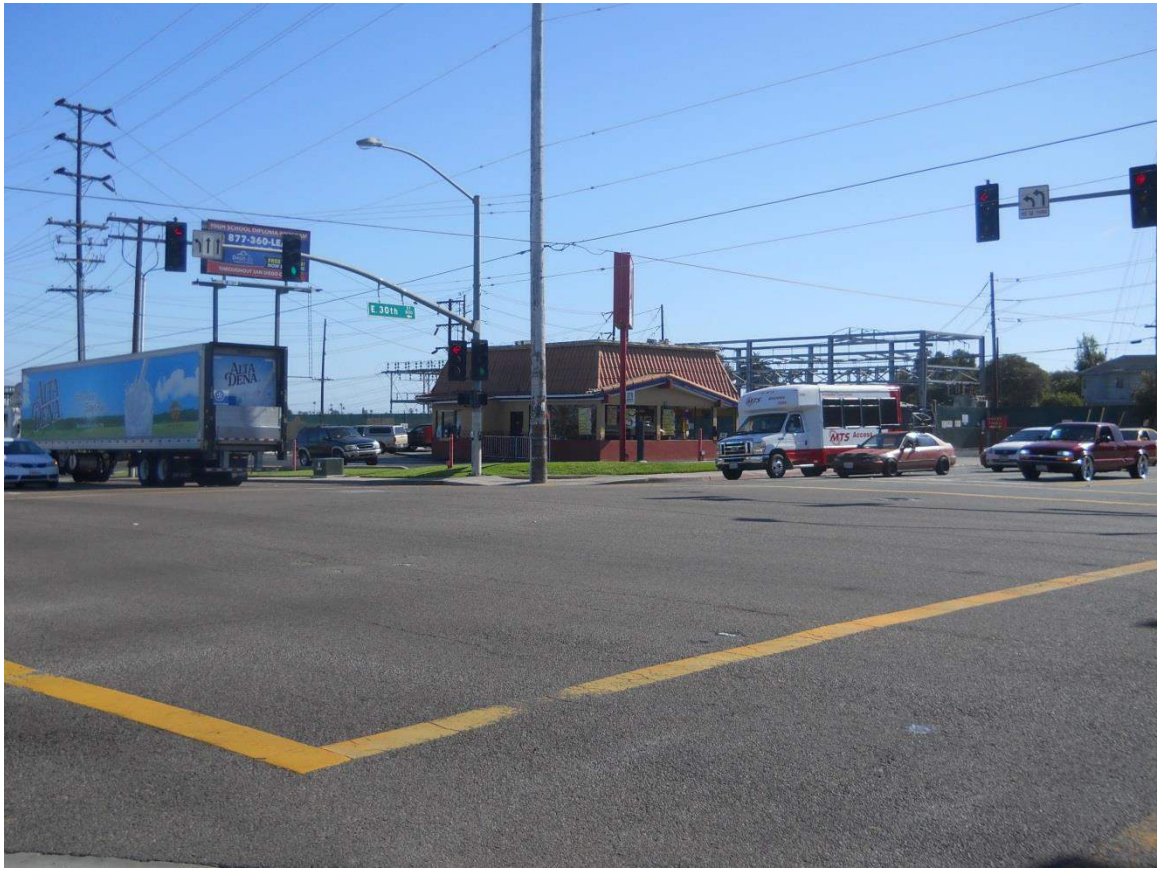
Photo taken at F Avenue/E. 16th Street intersection
facing southwest on E. 16th Street
(Near National City Middle School/Otis Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at the E. 18th Street / Highland Avenue intersection facing southeast on Highland Avenue.
(Near National City Middle School/Otis Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at the 16th Street/ Highland Avenue intersection
facing north on Highland Avenue
(Near National City Middle School/Otis Elementary School)



National City Safe Routes to School Pedestrian Enhancements

Photo taken at the E. 30th Street /Highland Avenue intersection
facing southwest on Highland Avenue
(Near Sweetwater High School/Olivewood Elementary School)

National City Safe Routes to School
Pedestrian Enhancements

Photo taken at E. 26th Street/ F Avenue intersection
facing south on F Avenue
(Near Sweetwater High School/Olivewood Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at 24th Street and Granger Avenue intersection facing east on Granger Avenue

(Near Granger Jr. High School and Lincoln Acres Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at 20th Street and Granger Avenue intersection facing northeast on Granger Avenue

(Near Granger Jr. High School and Lincoln Acres Elementary School)

National City Safe Routes to School
Pedestrian Enhancements

Photo taken at 20th Street and Van Ness Avenue intersection
facing east on 20th Street
(Near Granger Jr. High School and Lincoln Acres Elementary School)

National City Safe Routes to School Pedestrian Enhancements

Photo taken at S. Lanoitan Avenue Xing facing north

(Across Lincoln Acres Elementary School)

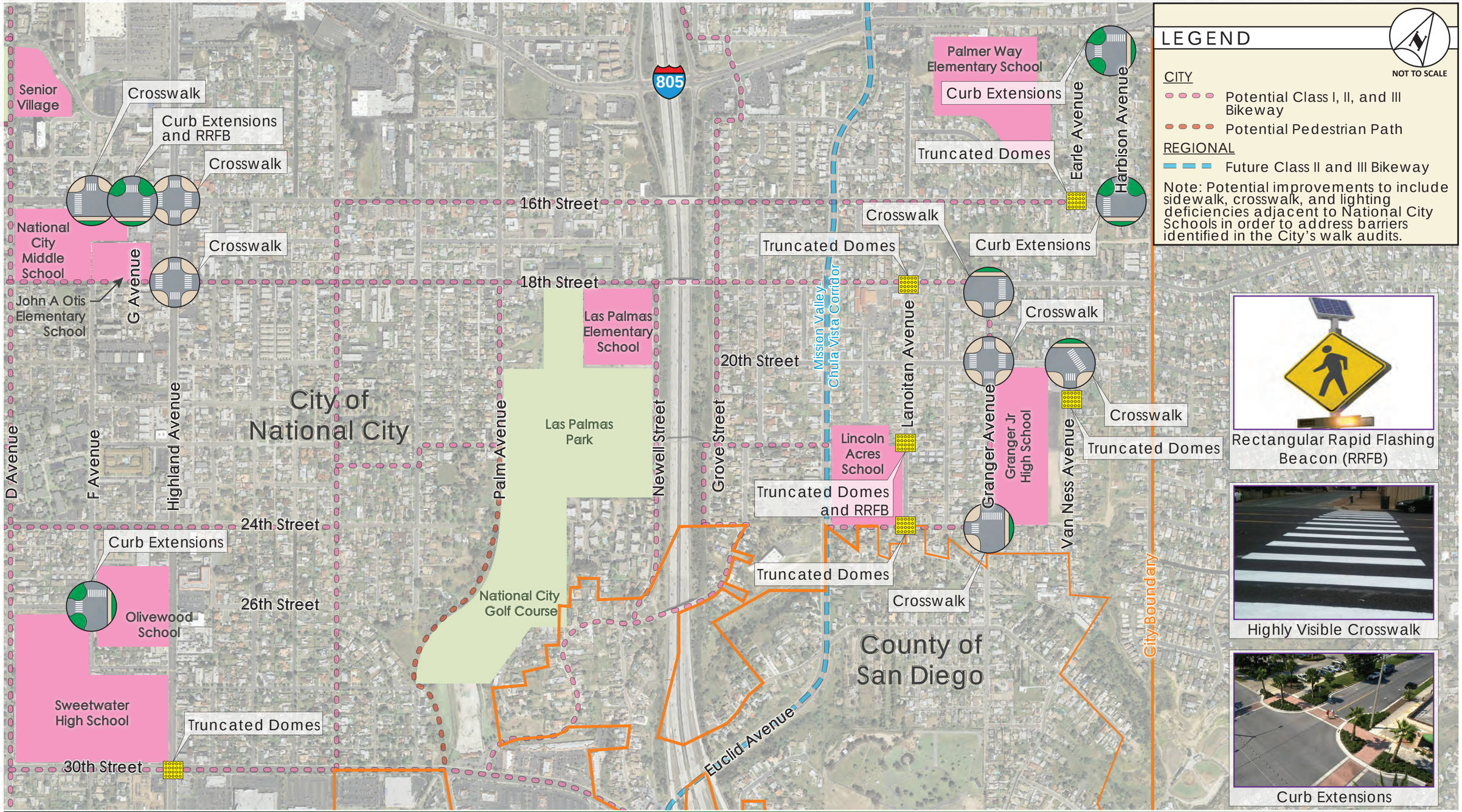
National City Safe Routes to School Pedestrian Enhancements

Photo taken at S. Lanoitan Avenue Xing facing northwest

(Across Lincoln Acres Elementary School)

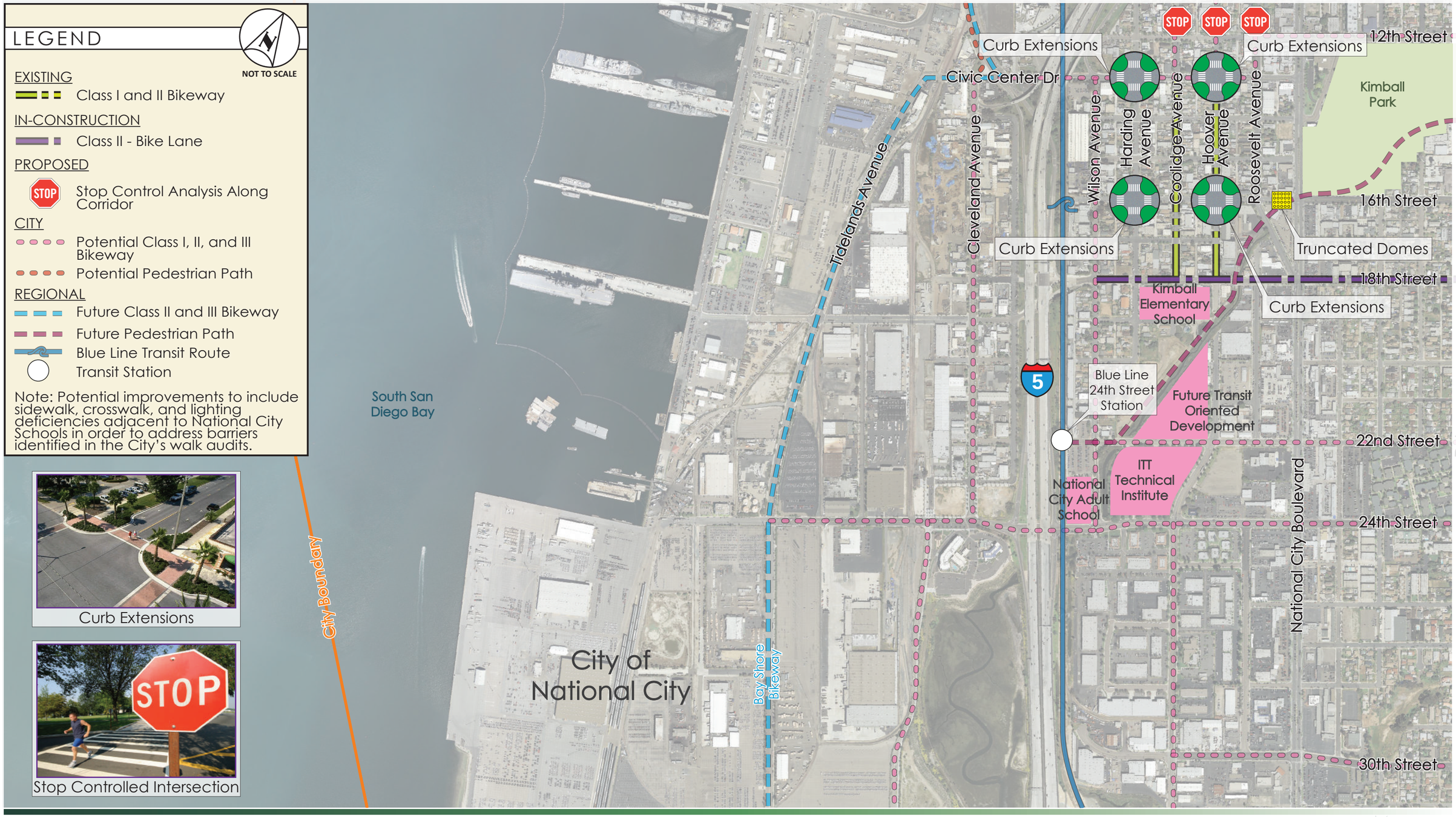
Preliminary Plans

Potential Intersection Improvement Map



Safe Routes to School Pedestrian Enhancements

Potential Intersection Improvement Map



Safe Routes to School Pedestrian Enhancements

CALIFORNIA NATIONAL CITY 1887 INCORPORATED

Pedestrian Facilities and Walk Audit Results

Existing infrastructure data was collected from the City to develop base maps for additional data collection. Walk audits were conducted through a team of volunteers, city council members and consultant staff on three consecutive Saturdays in April, originating at each of the City's regional parks.

At each of these parks, volunteers went through a brief training session and discussion on how the walk audits were to conducted and the purpose of them. The volunteers, led by staff, then walked to predetermined neighborhoods to conduct the audits. Maps and photos were provided to take down notes and modify curb ramp and sidewalk data that needed to be changed. These walk audits also allowed the volunteers to have discussion with staff on recommendations they would like to see to improve the City's walking and bicycling environment.

While staff and volunteers were conducting the walk audits, some staff remained at the parks to pass out surveys and collect additional feedback from park patrons. The following list identifies the deficiencies that were collected on the walk audit maps which can be found in Appendix A. They are categorized by deficiency type.

Walkways
A. Missing walkways
B. Walkways are broken
C. Walkways blocked by utilities or poles leaving less than 3' walkway width
D. Walkways interrupted by steep sloping & frequent driveways
E. Dirt/unpaved side paths created by foot traffic

Street Crossings
F. Marginal ramps at corners (ramps with no truncated domes & with lip at bottom)
G. Roadway is very wide for crossing with no median refuge.
H. No marked crosswalk
I. Long distance between safe crossing points; midblock crossing needed.

Safety
J. No separation between sidewalk & traffic such as trees or parked cars
K. Multiple lanes to cross without stop signals stopping traffic
L. Blind spots at roadway intersections that block visibility of pedestrians
M. High vehicular speeds

Bicycling
N. No bike facility such as paint striping to indicate lanes
O. People riding on the sidewalk
P. No secure bike parking

Comfort and Appeal
Q. No shade from street trees
R. Limited lighting at night
S. Graffiti
T. Lacking amenities (signage, trash receptacles, benches)
U. Overgrown landscaping blocking the walkway.

Walk audit volunteers at El Toyon Park

The following maps show the results of the walk audits by community and deficiency category.

Table 2-10: El Toyon Community Deficiency Count

Walkways	Count
Missing walkways	20
Private road or walkway	3
Walkways broken	27
Walkways blocked by utilities or poles	38
Narrow sidewalks	3
Walkways interrupted by steep sloping driveways	5
Street Crossings	
Ramps with no truncated domes	55
Roadway too wide for crossing	8
No marked crosswalk	36
Long distance between safe crossing points	18
Safety	
No separation between sidewalk and traffic	10
Multiple lanes to cross without stop signals	4
Blind spots at roadway intersections	9
High vehicular speeds	27
Bicycling	
People riding on the sidewalk	3
Comfort and Appeal	
No shade from street trees	18
Limited lighting at night	7
Graffiti	2
Lacking amenities such as signage and trash bins	10
Overgrown landscaping blocking the walkway	22
Landscape maintenance needed	1
Unsightly objects such as trash	1
Loud and scary pets	6
Badly placed or constructed structures	1
Total	**334**

Table 2-11: Kimball Community Deficiency Count

Walkways	Count
Missing walkways	14
Private road or walkway	7
Walkways broken	36
Traffic becomes too congested	1
Walkways blocked by utilities or poles	31
Narrow sidewalks	1
Walkways interrupted by steep sloping driveways	35
Street Crossings	
Ramps with no truncated domes	60
Roadway too wide for crossing	3
No marked crosswalk	38
Long distance between safe crossing points	2
Safety	
No separation between sidewalk and traffic	6
Blind spots at roadway intersections	4
High vehicular speeds	20
Bicycling	
No bike facilities	1
Comfort and Appeal	
No shade from street trees	11
Limited lighting at night	8
Graffiti	3
Lacking amenities such as signage and trash bins	9
Overgrown landscaping blocking the walkway	16
Landscape maintenance needed	4
Unsightly objects such as trash	4
Loud and scary pets	2
Homeless encampment	1
Badly placed or constructed structures	15
Total	**332**

Table 2-12: Las Palmas Community Deficiency Count

Walkways	Count
Missing walkways	10
Walkways broken	47
Walkways blocked by utilities or poles	21
Narrow sidewalks	2
Walkways interrupted by steep sloping driveways	10
Street Crossings	
Ramps with no truncated domes	80
Roadway too wide for crossing	1
No marked crosswalk	34
Long distance between safe crossing points	1
Safety	
No separation between sidewalk and traffic	14
Blind spots at roadway intersections	2
High vehicular speeds	18
Bicycling	
No bike facilities	4

Comfort and Appeal	Count
No shade from street trees	33
Limited lighting at night	11
Graffiti	3
Lacking amenities such as signage and trash bins	7
Overgrown landscaping blocking the walkway	17
Landscape maintenance needed	1
Unsightly objects such as trash	2
Loud and scary pets	4
Badly placed or constructed structures	12
Total	**334**

Table 2-13: Sidewalk Summary

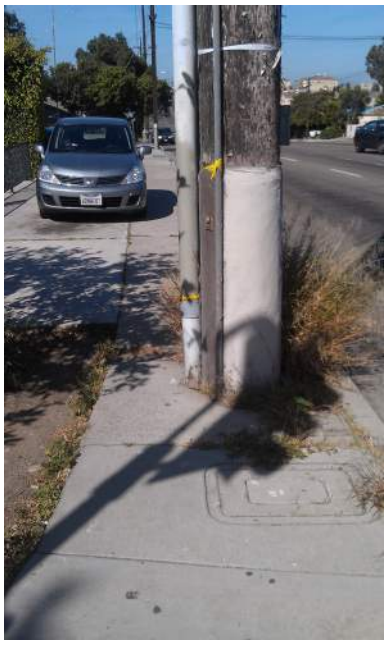
Community	Miles	% of Total per Community
El Toyon		
Existing	55.07	82%
Missing	12.31	18%
Total	**67.37**	
Kimball		
Existing	64.83	68%
Missing	31.14	32%
Total	**95.97**	
Las Palmas		
Existing	56.07	71%
Missing	23.35	29%
Total	**79.43**	

Source: SANDAG and KTU+A

Note: *Sidewalk data was provided by SANDAG and field verified during the walk audits. These totals include sidewalk son both sides of the street.*

The following photos are examples of the data collected during these walk audits.

Broken walkway in the Kimball Community



Utilities blocking the sidewalk on Palm Ave and Division St

Lack of sidewalk maintenance on 21st St

Uneven sidewalk pavement on Highland Ave

Pedestrian crossing sign without a crosswalk on Euclid Ave in front of the Paradise Valley Hospital

Appendix A

The following maps summarize the data collection efforts of the Walk Audits. For a full summary please see Chapter 2.

The following photos are examples of the data collected during these walk audits.

Uneven sidewalks in the Kimball Community

Utilities blocking the sidewalk on Palm Ave and Division St

Lack of sidewalk maintenance on 21st St

Uneven sidewalk pavement on Highland Ave

Pedestrian crossing sign without a crosswalk on Euclid Ave in front of the Paradise Valley Hospital

Figure A1: El Toyon - Bicycling

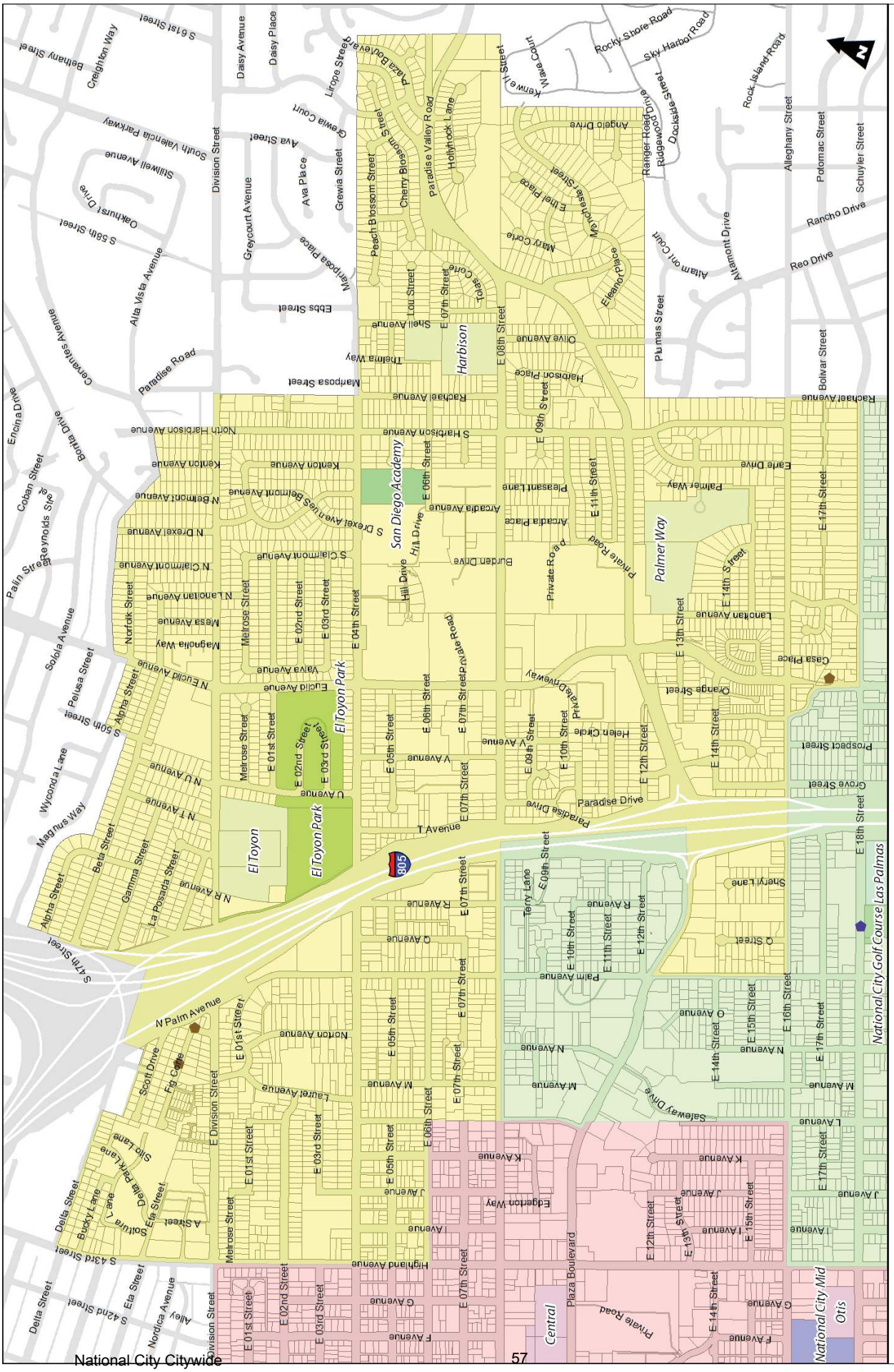


Figure A2: El Toyon - Comfort and Appeal

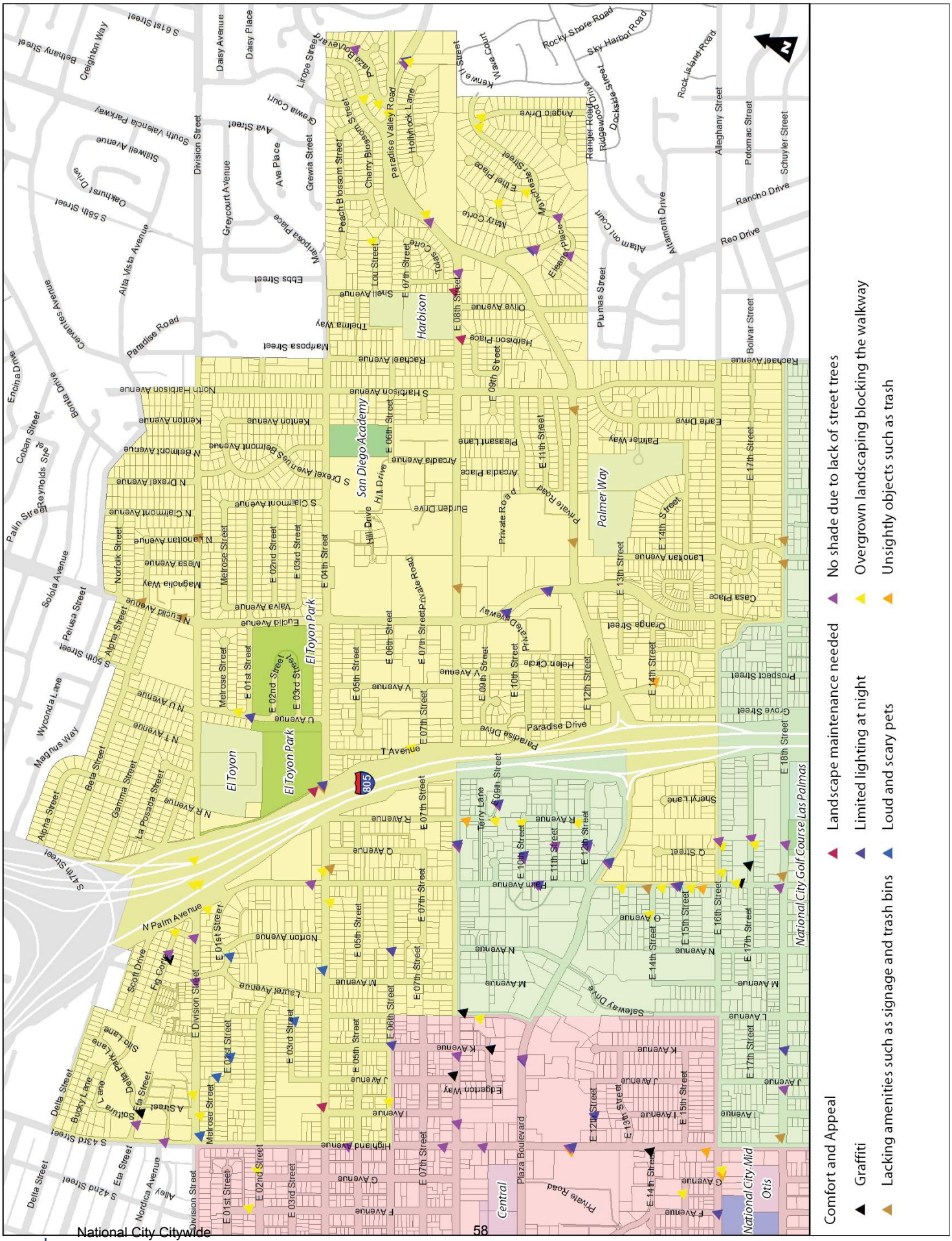


Figure A3: El Toyon - Safety

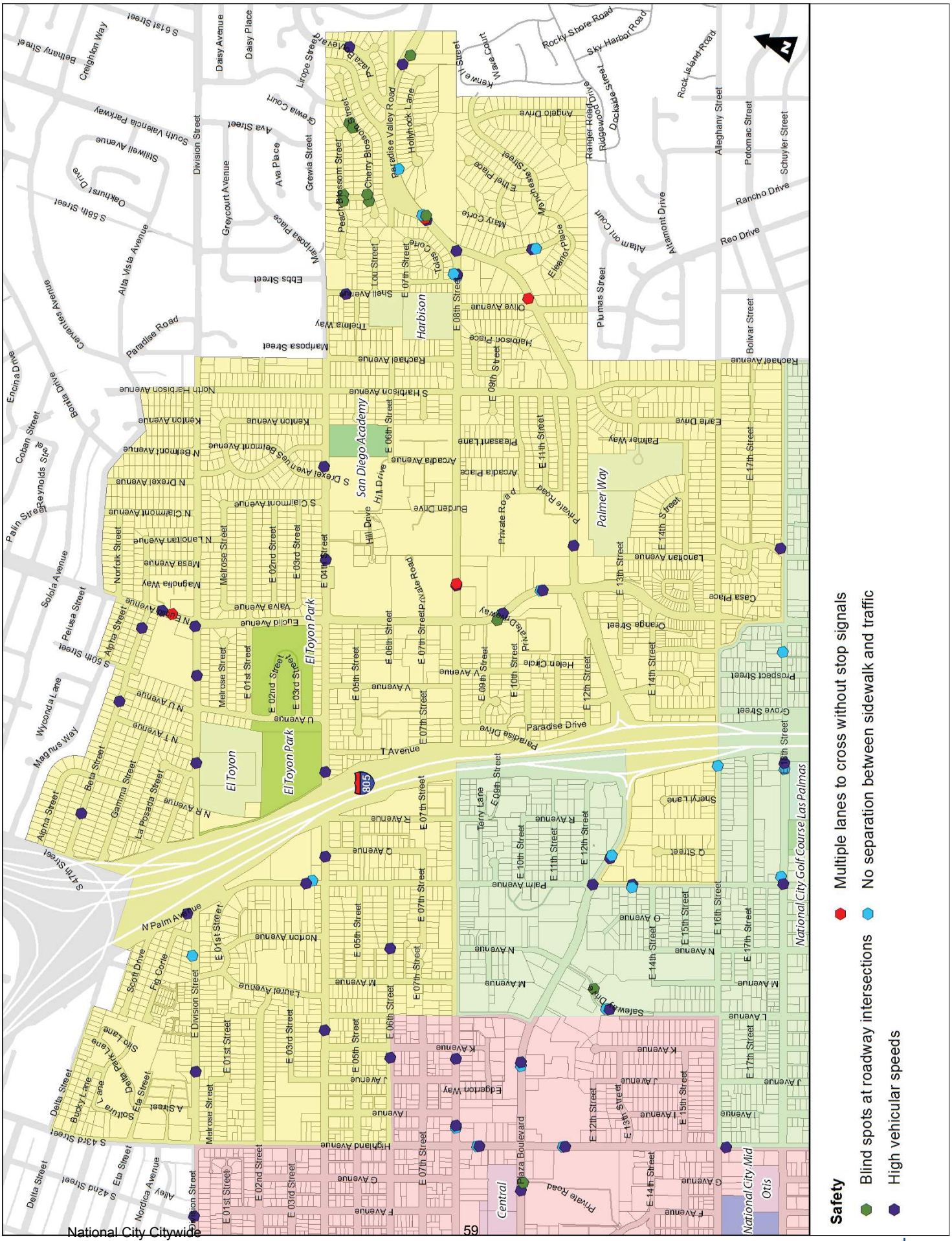


Figure A4: El Toyon - Sidewalk Conditions

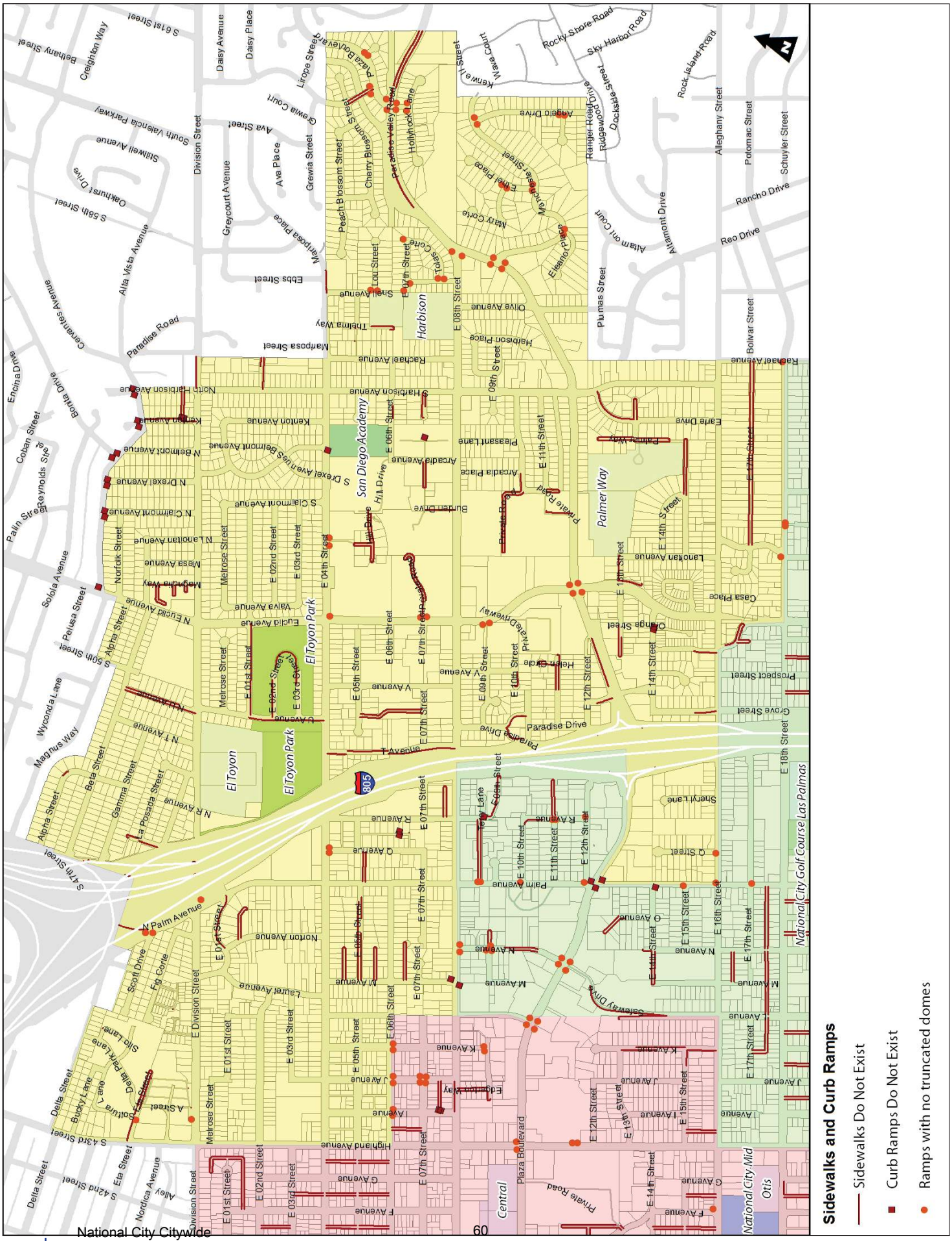

Sidewalks and Curb Ramps
Sidewalks Do Not Exist
Curb Ramps Do Not Exist
Ramps with no truncated domes
El Toyon
El Toyon Park
San Diego Academy
Palmer Way
Harbison
Central
National City Mid
Otis
National City Golf Course Las Palmas
Paradise Road
Plaza Boulevard
Highland Avenue
Division Street
Norton Avenue
Palm Avenue
Olive Avenue
Harbison Avenue
Rachael Avenue
Kelton Avenue
Pleasant Lane
Arcadia Avenue
Arcadia Place
Lanoitan Avenue
Casa Place
Orange Street
Prospect Street
Grove Street
Sheryl Lane
Sidewalk Way
Edgewater Way
Helen Grove
Private Road
Private Drive
Paradise Drive
Private Way
Eare Drive
Palmer Way
Bolivar Street
Rancho Drive
Reo Drive
Altamont Drive
Altamont Court
Plumas Street
Alleghany Street
Potomac Street
Schuyler Street
Rock Island Road
Rocky Shore Road
Sky Harbor Road
Ridgewood
Ranger Road
Dockside Street
Angelo Drive
Mary Corte
Eleanor Place
Hollyhock Lane
Peach Blossom Street
Cherry Blossom Street
Paradise Valley Road
Plaza Boulevard
Lou Street
Shell Avenue
Thelma Way
Tolosa Corte
Harbison Place
Marbrisa Place
Marbrisa Street
Ebbs Street
Paradise Road
Alta Vista Avenue
Greycourt Avenue
Ava Place
Ava Street
Grewia Street
Grewia Court
Liropo Street
Daisy Avenue
Daisy Place
Creighton Way
Bethany Street
S 61st Street
South Valencia Parkway
Stillwell Avenue
Oakhurst Drive
S 58th Street
Cerrantes Avenue
Encina Drive
Bonita Drive
Coban Street
Palin Street
Reynolds Street
Solola Avenue
Peltsa Street
Wyconda Lane
Magnus Way
S 50th Street
S Alpha Street
Alpha Street
Beta Street
Gamma Street
La Posada Street
S 47th Street
N Palm Avenue
Scott Drive
Frg Corte
Laurel Avenue
Site Lane
Delta Park Lane
Bucky Lane
Delta Street
S 43rd Street
Eta Street
S 42nd Street
Nordica Avenue
Alley
Norfolk Street
Mesa Avenue
Magnolia Way
N Euclid Avenue
Vaiva Avenue
Melrose Street
N Lanoitan Avenue
N Claimont Avenue
S Claimont Avenue
N Belmont Avenue
S Belmont Avenue
N Drexel Avenue
S Drexel Avenue
Kelton Avenue
North Harbison Avenue
Rachael Avenue
Bolivar Street
E 01st Street
E 02nd Street
E 03rd Street
E 04th Street
E 05th Street
E 06th Street
E 07th Street
E 08th Street
E 09th Street
E 10th Street
E 11th Street
E 12th Street
E 13th Street
E 14th Street
E 15th Street
E 16th Street
E 17th Street
E 18th Street
E 19th Street
E 20th Street
E 07th Street
Hill Drive
Burton Drive
Private Road
Private Way
Helen Grove
Paradise Drive
Palm Avenue
Norton Avenue
Laurel Avenue
Highland Avenue
Edgewater Way
Sidewalk Way
Palmer Way
Eare Drive
Lanoitan Avenue
Casa Place
Orange Street
Prospect Street
Grove Street
Sheryl Lane
Palm Avenue
Olive Avenue
Harbison Avenue
Rachael Avenue
Kelton Avenue
Pleasant Lane
Arcadia Avenue
Arcadia Place
Lanoitan Avenue
Casa Place
Orange Street
Prospect Street
Grove Street
Sheryl Lane
Palm Avenue
Norton Avenue
Laurel Avenue
Highland Avenue
Edgewater Way
Sidewalk Way
Palmer Way
Eare Drive

Figure A5: El Toyon - Street Crossings

Figure A6: El Toyon - Walkways

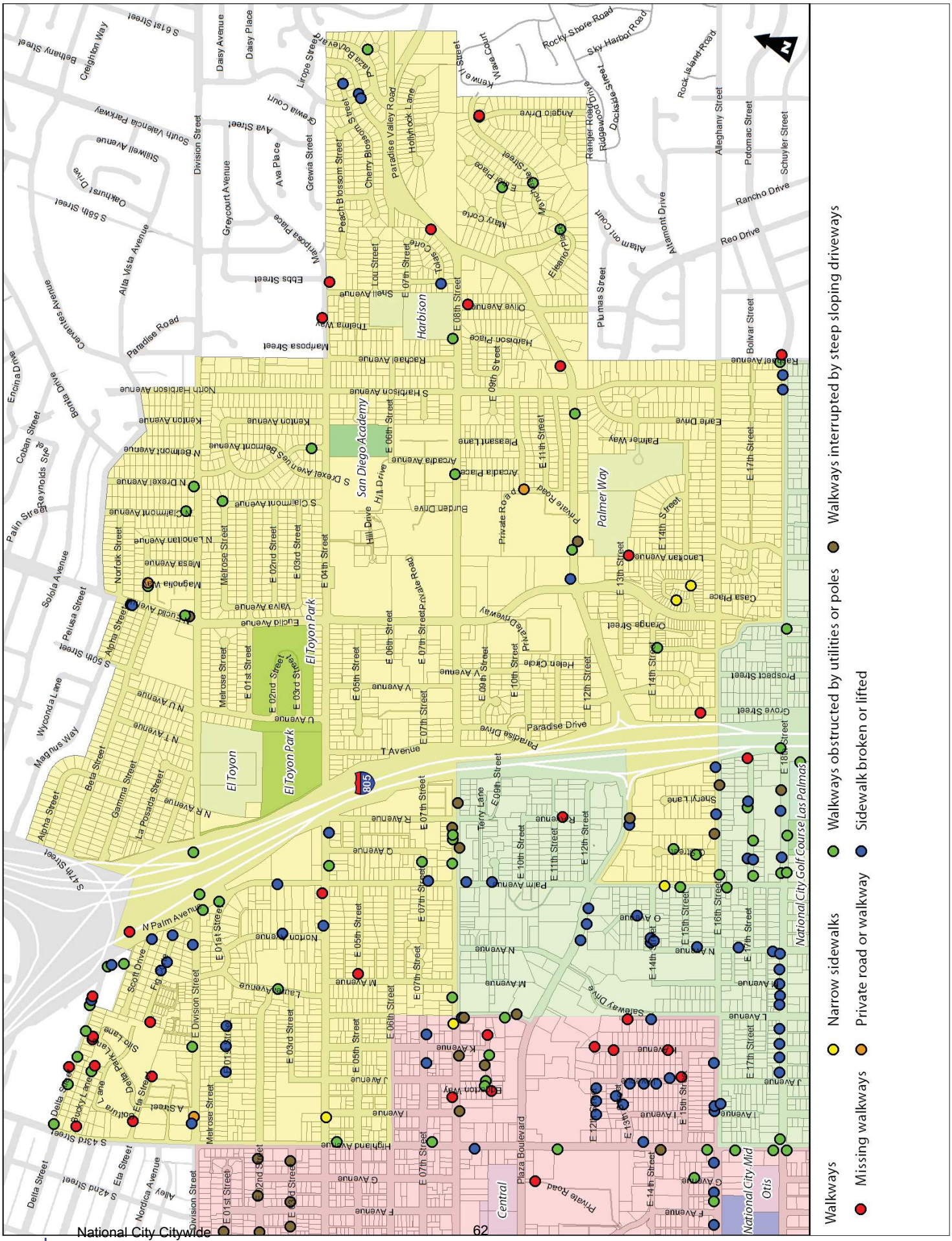

Walkways
Missing walkways
Narrow sidewalks
Private road or walkway
Walkways obstructed by utilities or poles
Sidewalk broken or lifted
Walkways interrupted by steep sloping driveways
El Toyon
El Toyon Park
San Diego Academy
Palmer Way
Harbison
Central
Otis
National City Mid
National City Golf Course Las Palmas
805
Plaza Boulevard
Paradise Road
Paradise Drive
Private Road
Private Driveway
Hill Drive
Burden Drive
Palm Avenue
Norton Avenue
Highland Avenue
Euclid Avenue
Vista Avenue
Magnolia Avenue
Mesa Avenue
Lanoitan Avenue
Palmer Way
Helen Circle
Terry Lane
Sheryl Lane
Casa Place
Orange Street
Prospect Street
Grove Street
Sidewalk Drive
Melrose Street
Norfolk Street
Division Street
E Division Street
Scott Drive
Site Lane
Delta Park Lane
Delta Street
Ela Street
Nordica Avenue
Alley
S 42nd Street
S 43rd Street
S 47th Street
S 50th Street
S 58th Street
S 61st Street
Creighton Way
Bethany Street
Daisy Avenue
Daisy Place
Lirope Street
Plaza Boulevard
Grewia Street
Grewia Court
Ava Street
Ava Place
Greycourt Avenue
Mariposa Place
Mariposa Street
Ebbs Street
Thelma Way
Shell Avenue
Lou Street
Peach Blossom Street
Cherry Blossom Street
Paradise Valley Road
Hollyhock Lane
Tolosa Court
Olive Avenue
Harbison Place
Rachael Avenue
Kenton Avenue
Pleasant Lane
Arcadia Avenue
Arcadia Place
Lanoitan Avenue
Casa Place
Orange Street
Prospect Street
Grove Street
Sheryl Lane
Palm Avenue
Norton Avenue
Highland Avenue
Euclid Avenue
Vista Avenue
Magnolia Avenue
Mesa Avenue

Figure A7: Kimball - Bicycling

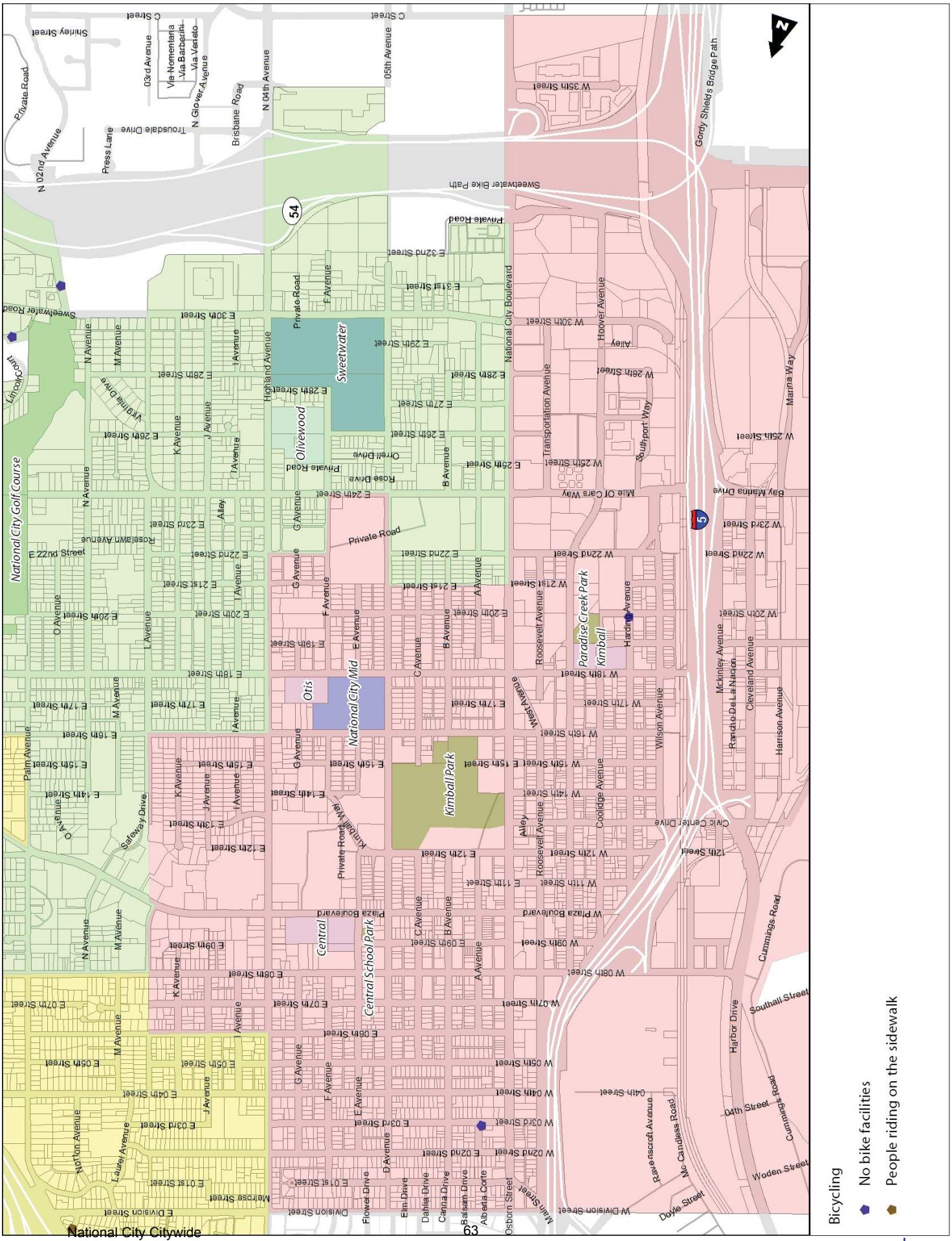


Figure A8: Kimball - Comfort and Appeal

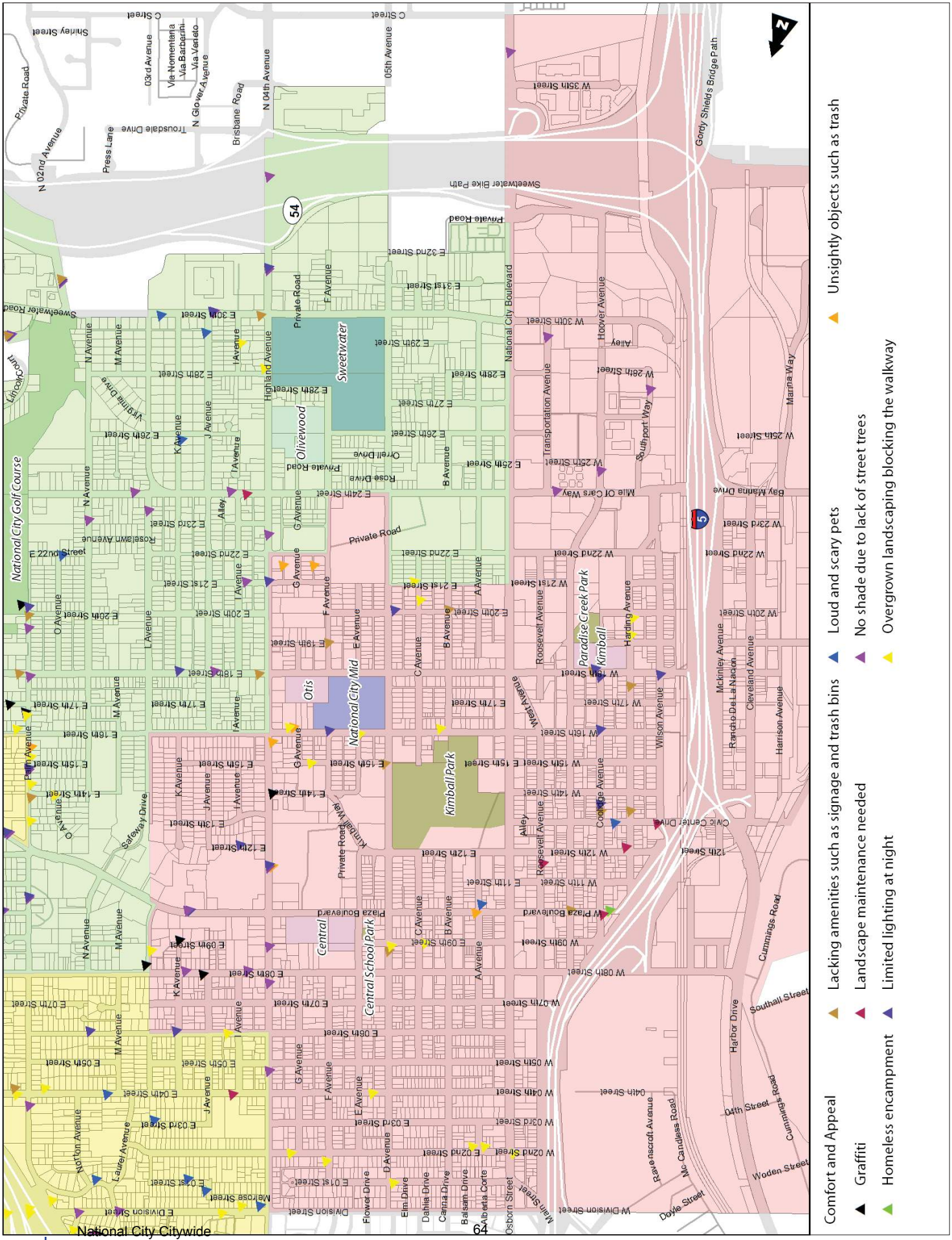


Figure A9: Kimball - Safety

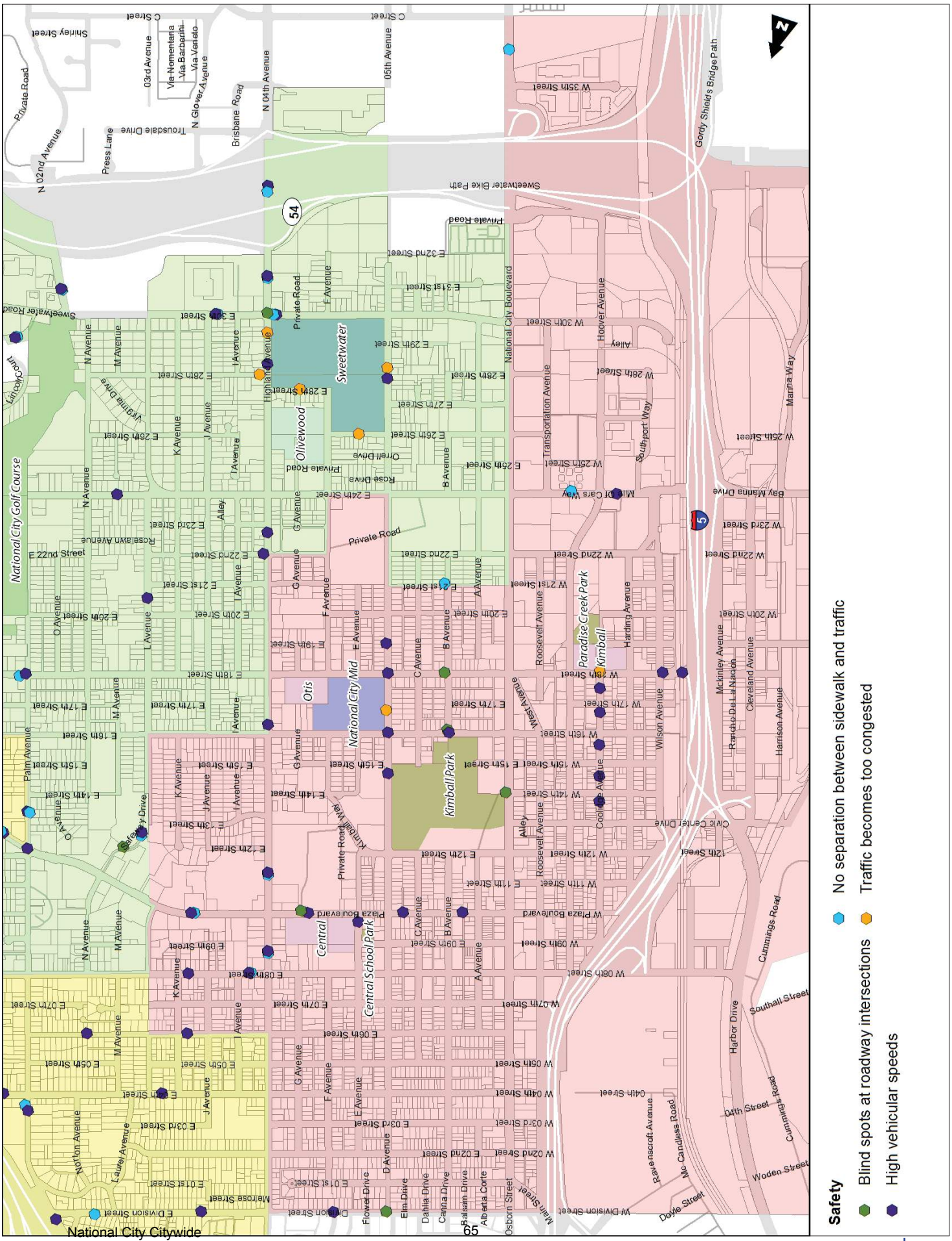


Figure A10: Kimball - Sidewalk Conditions

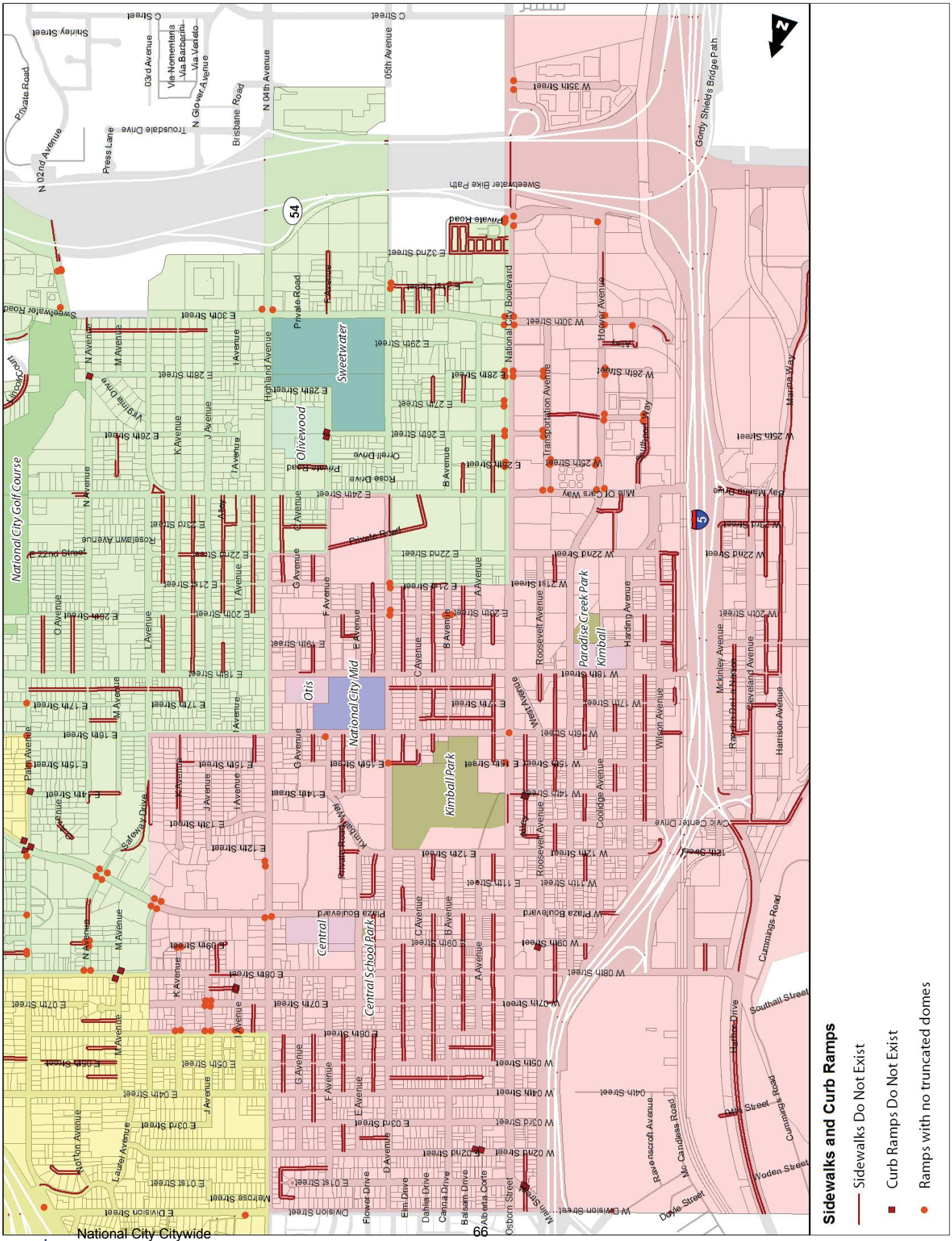


Figure A11: Kimball - Street Crossings

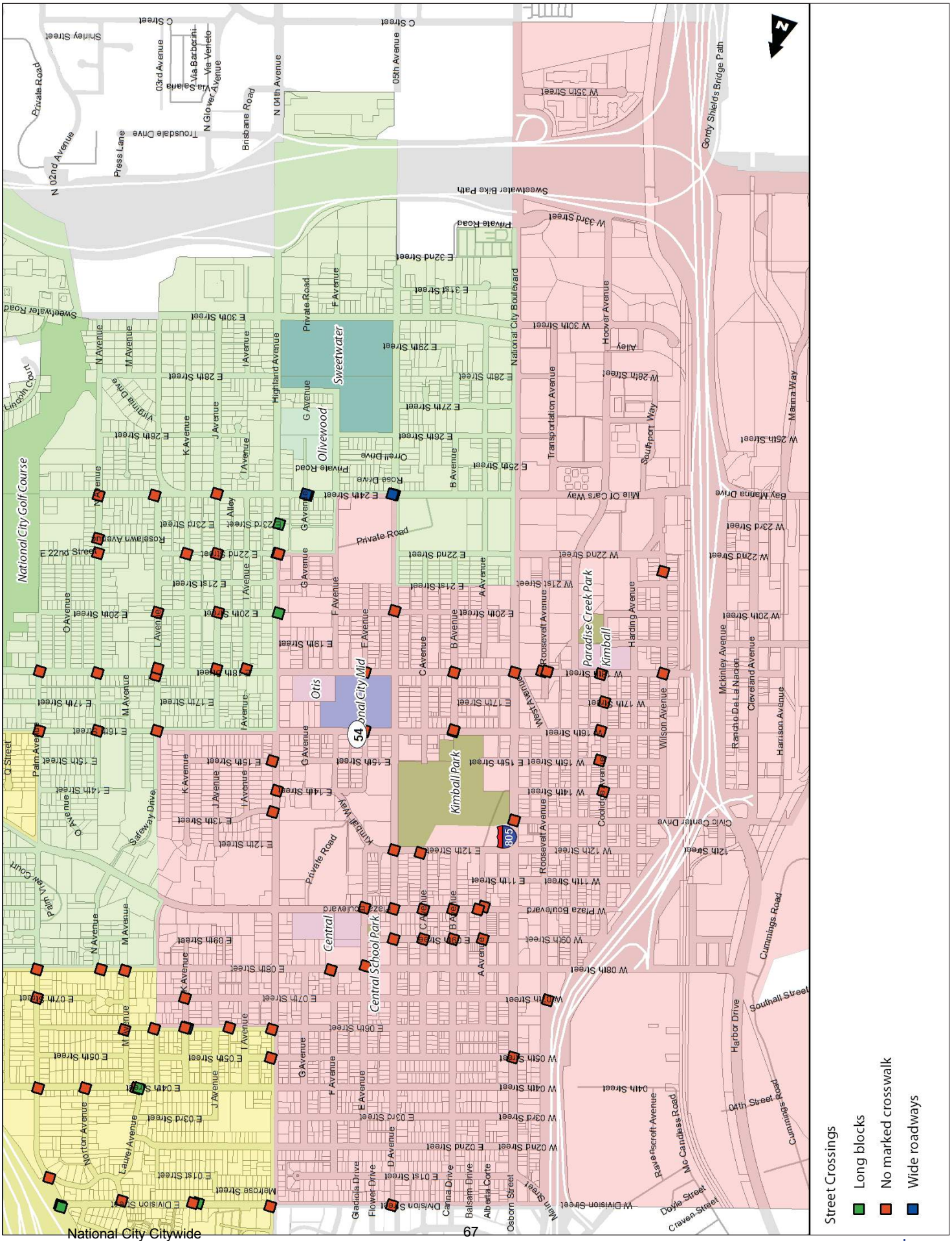


Figure A12: Kimball - Walkways

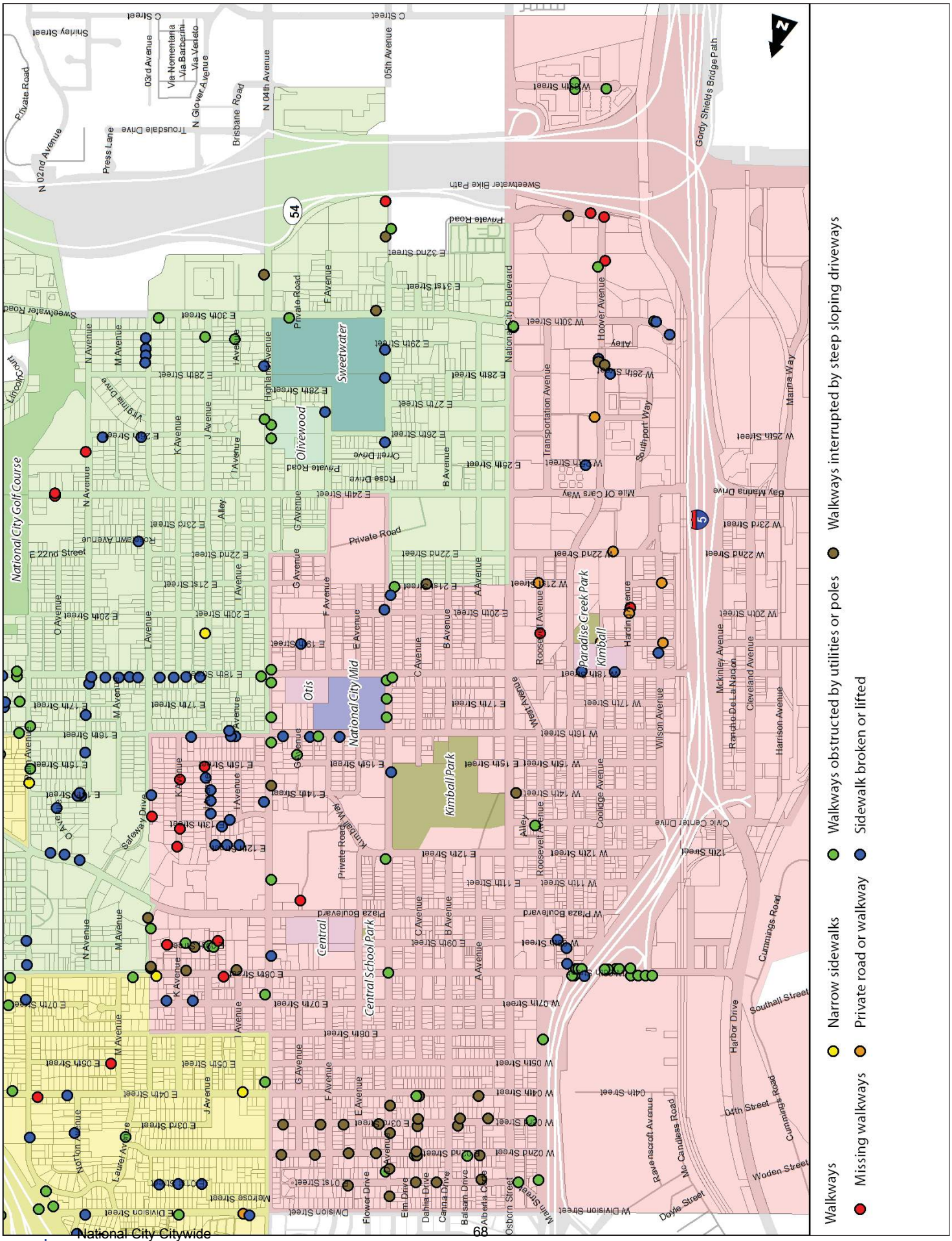


Figure A13: Las Palmas - Bicycling

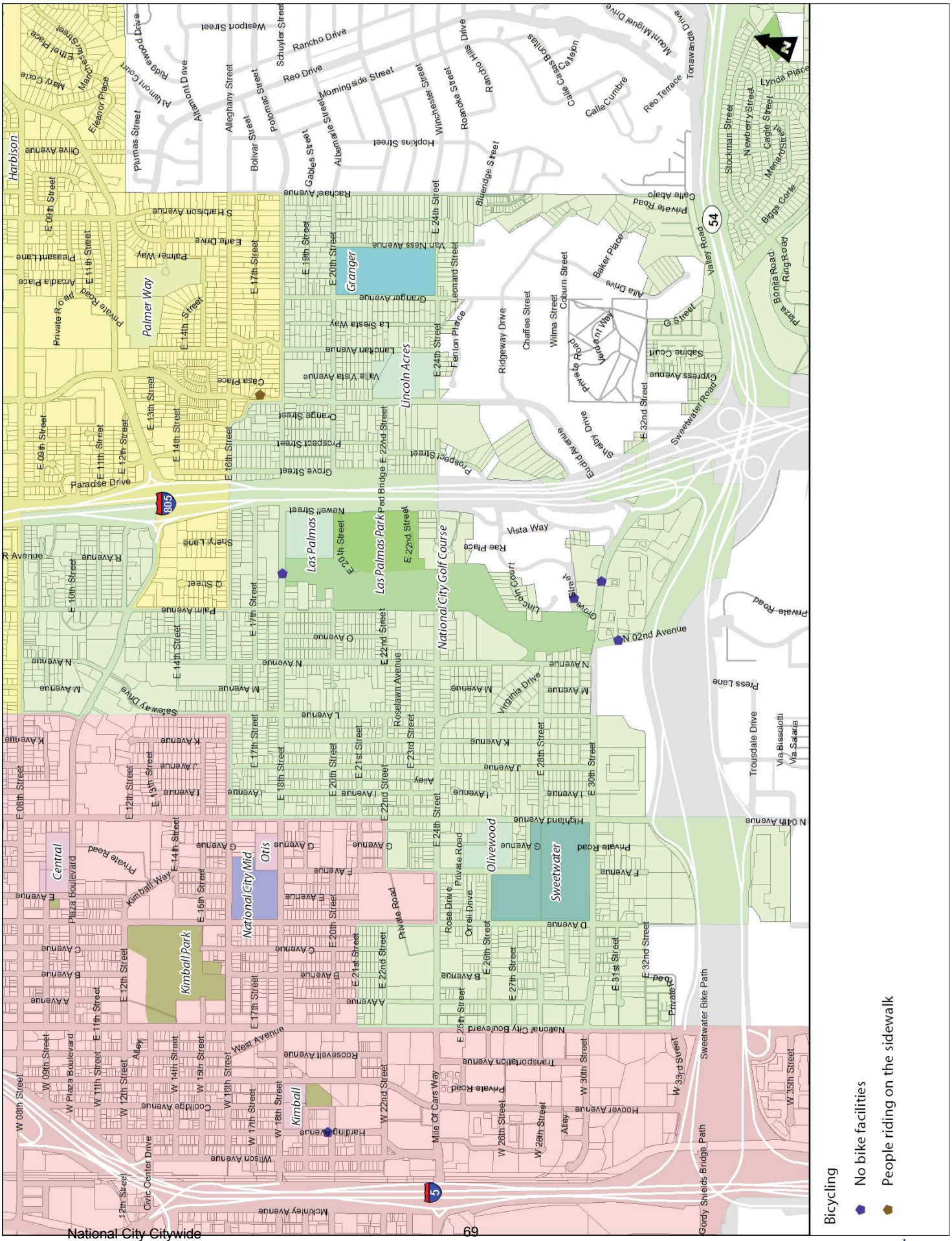


Figure A14: Las Palmas - Comfort and Appeal

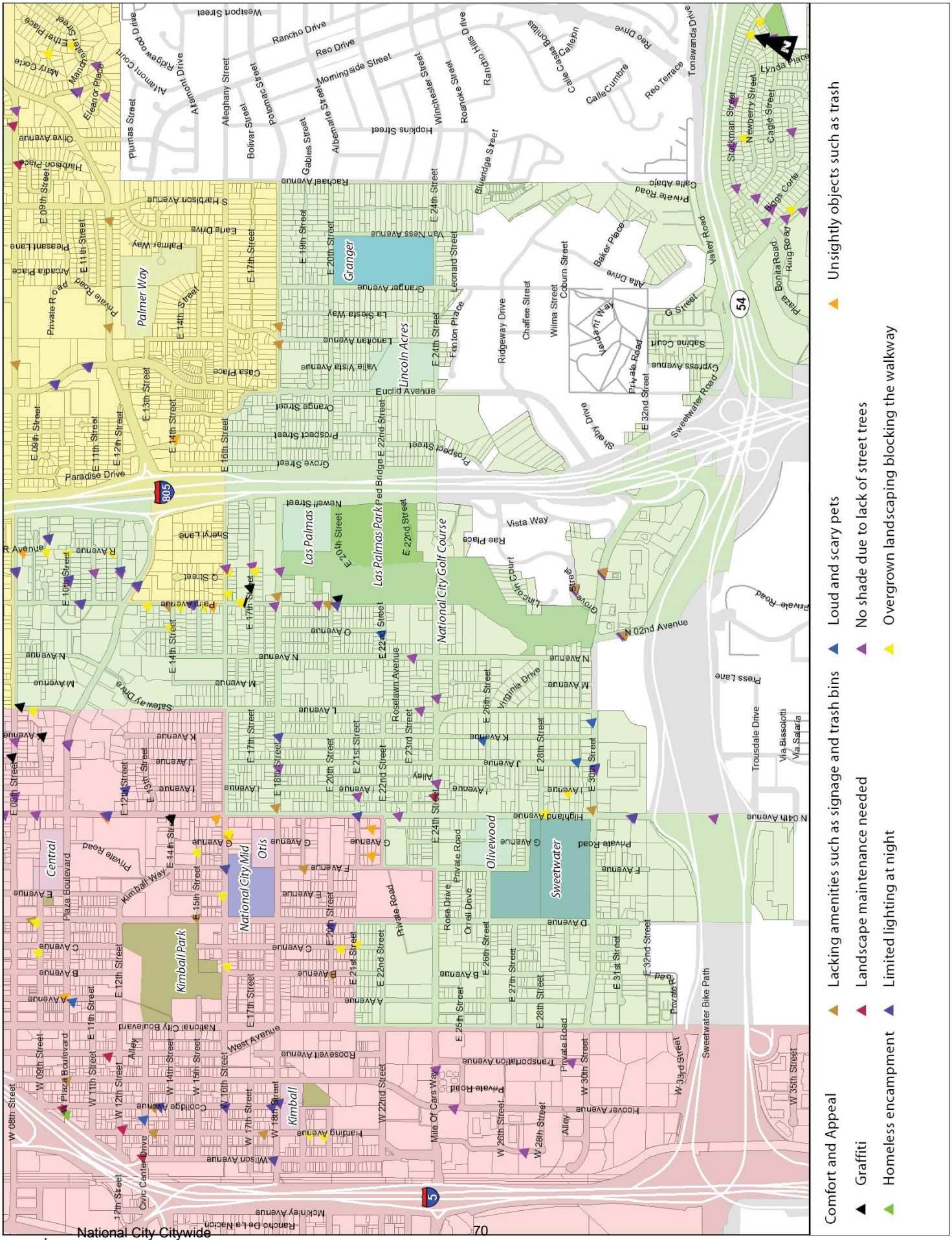

Comfort and Appeal
Graffiti
Homeless encampment
Lacking amenities such as signage and trash bins
Landscape maintenance needed
Limited lighting at night
Loud and scary pets
No shade due to lack of street trees
Overgrown landscaping blocking the walkway
Unsightly objects such as trash
Las Palmas
Las Palmas Park
National City Golf Course
Granger
Lincoln Acres
Palmer Way
Central
National City Mid
Otis
Kimball Park
Kimball
Olivewood
Sweetwater
Sweetwater Bike Path
Paradise Drive
Plumas Street
Rancho Drive
Reo Drive
Morningside Street
Hopkins Street
Van Ness Avenue
Euclid Avenue
Vista Way
Sweetwater Road
Valley Road
Plaza Boulevard
National City Boulevard
West Avenue
Civic Center Drive
Wilson Avenue
Hoover Avenue
Transportation Avenue
Roosevelt Avenue
Highland Avenue
Trousdale Drive
Press Lane
Private Road
Rancho De La Nacion
Mckinley Avenue
Reo Terrace
Tonawanda Drive
Lynda Place
Bonita Road
Ring Road
Plaza Bonita
Stockman Street
Newberry Street
Cagle Street
Biggs Corte
Calle Cumbre
Calle Cassa Bonitas
Calle Callejon
Calle Abajo
Private Road
Baker Place
Alta Drive
Coburn Street
Wilma Street
Chaffee Street
Ridgeway Drive
Fenton Place
Leonard Street
Bluerdge Street
Rachael Avenue
Winchester Street
Roanoke Street
Raphoto Hills Drive
Albemarle Street
Gables Street
Potomac Street
Bolivar Street
Alleghany Street
Alamont Drive
Ridgewood Drive
Westport Street
Ethel Place
Mandalay Street
Mary Corte
Eleanor Place
Olive Avenue
Harbison Place
S Harbison Avenue
Earle Drive
Pleasant Lane
Arcadia Place
Private Road
Palmer Way
Casa Place
Lincoln Avenue
La Siesta Way
Granger Avenue
Vista Way
Rae Place
Newell Street
Sherry Lane
Safeway Drive
Roselawn Avenue
Virginia Drive
Lincoln Court
Grove Street
Prospect Street
Orange Street
Grove Street
Sinsby Drive
Private Road
Sabine Court
Cypress Avenue
Vista Way
Private Road
Via Bissolotti
Via Salaria
Mile Of Cars Way
Private Road
Rose Drive
Orrell Drive
Private Road
Private Road
Private Road

Figure A15: Las Palmas - Safety

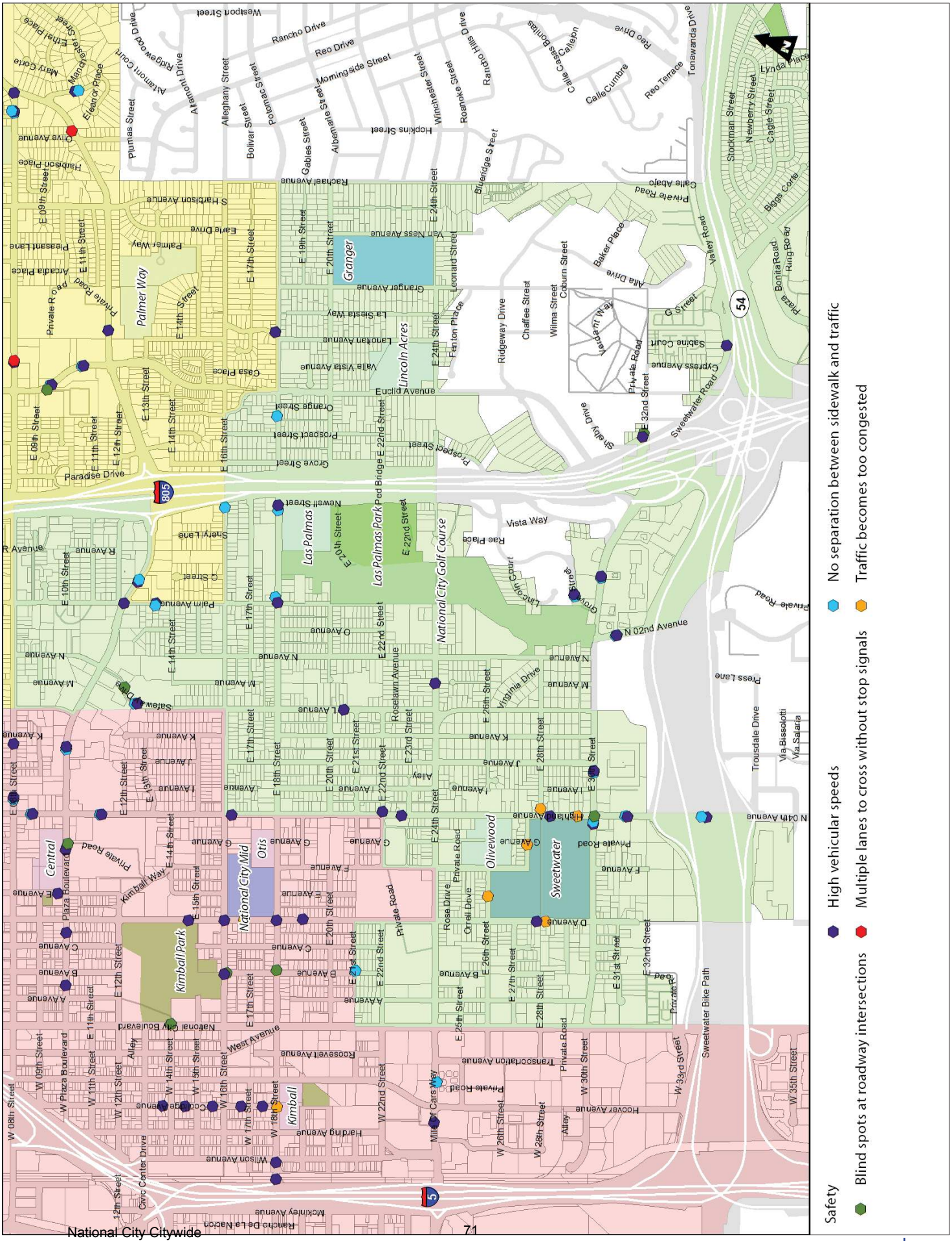

Safety
High vehicular speeds
Blind spots at roadway intersections
No separation between sidewalk and traffic
Multiple lanes to cross without stop signals
Palmer Way
Granger
Lincoln Acres
Las Palmas
Las Palmas Park
National City Golf Course
Central
National City Mid
Otis
Kimball Park
Kimball
Olivewood
Sweetwater
Sweetwater Bike Path
Plaza Boulevard
Kimball Way
National City Boulevard
West Avenue
Civic Center Drive
Paradise Drive
Private Road
Palm Avenue
Euclid Avenue
Vista Way
Highland Avenue
Hoover Avenue
Harding Avenue
Wilson Avenue
Roosevelt Avenue
Transportation Avenue
Rancho De La Nacion
Mckinley Avenue
Sweetwater Road
Valley Road
Plumas Street
Bolivar Street
Potomac Street
Gables Street
Albemarle Street
Hopkins Street
Winchester Street
Roanoke Street
Bluerdge Street
Rancho Drive
Reo Drive
Morningside Street
Weapon Street
Rachael Avenue
Van Ness Avenue
Grange Avenue
Leonard Street
Ridgeway Drive
Chaffee Street
Wilma Street
Coburn Street
Baker Place
Alta Drive
Cypress Avenue
Sabine Court
Stockman Street
Newberry Street
Cagle Street
Lynda Place
Biggs Corte
Bonita Road
Ring Road
Plaza
Tonawanda Drive
Reo Terrace
Calle Cumbre
Calle Cases Bonitas
Calle Callejon
Calle Abajo
Private Road
Trousdale Drive
Via Bissolotti
Via Salaria
Press Lane
N 02nd Avenue
N 04th Avenue
Olive Avenue
Harbison Place
S Harbison Avenue
Pleasant Lane
Arcadia Place
Casa Place
Orange Street
Prospect Street
Grove Street
Newell Street
Sheryl Lane
Saffron Drive
Roselawn Avenue
Virginia Drive
Lincoln Court
Rae Place
Alley
Ridge Road
Mary Corte
Manger
Elenor Place
Ethel Place
Ridgewood Drive
Altamont Court
Alamunt Drive
Alleghany Street
Weapon Street
Sweetwater Road
Private Road
Sandy Drive
Saint Ann Way
Ridge Road
Calle Abajo
Private Road
Rancho Drive
Reo Drive
Morningside Street
Hopkins Street
Winchester Street
Roanoke Street
Bluerdge

Figure A16: Las Palmas - Sidewalk Conditions

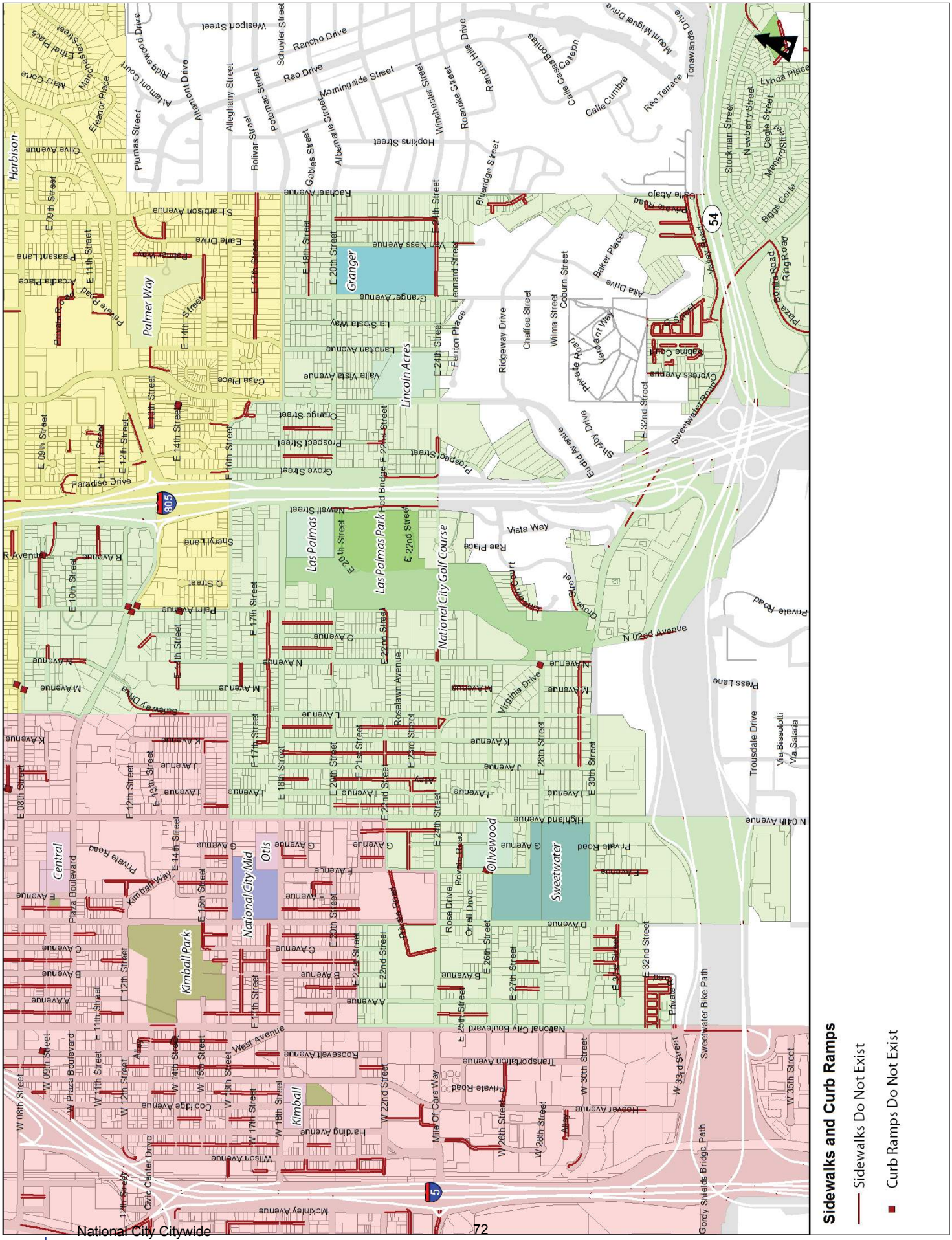


Figure A17: Las Palmas - Street Crossings

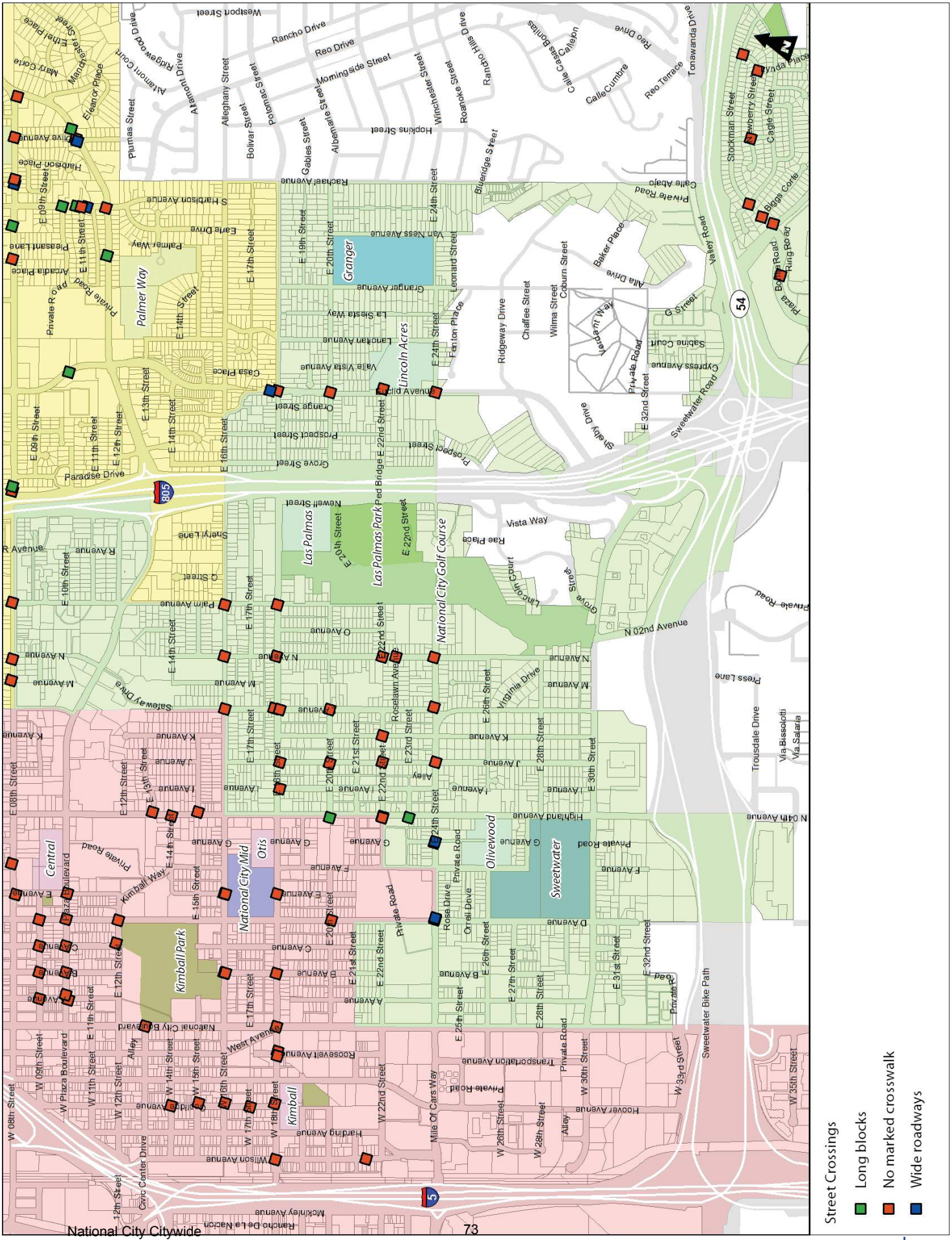


Figure A18: Las Palmas - Walkways

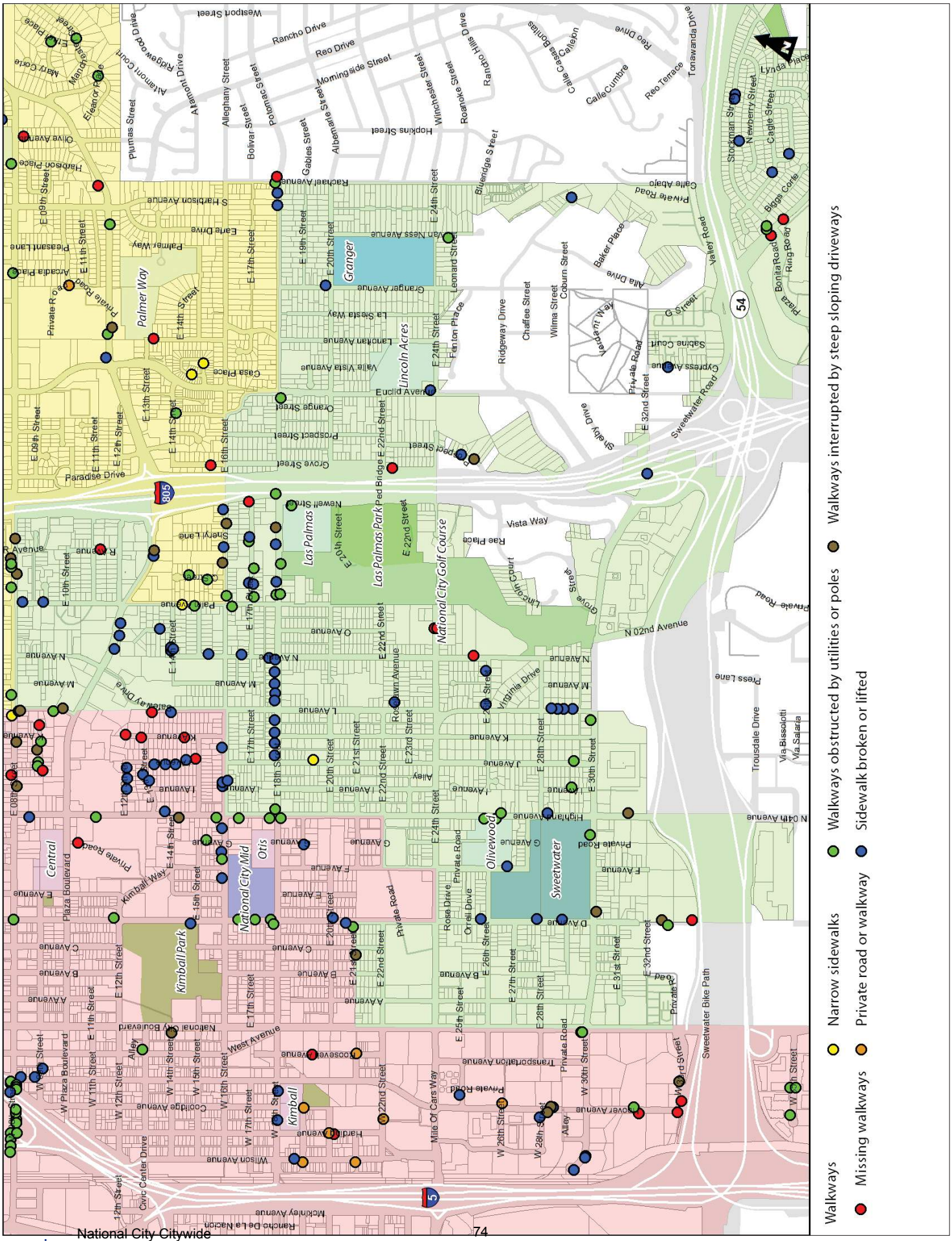


Figure A19: Lincoln Acres - Bicycling

Figure A20: Lincoln Acres - Comfort and Appeal

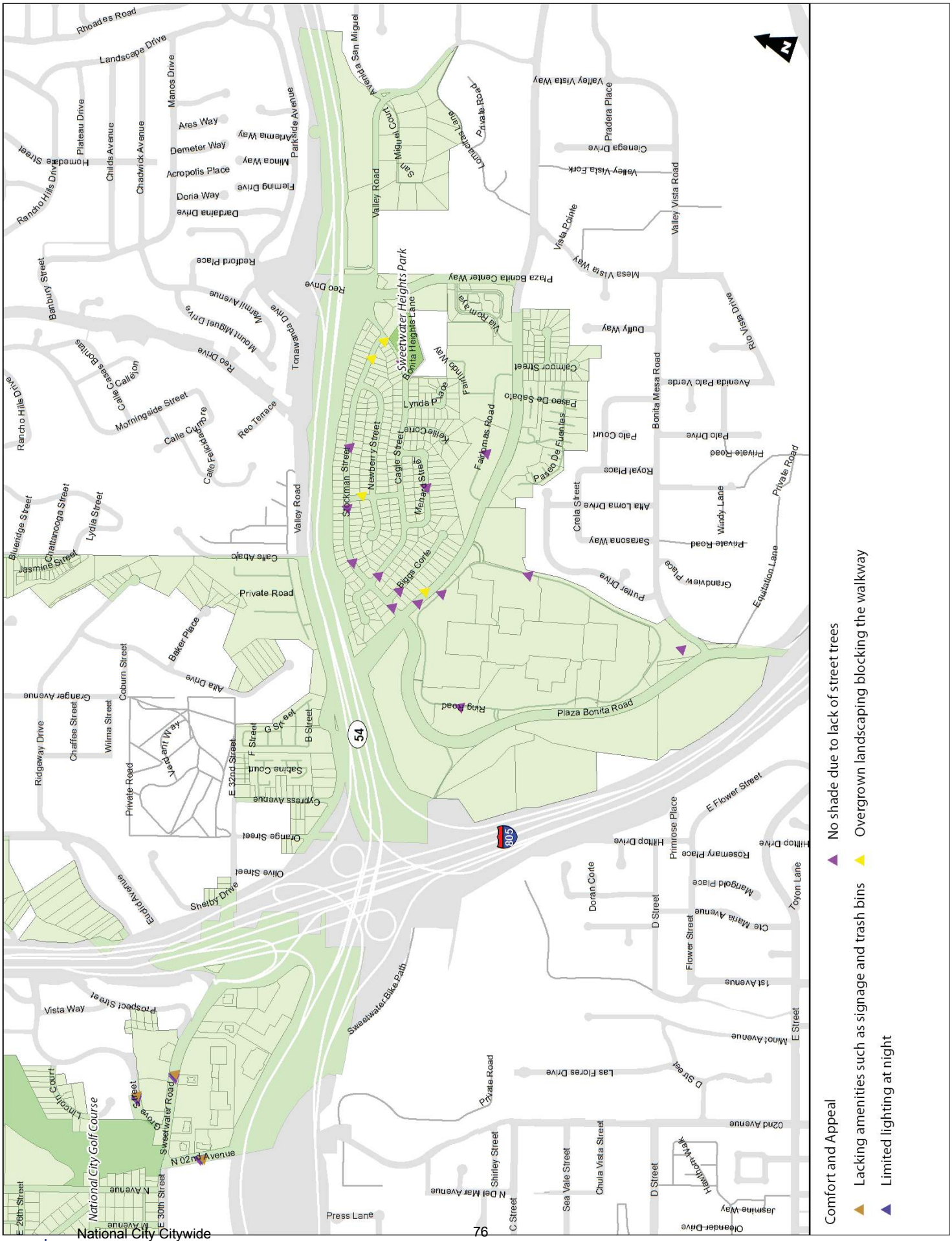


Figure A21: Lincoln Acres - Safety

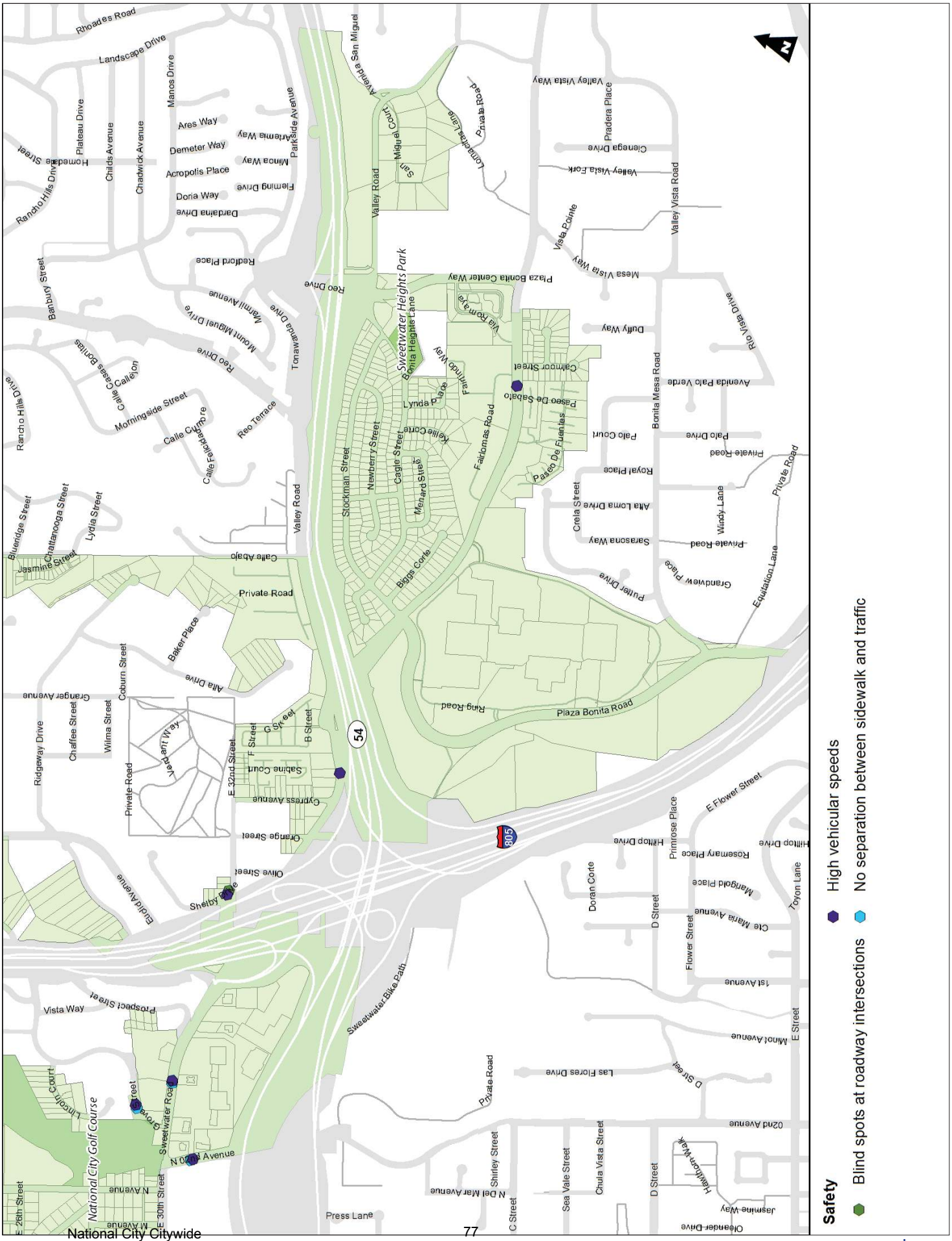


Figure A22: Lincoln Acres - Sidewalk Conditions

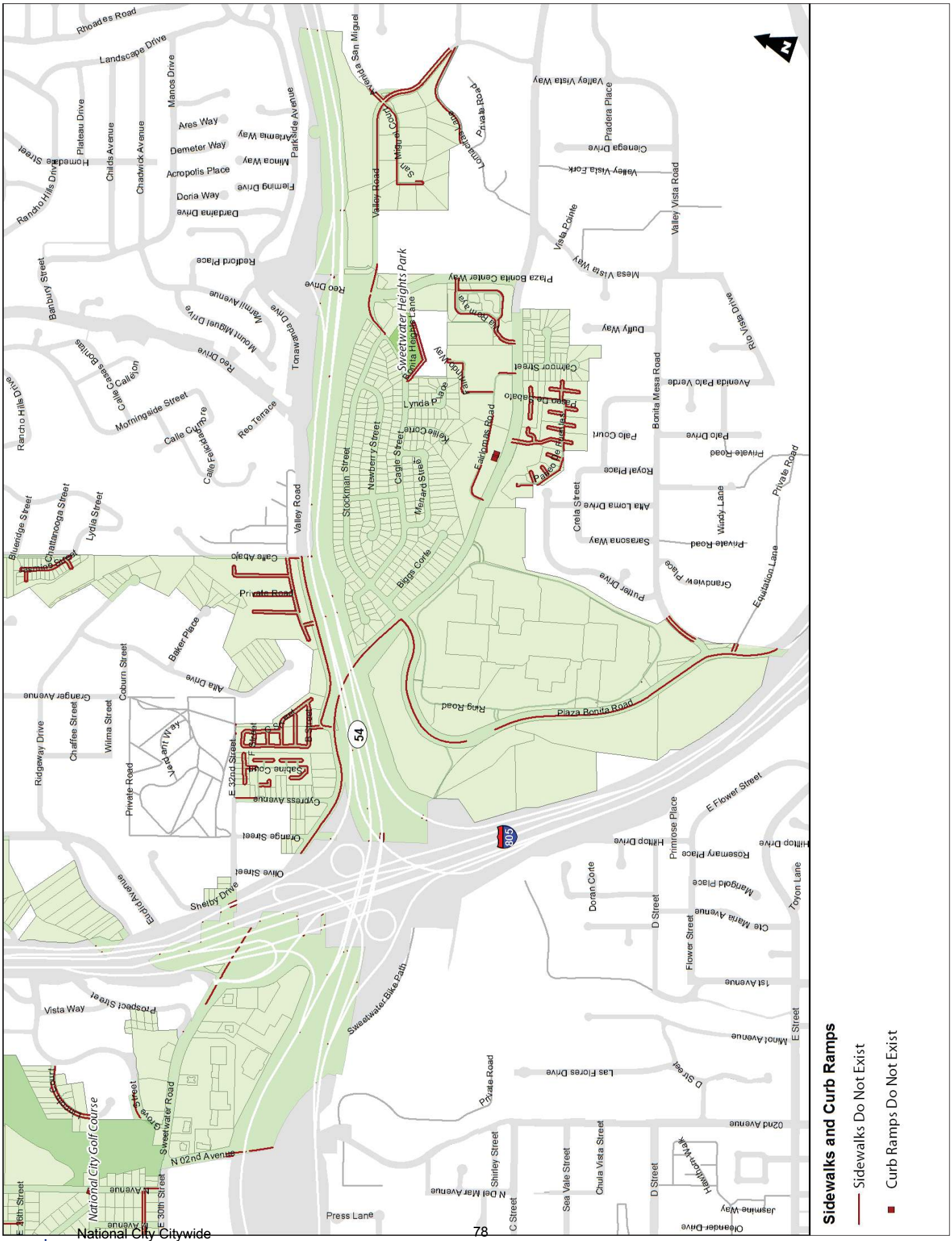
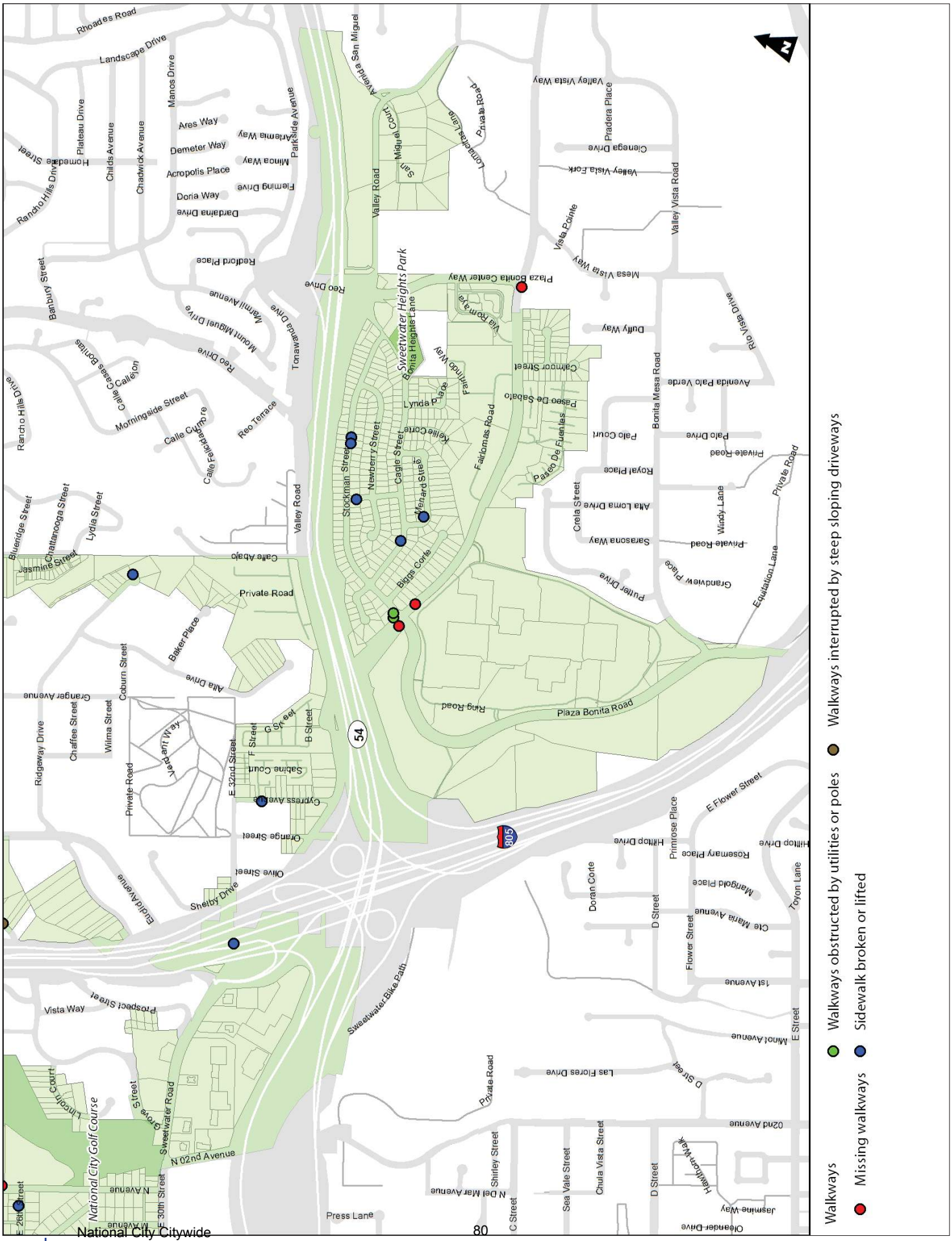


Figure A23: Lincoln Acres - Street Crossings

Street Crossings

No marked crosswalk

Figure A24: Lincoln Acres - Walkways



Engineer’s Opinion of Probable Cost

CITY OF NATIONAL CITY

SUMMARY OF PROBABLE CONSTRUCTION COST

Prepared By: Kimley-Horn and Associates, Inc. **Date:** 12-May-14

FOR THE CONSTRUCTION OF :

Safe Routes to School Improvements

ITEM No.	ITEM DESCRIPTION	Unit	Unit Price	Quantity	Base Bid Cost
	Clearing and Grubbing	LS	$45,000.00	1	**$45,000.00**
	Signing and Striping	LS	$11,000.00	1	**$11,000.00**
	Truncated Domes in Existing Curb Ramps	EA	$600.00	17	**$10,200.00**
	Rectangular Rapid Flashing Beacons	EA	$15,000.00	4	**$60,000.00**
	4" Concrete Sidewalk (Type G-7)	SF	$5.50	38,900	**$213,950.00**
	Concrete Curb Ramp (All Types)	EA	$1,800.00	47	**$84,600.00**
	Concrete Cross Gutter (Type G-12)	SF	$12.00	6,600	**$79,200.00**
	Concrete Curb & Gutter (Type G-2)	LF	$35.00	2,200	**$77,000.00**
	Asphalt Concrete Pavement	TON	$120.00	1,540	**$184,800.00**
	Crushed Aggregate Base	TON	$40.00	3,080	**$123,200.00**
	Unclassified Excavation and Fill	LS	$82,500.00	1	**$82,500.00**
	Sidewalk Underdrain Pipe	EA	$10.00	44	**$440.00**
	Water Pollution Control	LS	$6,000.00	1	**$6,000.00**
	Mobilization	LS	$50,000.00	1	**$50,000.00**
	Traffic Control	LS	$30,000.00	1	**$30,000.00**
			SUBTOTAL		**$1,057,890.00**
			CONTINGENCY (10%)		**$105,789.00**
Project: TOTAL					**$1,163,679**

Approved Plans

National City General Plan *(link only)*

Bicycle Master Plan *(link only)*

National City General Plan

http://www.ci.national-city.ca.us/index.aspx?page=549

Bicycle Master Plan

http://www.ci.national-city.ca.us/index.aspx?page=97

Public Participation

(Selected pages from the Bicycle Master Plan and Smart Foundation Report)

BTA 891.2	Required Plan Elements	Location Within the Plan
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Chapter 5, Section 5.2
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Chapter 8, Tables 8-1, 8-2 & 8-3

2.7 Public Outreach

A series of three General Plan Workshops were held in May, 2010 to collect feedback from National City residents on the City's update to the General Plan. These workshops were well attended and a brief overview presentation was given on the Bicycle Master Plan. Participants were able to review workshop boards presenting potential bicycle facilities, programs, and related amenities that could be implemented in National City. Additionally, the public was able to review a project fact sheet, complete a Bicycle Master Plan survey, review and provide input on gaps in the existing system, and help identify other opportunities and constraints that should be considered in the Plan.

A number of Bicycle Master Plan surveys, which were available in both English and Spanish, were completed at the General Plan Update workshops. Participants were excited to learn that National City was preparing a Bicycle Master Plan and had some suggestions for improving bicycling conditions in the City. The public was also invited to a community workshop on October 21, 2010 to review recommendations and provide input on the Draft Plan. Participants felt that the proposed network provided improved access to major destinations within the City. Some community members mentioned the need for increased enforcement of distracted drivers and other public safety laws to protect bicyclists. Participants also mentioned a general lack of bicycle parking in National City.

Bicycle Master Plan Survey

Hard Copies Summary

Hard copies of the survey were distributed to attendees of General Plan Workshops held in May, 2010. Because the attendees were a "captive audience," the results from their survey responses have been separated from the online survey responses. In total, 22 hardcopy surveys were completed.

Almost half of the survey respondents, (45%) ride a bicycle at least one day a month and mainly bicycle for exercise or recreation (64%).

Most respondents were very interested in

National City residents had an opportunity to review potential bicycle facilities, programs, and related amenities and provide feedback at the General Plan Update workshops in May 2010.

using bike lanes and bike boulevards and not interested in bicycling without facilities. **Figure 2-2** shows the detailed response results.

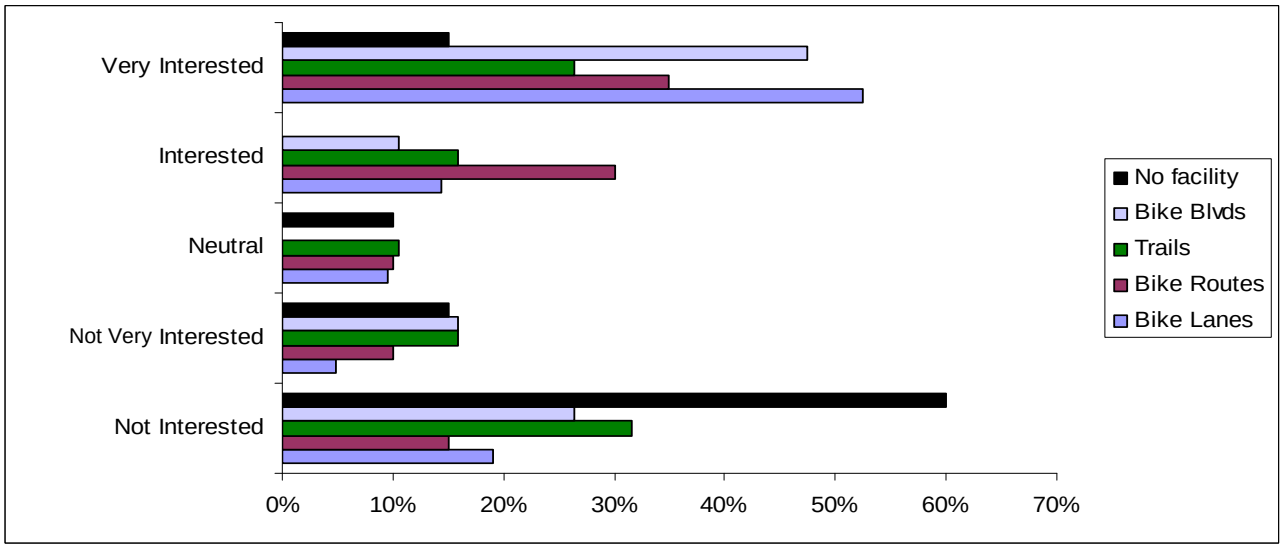


Figure 2-2: Interest in Using Bicycle Facilities

Most respondents were very interested in education and encouragement programs, specifically Safe Routes to School programs. They were also very interested in having maps and guides for bicycling around National City.

Figure 2-3 shows the detailed results of respondents' level of interest in education and encouragement programs.

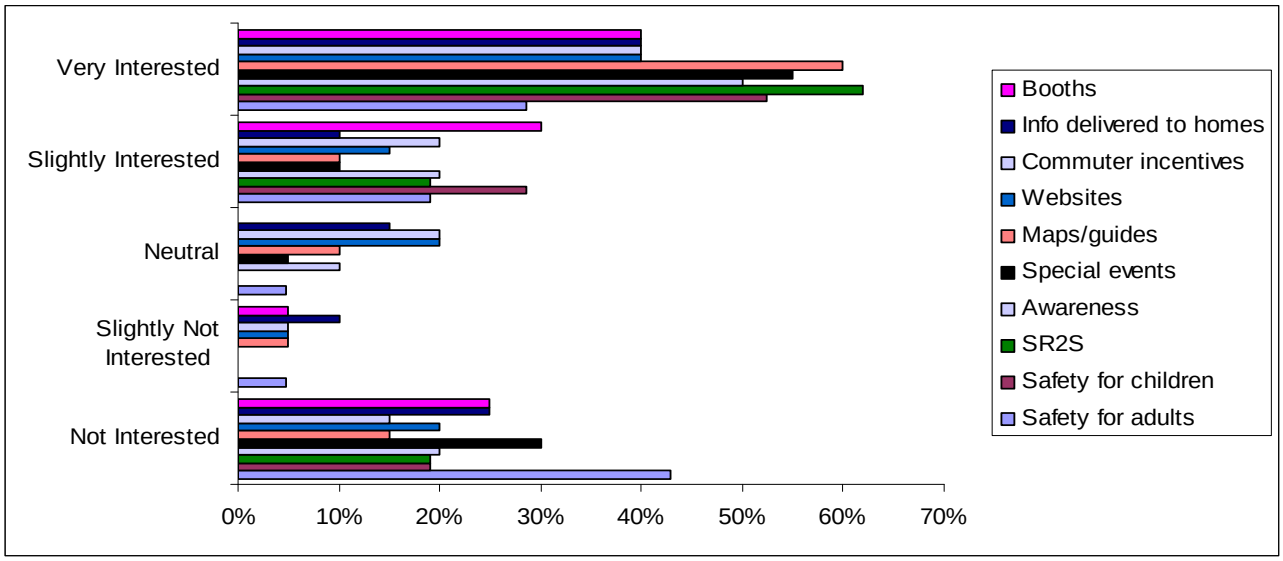


Figure 2-3: Interest in Education and Encouragement Programs

Respondents indicated they would be most likely to bicycle if lighting is provided. The other influential factors include providing access to bicycle parking and storage, and reducing traffic volumes and speeds.

Figure 2-4 shows the detailed results of the factors that influence respondents to bicycle.

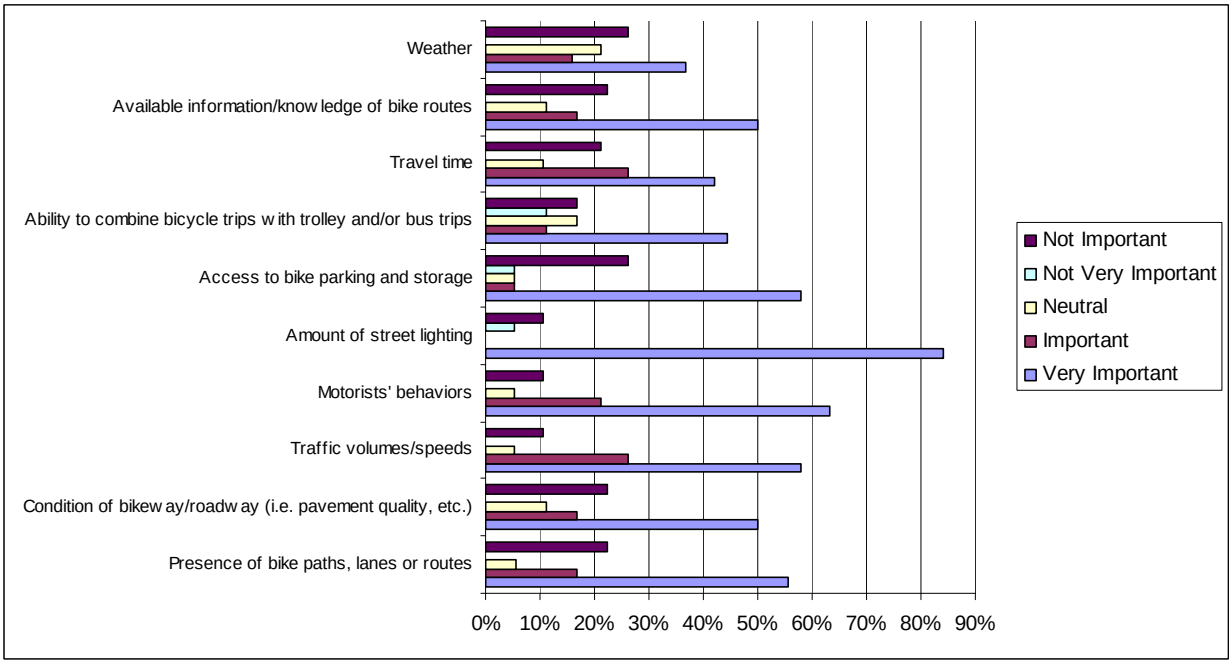


Figure 2-4: Conditions Influencing Propensity to Bicycle

Digital Copies Summary

The online survey generated 36 responses, which were collected from May 15 to August 25, 2010. The survey results are summarized below.

Seventy-four percent of respondents bicycle at least one day per month, while three percent do not bicycle at all. **Figure 2-5** shows the frequency with which respondents bicycle.

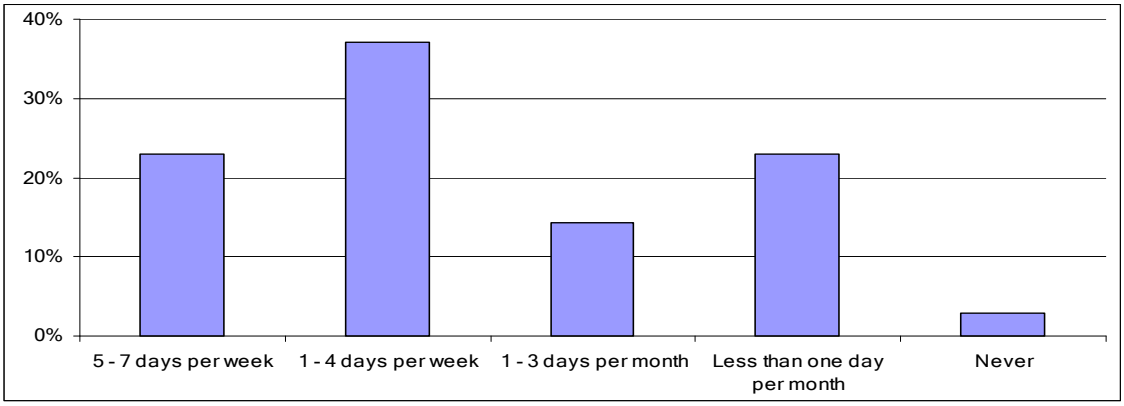


Figure 2-5: Frequency of Bicycling

Respondents (97%) overwhelmingly indicated they bicycle for exercise and recreation Thirty-three percent of respondents bicycle to shop, run errands, eat out and get to work or school. **Figure 2-6** shows the reasons why respondents bicycle.

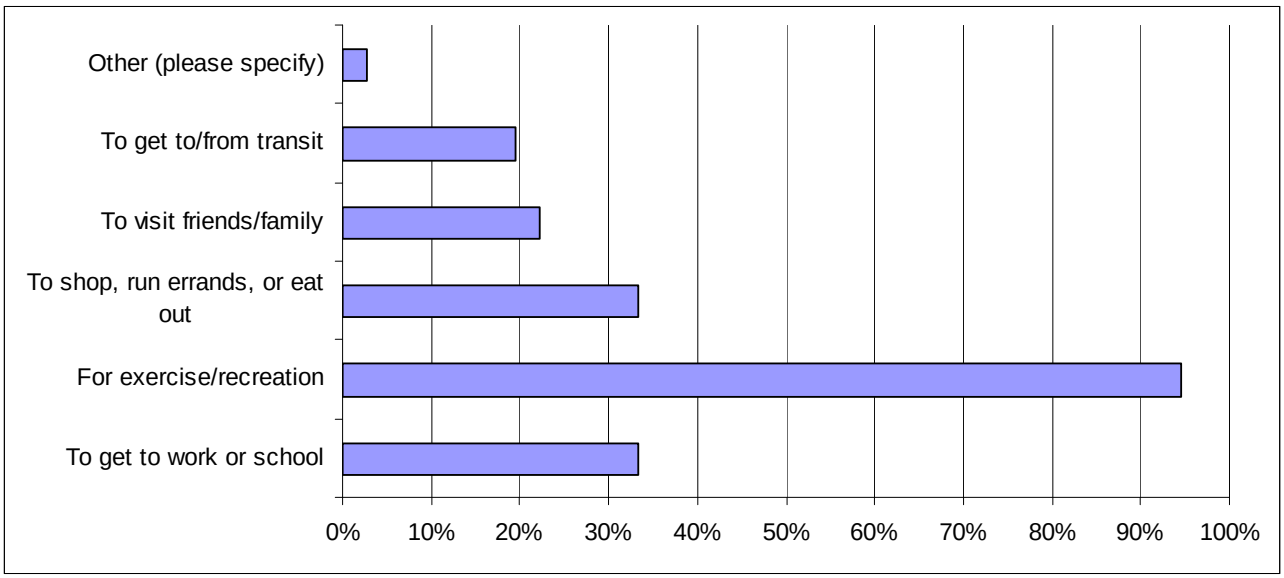


Figure 2-6: Reasons for Bicycling

Thirty-four percent of respondents bicycle 11-20 miles per one-way trip, while the majority of respondents bicycle at least six miles. **Figure 2-7** displays the average one-way trip distance of respondents' bicycle trips.

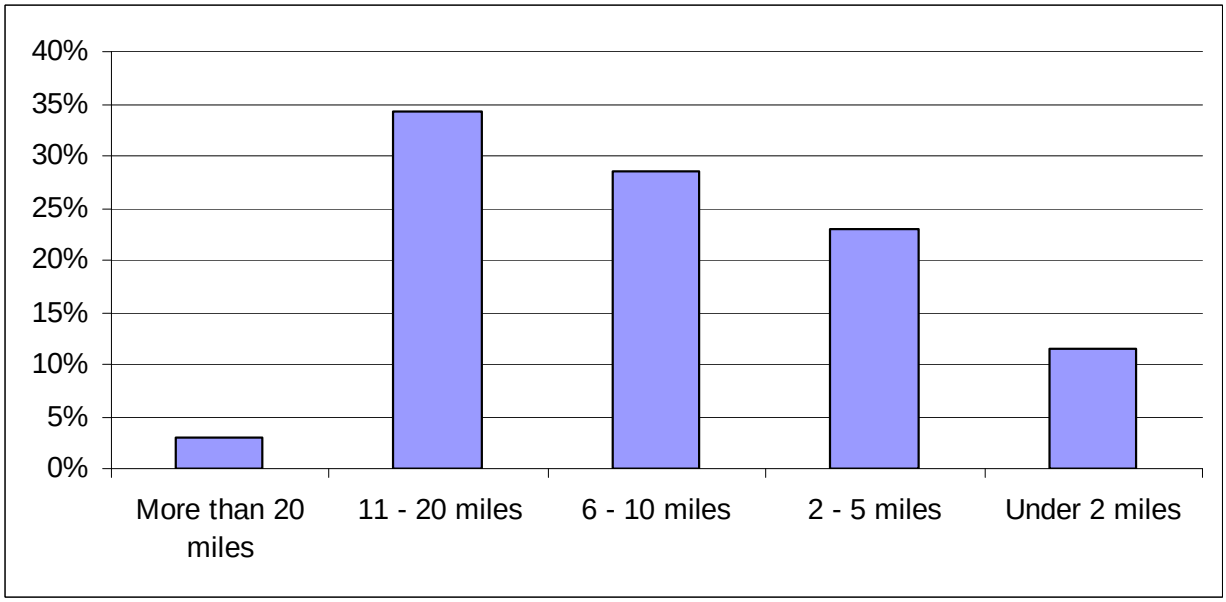


Figure 2-7: Average One-Way Distance of Bicycle Trips

Respondents were most interested in on-street bikeways, which include bike lanes, routes and boulevards. The vast majority (86%) were most interested in bike lanes. Respondents were least interested in roadways without bikeways. **Figure 2-8** shows the detailed responses to interest levels of specific bikeways.

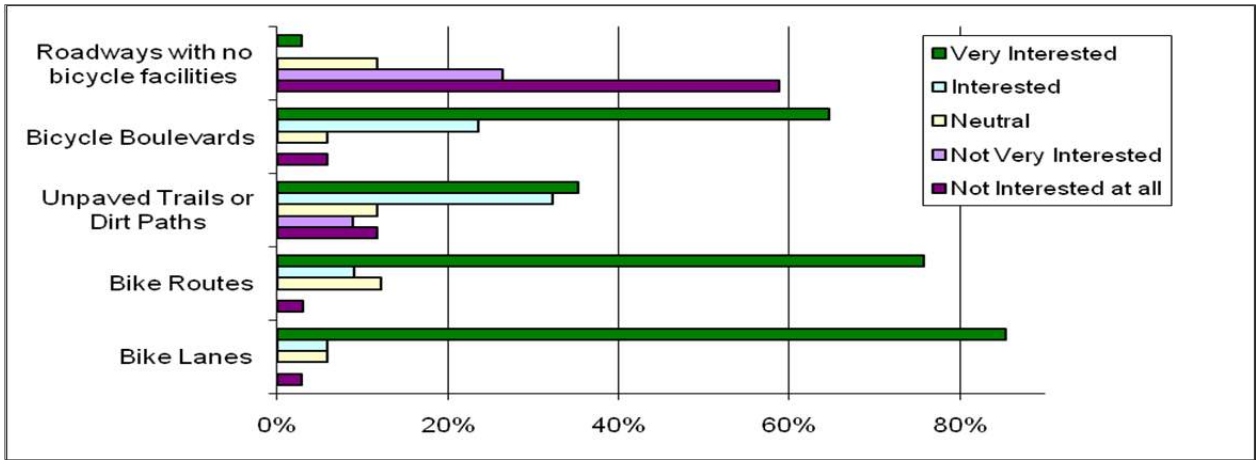


Figure 2-8: Interest in Specific Bicycle Facilities

Respondents had positive interest in most of the proposed bicycle programs. Respondents were most interested in bicycle maps and guides and public awareness campaigns. They were least interested in riding skills and safety courses for adults. Only 20 percent indicated that they were not interested in such programs. **Figure 2-9** shows the interest levels for various programs.

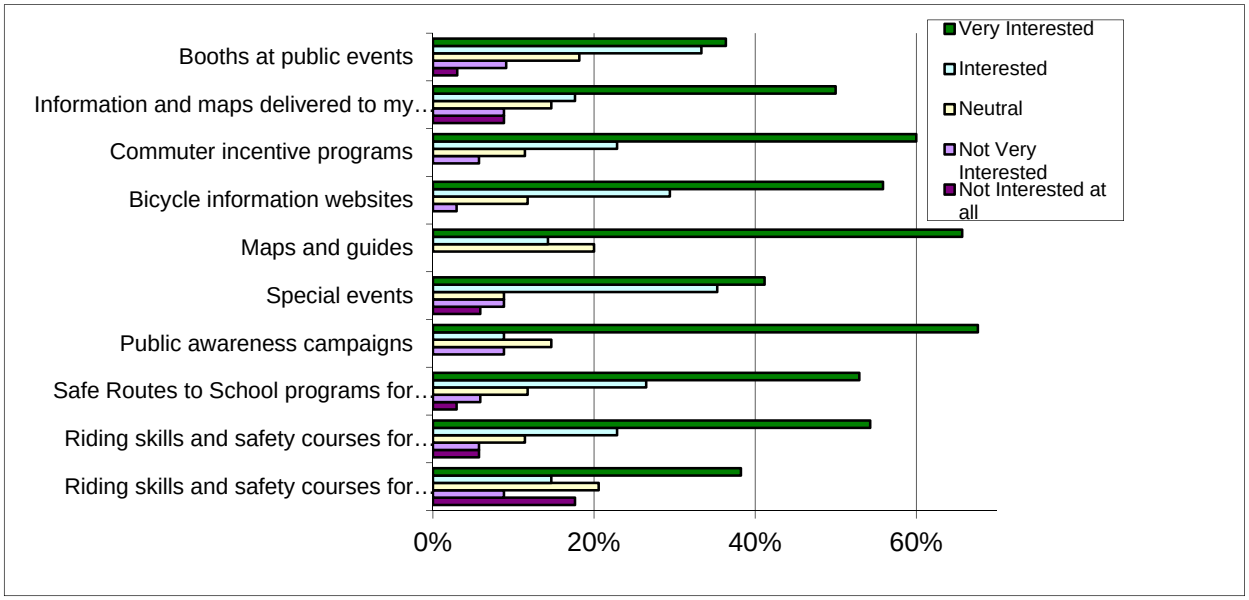


Figure 2-9: Interest in Bicycle Programs

Respondents are most likely to bicycle if motorists improve their behavior towards bicyclists. They would also bicycle more if traffic volumes/speeds are reduced and more bikeways are constructed. Considering National City's temperate climate, weather influences respondents to bicycle the least. **Figure 2-10** shows the detailed results of conditions that influence respondents' propensity to bicycle.

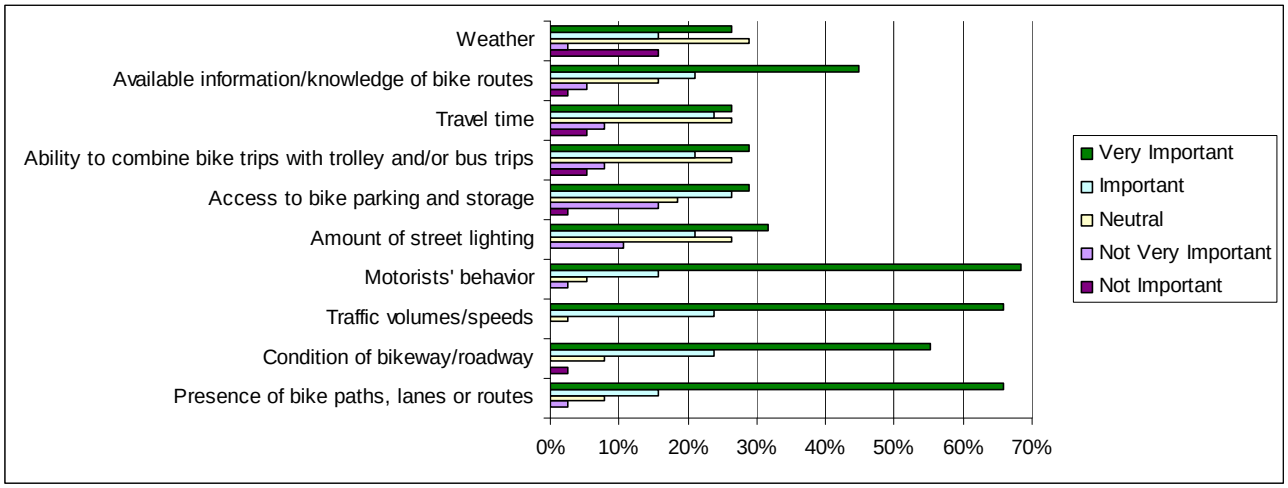


Figure 2-10: Conditions Influencing Propensity to Bicycle

Bicycle Tour

A bicycle tour was organized for Saturday, June 26, 2010 to provide interested bicyclists and National City residents an opportunity to take a bike ride and provide input to the Bicycle Master Plan development team. A small group of residents and bicycle enthusiasts participated in the bicycle tour and provided excellent feedback on the four proposed bikeways that were included in the tour. A worksheet was utilized for collecting feedback from the participants in which they were asked to rank attributes of the roadway on a scale of 1 (lowest ranking) to 5 (highest ranking). Attributes included overall safety, safety of crossing intersections/driveways, frequency of use, overall importance of creating a bikeway, and importance of

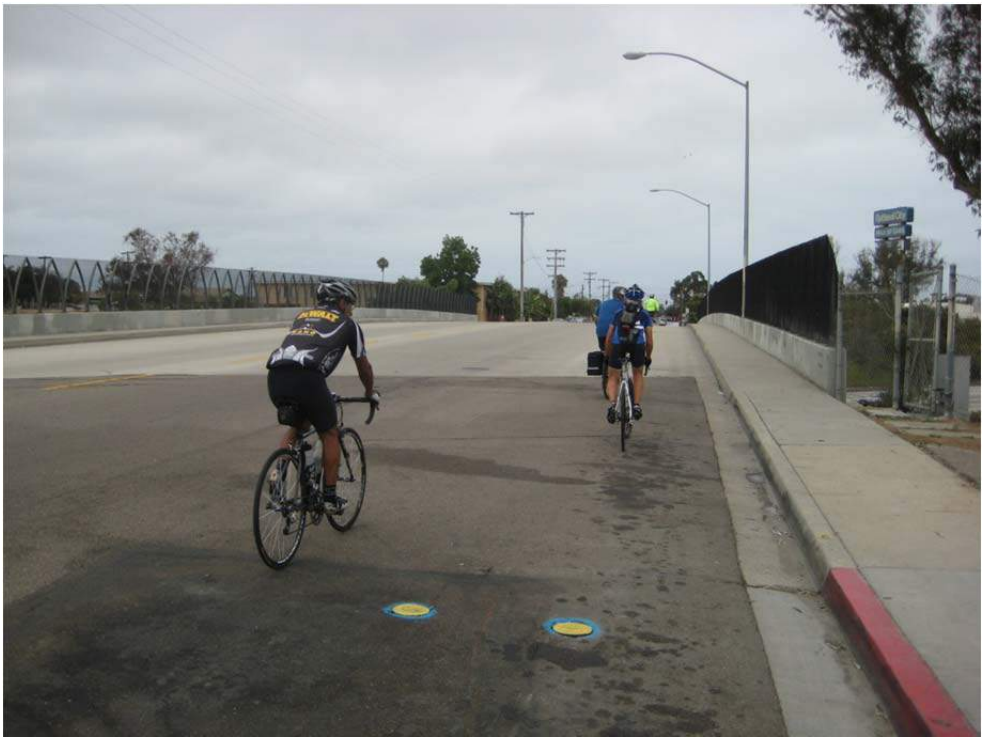
National City residents had an opportunity to participate in a bicycle tour of potential City bikeways and completed worksheets to evaluate the suitability of the roadway segments for potential bikeways.

installing bicycle parking along the corresponding roadway segments. **Table 2-2** below provides a summary of the feedback received during the bicycle tour.

Table 2-2: Summary of Bicycle Tour Feedback

Proposed Bikeway	Overall Safety of Segment	Safety of Crossings	Frequency of Use	Overall Importance of Creating Bikeway on Segment	Importance of Bike Parking on Segment	Overall Segment Ranking
4th St	4.5	3.8	3.0	5.0	3.3	19.6
18th St	3.3	3.3	3.3	4.3	3.8	18.0
Palm Ave	3.7	3.3	3.0	4.0	3.3	17.3
D Ave	3.5	3.0	3.3	3.6	3.0	16.4

As illustrated in the table above, 4th St was ranked highest among the four roadways included in the bike tour, followed by 18th St, Palm Ave and D Ave. This input will assist in prioritizing new bikeways and corresponding improvements.



Tour participants on the Interstate 805 overcrossing on E. 4th Street.

Public Outreach Summary

4

Making the Connections

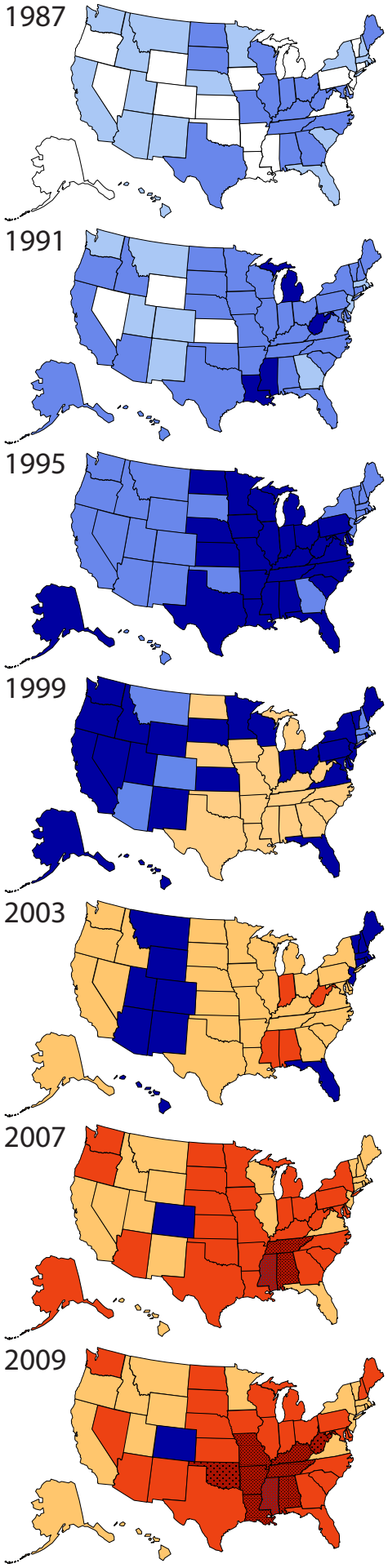
Public and personal health are impacted in two ways. First, existing policies impact economic, social, and built environments that result in effects on health, for good or bad. For example, "Why are new developments built the way they are?" and "Why are grocery stores and shoe stores located where they are?" These are impacted directly by city and state policies.

The second way our health is impacted is through the built environment, which we interact with directly. Our built environment directly determines our behaviors and the types of things we do on a daily basis. This includes the amount of physical activity we attain as well as the time we spend driving and walking. It also determines our access to different types of food and levels of health care, possible pollution levels we are exposed to, and the amount of pollution impacts we may receive from this environment. Ultimately, it is our built environment, along with the way we react to this environment, that dictates health outcomes. What we do in our daily lives impacts our short term and long term health.

The cycles work in reverse too. Current health outcomes can inform us about our health indicators/behaviors. If we see changes in our heath indicators/behaviors, then we can choose to impact the economic, social, and political environment around us. Most importantly, when we commit to making these changes in our lives and in our environment, we can then make better policy decisions regarding our health.

In twenty years, this country has gone from 36 states with an obesity rate less than 10% to 50 states with an obesity rate of 20% or more.

Body Mass Index ≥30 or 30 lbs. overweight for 5' 4"



No Data | <10% | 10%–14% | 15%–19% | 20%–24% | 25%–29% | ≥30%

National City Citywide
Safe Routes to School Pedestrian Enhancements

94

Public Outreach Strategy

Creating Awareness

The public outreach strategy focused on creating awareness for National City residents and stakeholders regarding the significance of the SMART Foundation and effects it could have on National City policies and built environment.

The public input strategy for the SMART Foundation focused on reaching out to the three previous identified community areas: Kimball, El Toyon, and Las Palmas. The public outreach strategies focused on five goals to maximize input from the community.

Goal 1: *Relate complete streets and mobility to people's lives.*

Goal 2: *Use active outreach strategies that are interactive and engaging*

Goal 3: *Connect through National City organizations and ambassadors*

Goal 4: *Reach people multiple times through multiple mediums. Outreach through social media - especially social networks.*

Goal 5: *Communicate why participation matters and how that input will be used*

Outreach Process

The public outreach process was established in the beginning of the project with a strong focus on spreading the word about the SMART Foundation. The City of National City connected the Rady's Children's Hospital Safe Routes to School Program (SRTS) and the National City SMART Foundation so the two teams could coordinate and provide a larger outreach network.

While the Rady's SRTS program began outreach in each of the schools in National City, the National City Smart Foundation began with flyers, posters, Facebook, Twitter, and web presence to spread the word about the project. The outreach also included community involvement through walk audits and workshops.

Walk Audits

The walk audits for the existing conditions assessment in each of the three community areas focused on drawing as much community participation as possible to identify problems and issues in each neighborhood. Walk audits were conducted at each of the major parks in National City.

Focus Groups and Workshops

While the project team worked on the existing conditions and data input from the community, the public outreach process focused on creating community awareness and involvement from a variety of different ages and residents. The public input process included targeted workshops focusing on the following:

- One City-wide workshop
- Two school and parent/child workshops in cooperation with Rady's SRTS
- Three workshops for seniors at the Paradise Retirement Center, City Hall and Granger Jr High
- Workshops for young professionals at Southwest College
- Hispanic engagement workshops with various community organizations

These focus groups were established to gain a broad range of input from community residents and stakeholders.

Workshop Results

The walk audit and workshop results created a geographically linked database of problem areas in National City. Problems ranging from missing sidewalks to barking dogs were documented and tagged in a database for the City's use in the future. This information has directly fed into this SMART Foundation.

Community Survey

One of the tools used in the community outreach process was a series of surveys regarding general population information and multi-modal connectivity.

The survey included nine questions regarding mobility and access in National City. This information, in addition to census data and information from the County of San Diego, Health & Human Services Agency, Public Health Services, Community Health Statistics Unit was used to create the National City Connectivity profile.

National City Connectivity Profile

National City has ten neighborhoods that contribute to the population of 56,522.

Quick Facts about National City

- There are 38,504 households
- The median household income is $43,620 compared to $62,771 in the City of San Diego
- Average people in a household: 3.4 people versus 2.64 in City of San Diego
- Less than 50% of children in grades K to 5 in the National Elementary School District can pass four of out six fitness standards compared to 67% of kids in the San Diego Unified District

National City's survey response included approximately 594 surveys.

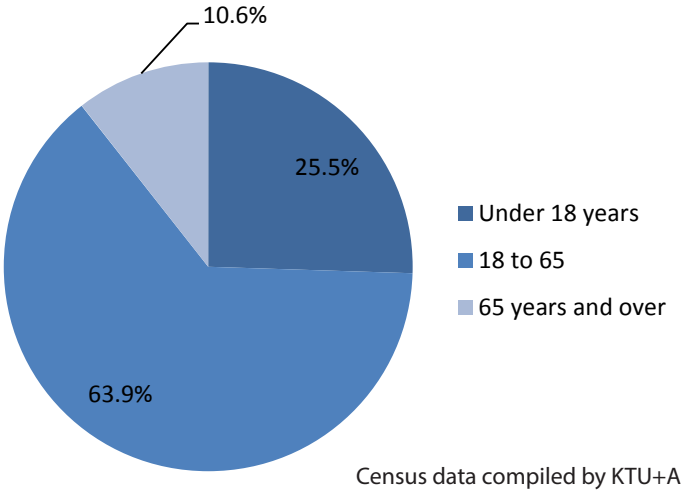
- 4% of surveys came from respondents under 18
- 92% of surveys came from the ages of 18-65
- 1% of surveys came from the respondents aged 65 and older

This is representative of the population based on age. Approximately 10.6% percent of the population is over the age of 65, 25.5 % is under the ages of 18, and 63.9% are between the ages of 18 to 65.

The neighborhoods with the highest level of responses were Central, Kimball, John Otis and Olivewood. This is representative of the four schools in which the survey was distributed and where Safe Route to School outreach efforts have been concentrated. Survey respondents prioritized the following safety improvements and maintenance issues:

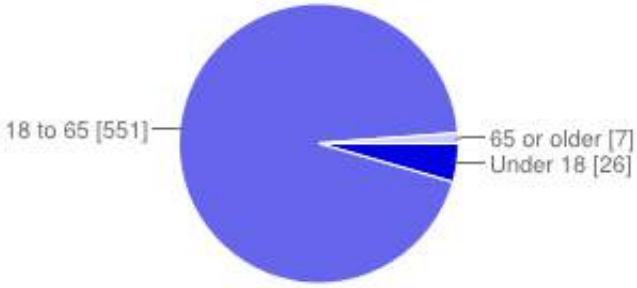
- Safer crossings
- Better street lighting
- Sidewalk maintenance
- Graffiti removal

Census 2012: Population Based on Age

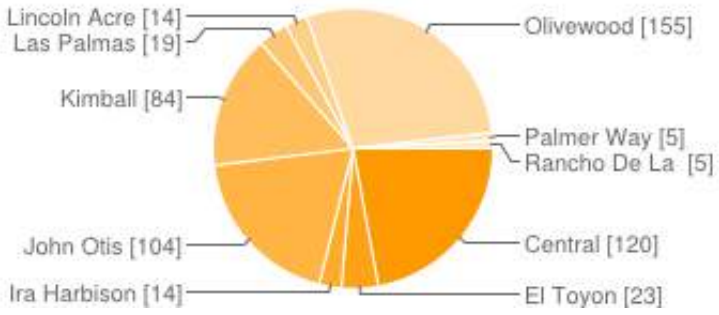


Census data compiled by KTU+A

Survey Results: Population Based on Age



What neighborhood do you live in?



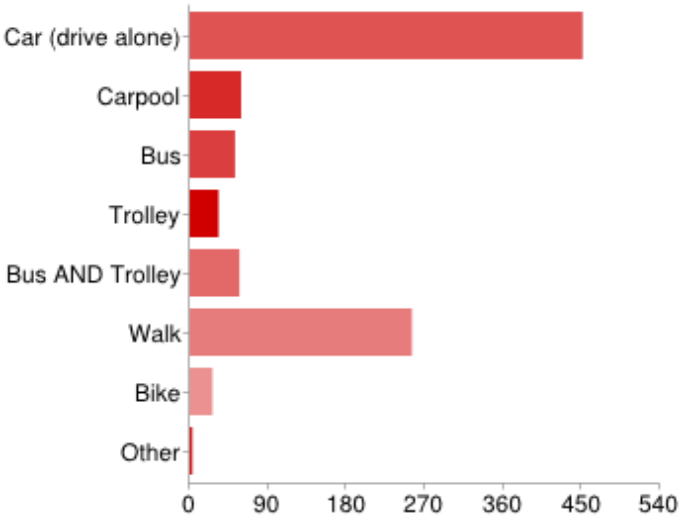
Central	**120**	22%
El Toyon	**23**	4%
Ira Harbison	**14**	3%
John Otis	**104**	19%
Kimball	**84**	15%
Las Palmas	**19**	3%
Lincoln Acres	**14**	3%
Olivewood	**155**	29%
Palmer Way	**5**	1%
Rancho De La Nacion	**5**	1%

Getting around National City

When National City residents were asked two questions, "How do you get around?" and "Which of the primary ways you get around do you use most often?" 48% of respondents said they drive alone and 74% of people said that was their primary way of getting around. The second most common means of getting around was walking at 27%, but only 13% said that was their primary way of getting around.

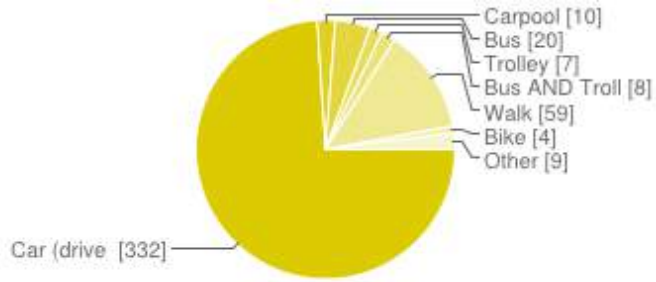
Transit use including buses and trolleys are limited. However, it is anticipated that these numbers may increase with the Plaza Blvd BRT station.

How do you get around?



Car (drive alone)	**451**	48%
Carpool	**59**	6%
Bus	**52**	6%
Trolley	**33**	4%
Bus AND Trolley	**57**	6%
Walk	**255**	27%
Bike	**26**	3%
Other	**3**	0%

Which of the primary ways you get around do you use most often?



Car (drive alone)	**332**	74%
Carpool	**10**	2%
Bus	**20**	4%
Trolley	**7**	2%
Bus AND Trolley	**8**	2%
Walk	**59**	13%
Bike	**4**	1%
Other	**9**	2%

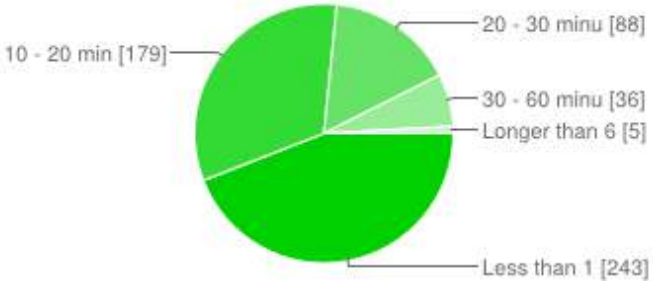
Getting to School and Work

National City is 9.2 square miles with thirteen schools. At a five minute radius from each school, only 2.6 square miles of National City is walkable to a school. This leaves 71% of National City's residents without walkable access to schools.

In addition, 43% of students go home without an adult presence and only 5% go home alone. The rest of these children are walking to parks, recreation centers, church groups, after-school programs, tutoring or somewhere else. That translates to as many as 15,000 kids and teenagers going somewhere besides their homes after school on foot, on bikes, or bus and trolley.

The time it takes to get to work is a key concern as well because 48% of National City uses a car to get around. According to this survey, the highest percentage of travel time is less than 10 minutes to get to work or school. It is assumed that this is heavily weighted due to a larger number of parent respondents. According to census data, the average travel time to work for workers in National City is 25 minutes. This means that at a regional scale, a large percentage of people who live in National City are losing about 50 minutes a day to commute.

How long does it take you to get to work or school?



Less than 10 minutes	**243**	44%
10 - 20 minutes	**179**	32%
20 - 30 minutes	**88**	16%
30 - 60 minutes	**36**	7%
Longer than 60 minutes	**5**	1%

Pedestrian and Bicycle Facilities

During the walk audits in National City, residents identified over 400 existing condition challenges that deter children and people from walking and biking.

Walking and bicycling can be a critical link in reducing obesity rates. Both activities can help children and seniors become more physically active and reduce their risk of obesity. However, children may not walk or bike in their neighborhood if they or their parents think the neighborhood is unsafe. In a study by Active Living Research, Hispanic mothers perceived their neighborhoods as more dangerous than their children did. The mothers' major concerns regarding neighborhood safety were traffic volume and speed. They were least concerned with lack of lighting. In contrast, the children's major concerns were encountering strangers and stray dogs. Like the mothers, the children were least concerned with lack of lighting. (Hispanic Maternal and Children's Perceptions of neighborhood Safety Related to Walking and Biking Summary)

When asked the question, "To be more active, which of the following would persuade you or your child to be more active?" There were eight answers provided for respondents. They are listed below in the order highest percentage of selection:

1. Safe access to parks
2. More bicycle facilities
3. Expanded park programs
4. Traffic calmed streets
5. More park facilities close to where I live
6. Continuous walkways with no missing segments
7. Community gardens
8. Trails through canyons and open space

Of these answers, the top three most common were safe access to parks, expanded park programs, and more bicycle facilities. Following closely was traffic calmed streets. This reinforces the idea that perceived safe pedestrian and bicycle access is correlated to use for parents and children.

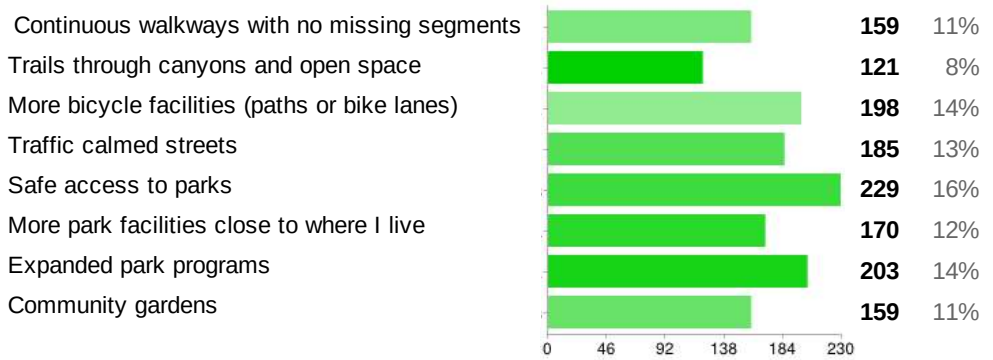
Pedestrian Activity

When asked "What pedestrian facilities would encourage your or your child to walk more?", the number one answer was safe crossing with marked crosswalks and bulb-outs. This answer received 27% of responses when compared to seven alternative answers including wider walkways, more separation between sidewalks and motor vehicles, increased street lighting, and well maintained walkways, more street trees, and continuous walkways with no gaps.

The survey shows that pedestrian facilities can impact activity through perceived safety. Some important pedestrian facilities that enhance safety in the street environment include:

- Crossings, crosswalks, signing and striping
- Medians and refuges
- Mid-block crosswalks
- Skewed intersections
- In roadway warning lights, countdown signals
- Pedestrian activated signals and flashing beacons
- Minimum six foot sidewalk widths with a continuous, unobstructed walkway of four feet

To be more active, which of the following would persuade you or your child to be more active?



"Benefits of new and improved pedestrian facilities – before and after studies." NZ Transport Agency research report 436. May 2011
"Hispanic maternal and children's perceptions of neighborhood safety related to walking and cycling." Health & Place, 18(1), 71-75. 2012
"National Survey of Bicyclist and Pedestrian Attitudes and Behavior." National Highway Traffic Safety Administration. August 2008
"Pedestrian and Bicycle Facilities in California A Technical Reference and Technology Transfer Synthesis for Caltrans Planners and Engineers." Caltrans. July 2005

- Root protection from trees and maintenance to provide a safer walking environment
- Traffic calming for cars could include chicanes, chokers, curb extensions, gateways monuments, full or half closures, raised intersections, roundabouts, and textured/colored pavement (Caltrans)

Bicycling Activity

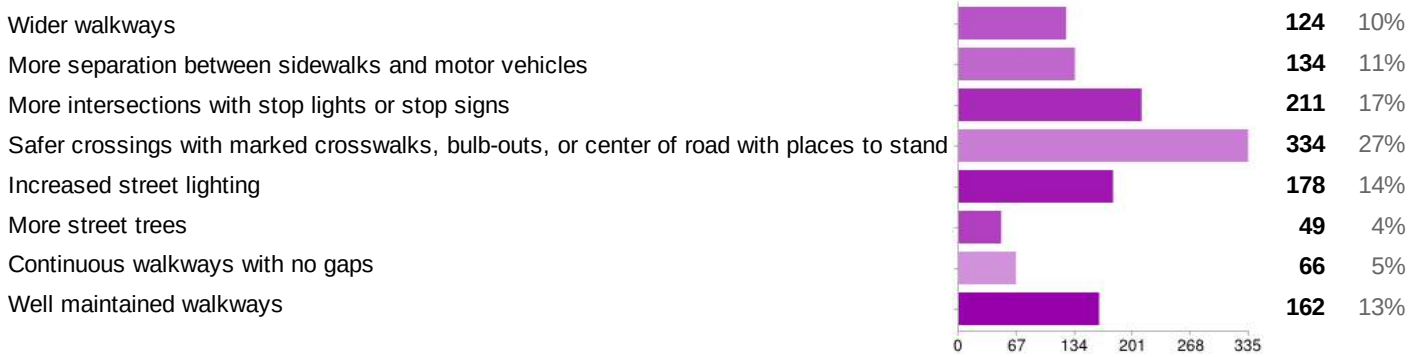
Bicycle facilities are critical to continued bicycle use. In a study by the National Highway Traffic Safety Administration, results showed that 50% of the time, bicycle paths (paths away from street) were available, but 73% of bicyclists use on-street bicycle facilities. The number one reason for not using a bicycle path or lane at 50% was due to a lack of availability or connected routes. Only 20% of cyclists said they did not feel safe using them. This data highlights the fact that a regionally connected bicycle system is needed to increase bicycle activity.

When asked "What bicycle facilities would encourage you and/or your child to bike more?", there were a number of answers that were ranked consistently high. These answers included: multi-use bike paths away from streets, car separated cycle track on street, bike lanes on streets, traffic calmed streets with reduced speeds, and secure bike parking. There was no clear preference for a facility type to encourage more cycling. However, it was made clear that facilities that were shared with motorists were the least favored and separated facilities were preferred. The exception to this trend was support for traffic calmed streets with reduced speeds. Some important bicycle facilities that could increase bicycle activity include (Caltrans):

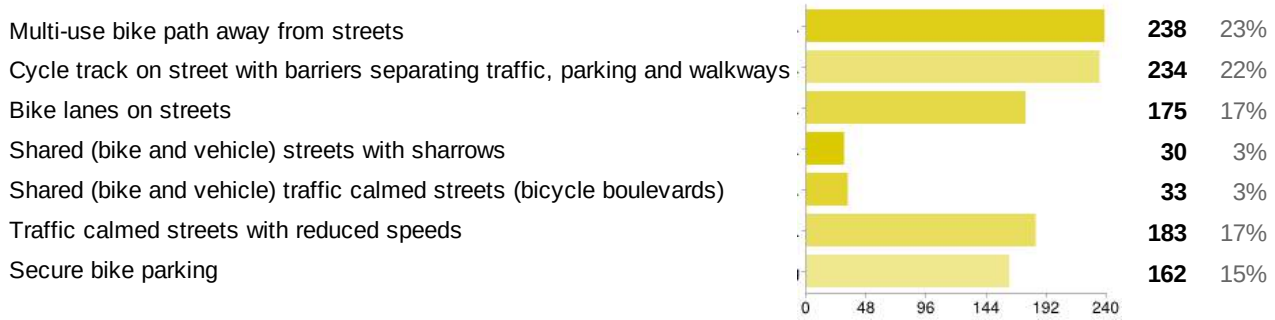
- Bike lockers, stations, and racks
- Class 1 bike lanes and paths that include crossings
- Class 2 bike paths, lanes, routes that include on street parking, right turn lanes
- Class 3 bike routes that include bicycle boulevards, wide curb lane, and "sharrow" markings
- A system of connected Class I, II, and III bike facilities for continuous access
- Bicycle signals and loop detectors
- Roadway design for cars can include freeway ramp design, retrofitting streets for bicycles, reducing travel lane widths (lane diet), removing parking, removing travel lanes (road diet), and resurfacing to provide a continuous surface

The City's Bicycle Master Plan was recently adopted and recommends a comprehensive network throughout the City. Additional amenities such as those mentioned above are also included.

What pedestrian facilities would encourage you and/or your child to walk more?



What bicycle facilities would encourage you and/or your child to bike more?



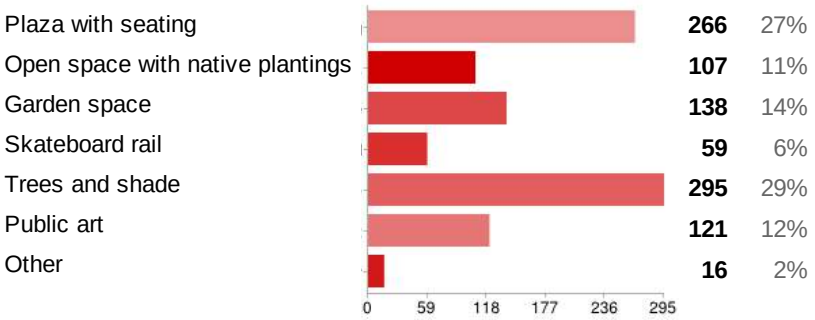
Open Space and Public Space Access

One of the most common answers to pedestrian and bicycle activity in the neighborhoods was having safe access to parks. This indicates that parents and kids would walk or bike more if they felt that they could safely access parks. National City, like many urban centers, has a significant deficit of parks and open space. There are only three major parks and the majority of residents are outside a walkable and bikeable distance from these parks.

When asked about desirable features of a public space next to a street, the most common answers were trees and shade followed by a plaza with seating. Open space alone was not as desirable as open space that incorporates garden space, seating, and shade.

Because National City is built out, there are limited opportunities for large parks or open space. However, there are numerous opportunities for street reclamation (taking back public space) to increase parklets and pocket parks in neighborhoods.

If there was a public space next to a street, what features would be important to you?

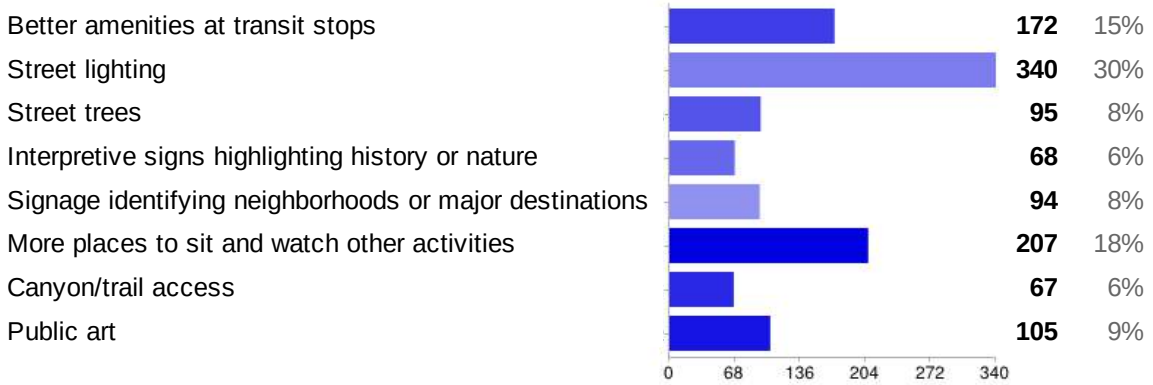


Urban Amenities

Urban amenities include any enhancement that could activate a neighborhood. Urban amenities are key because they can impact the economic values of property by 20%. Attractive parks and public spaces can increase property values by as much as 20%, which in turn increase tax bases for cities. In commercial areas, well lit, attractive street streets can increase revenues for businesses by increasing foot traffic and access to the storefronts by 15%.

One of the key concerns for National City residents included street lighting. This is a key amenity for visibility and perceived safety for residents. The second most desirable amenity are more places to sit and watch other activities. The presence of a community is another factor in safety.

What urban amenities would you like to see more of in your neighborhood?



Maintenance

Maintenance is a key part of safety and an attractive street environment. Maintenance has many different parts including maintenance of the street, sidewalks, waste removal, tree management and care, as well as graffiti and stormwater infrastructure.

Below are a few constructions costs and longevity when properly maintained:

Sidewalk	$5.19/SF	40 years
Curbs	$17.25/SF	50 years
Street	$4.33/SF	35 years
Stormwater System	$11.55/SF	25 years
Native Plants	$0.10/SF	100 years
Trees	$275.00/EA	32 years
Tree Box Filter	$222.20/SF	40 years
Planter Box	$8.00	25 years
Planting Strip	$31/CY	25 years

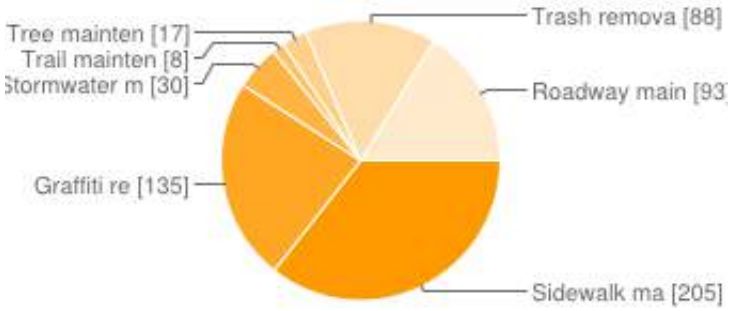
A typical 400 foot block can cost approximately $208,931 to construct but it can last an average of 40 years. However, when a street environment is not properly maintained, the lifespan of a product is significantly reduced. This reduction maintenance level is common in National City and the San Diego region. The reality is that there is not enough money to maintain everything as it needs to be maintained.

There are opportunities for residents to get involved in their communities through volunteer intern and paid positions. Organizations like Urban Corps hire and train youth to plant and maintain trees. This is a huge savings to cities and creates a hands on learning opportunity that can translate into a job opportunity.

When asked in National City regarding the priority of maintenance, the most common answer was sidewalk maintenance at 36%. In walk audit results, this is largely attributed to trees lifting sidewalk areas, as well as limited continuous widths. This is a challenge in National City due to the age of the street system.

A second concern to respondents was the presence of graffiti in National City. Other communities have addressed this pro-actively by establishing graffiti artist areas and by creating a self monitored index of graffiti styles. It is possible that graffiti art can be incorporated into the ARTS Center.

What type of maintenance is important to you?



Sidewalk maintenance	**205**	36%
Graffiti removal	**135**	23%
Stormwater management	**30**	5%
Trail maintenance	**8**	1%
Tree maintenance	**17**	3%
Trash removal	**88**	15%
Roadway maintenance	**93**	16%

Letters of Support

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Administration

May 16, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

The National School District is the Kindergarten through Sixth Grade school district for National City. Being located in a disadvantaged community we offer many services to our community members free of charge, including free breakfast and lunch for all students, free before and after school programs, free tutoring, and free dental and vision screening.

The National School District is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City Schools. The project will help to provide for healthier transportation modes, enhanced safety, and increased walkability and bikability for National City students.

The National School District is totally supportive of National City's Active Transportation Program grant application for 2014.

Please let us know if the National School District can be of further assistance on this project.

Sincerely,

Chris Oram

Chris Oram, Ed.D.
Superintendent

NATIONAL SCHOOL DISTRICT
1500 'N' Avenue ● National City, CA 91950 ● (619) 336-7500 ● Fax (619) 336-7505 ● http://nsd.us

Creating Successful Learners… Now

ENVIRONMENTAL HEALTH COALITION
2727 HOOVER AVE., SUITE 202 · NATIONAL CITY, CA 91950 · (619) 474-0220 · WWW.ENVIRONMENTALHEALTH.ORG

May 16, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

The Environmental Health Coalition (EHC) is dedicated to achieving environmental and social justice. We organize and advocate to protect public health and the environment threatened by toxic pollution. The EHC supports broad efforts that create a just society and that foster a healthy and sustainable quality of life.

The EHC is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City Schools. The project will help to provide for healthier transportation modes in our community. The improvements will enhance the walkability and bikability in a community where a tremendous amount of individuals, including students, rely on alternative modes of transportation to access educations and employment centers.

Old Town National City (Westside National City), located between west of National City Boulevard and the Interstate 5, historically has not received adequate funding to create a network of safe and complete streets for all modes of transportation. Kimball Elementary is located in the heart of this vibrant community. Additionally, Old Town is one of the few communities in the San Diego region that has a trolley stop (Blue Line) in walking distance from the community. However, with an incomplete and unsafe street network, it makes accessing these tremendous assets in the community incredibly difficult.

In Old Town National City, clustered around Kimball Elementary School, there is a high concentration of the following conditions:

- Incomplete sidewalk network of many missing sidewalks1;
- In places where there are sidewalks there is a network of narrow and sidewalks broken or lifted2;
- Highly traveled intersections by vehicles, pedestrians, and bicyclists with no marked crosswalks3;
- Residential streets with "high vehicular speeds" 4;

[1] See Figure A16: Las Palmas- Sidewalk Conditions, pg. A-18
[2] See Figure A18: Las Palmas- Walkways, pg. A-20
[3] See Figure A11: Kimball- Street Crossings, pg. A-13
[4] See Figure A15:Las Palmas- Safety, pg. A-17

EMPOWERING PEOPLE. ORGANIZING COMMUNITIES. ACHIEVING JUSTICE.
EMPODERANDO A LA GENTE. ORGANIZANDO A LAS COMUNIDADES. LOGRANDO LA JUSTICIA.

- 18th street, from Cleveland Ave to Coolidge Avenue is a route to school that is highly traveled, yet extremely dangerous. This street should be a priority for traffic calming measures; and
- Two of the main streets, Harding and Coolidge Avenue do not have stops signs at most the intersections.

All these conditions create an unsafe walking and biking environment as children attempt to walk/bike to school and as adults try to access the trolley. However, through this grant, there is a great opportunity to enhance the network in this community which will provide safe access to local and regional destinations without the dependence on the automobile.

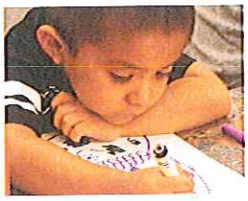
The EHC is totally supportive of National City's Active Transportation Program grant application for 2014.

Please let us know if the Environmental Health Coalition can be of further assistance on this project.

Sincerely,

Carolina Martinez
Policy Advocate

A REASON TO SURVIVE



changing the life trajectory of **youth** through the arts and creativity.

HEAL
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EMPOWER

May 16, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

A Reason to Survive (ARTS) is a nonprofit organization based in National City that uses art as a vehicle to create positive, long-lasting change in children and youth facing major life challenges – giving them not only a reason to survive but a reason to thrive. ARTS is located in the National City Arts Center in the heart of National City, adjacent to Kimball Park.

ARTS is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City Schools. The project will help to provide for healthier transportation modes, enhanced safety, and increased walkability and bikability for National City students.

ARTS is totally supportive of National City's Active Transportation Program grant application for 2014.

Please let us know if ARTS can be of further assistance on this project.

Sincerely,

Matt D'Arrigo
Founder, CEO

200 EAST 12TH STREET NATIONAL CITY, CA 91950 | T: 619.297.ARTS (2787) | Tax ID: 33-0963135 | www.AReasonToSurvive.org

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

May 16, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

Circulate San Diego is a regional non-profit organization working to create excellent mobility choices and healthy, vibrant neighborhoods. As part of this mission we have long promoted Complete Streets, or streets designed for all users. Complete street design enables more people to pursue healthy lifestyles and builds the local economy as more people leave their cars at home and seek out local destinations.

Circulate San Diego is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City Schools to increase accessibility. This project embodies Complete Street concepts and will help to provide for healthier transportation modes, enhanced safety, and increased walkability and bikability for students and families throughout National City.

Circulate San Diego supports National City's Active Transportation Program grant application for 2014.

Please let us know if Circulate San Diego can be of further assistance on this project.

Sincerely,

Kathleen Ferrier, AICP
Policy Manager

Rady Children's Hospital San Diego

Center for Healthier Communities
3020 Children's Way, MC 5073
San Diego, CA 92123-4282

Phone: (858) 966-7748
Fax: (858) 966-7563

May 16, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

Rady Children's Hospital -San Diego is a nonprofit, pediatric-care facility dedicated to excellence in care, research and teaching and is the sole Level One Trauma Center in the region. In addition to providing state of the art care, we believe equally in keeping children well. Through the hospital's Center for Healthier Communities we are able to promote healthy lifestyles and injury prevention for children and families. One vehicle to promote healthy living is the Safe Routes to School program. Rady Children's Hospital provides 5afe Routes to School programs in all 10 of the elementary schools in National City.

Rady Children's Hospital – San Diego is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City 5chools. The project will help to provide for healthier transportation modes, enhanced safety, and increased walkability and bikability for National City students.

Rady Children's Hospital – San Diego is totally supportive of National City's Active Transportation Program grant application for 2014.

Please let us know if we can be of further assistance on this project.

Sincerely,

Mary Beth Moran PT, M5, M.Ed.
Rady Children's Hospital San Diego
(858) 576-1700 ext. 3547

SANDAG

401 B Street, Suite 800
San Diego, CA 92101-4231
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Fax (619) 699-1905
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May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *City of National City 18th Street Project* Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the *City of National City 18th Street Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

The 18th Street corridor is identified as a Community Corridor in National City's General Plan. A Community Corridor is a complete street which will foster livability and enhance mobility through the prioritization of non-motorized transportation. The project will extend a partially completed east-west bicycle route across Interstate 805 and also will provide intersection enhancements such as curb extensions and rectangular rapid flashing beacons. The project will meet the complete street objectives and help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The improvements also will improve the walkability and bikability to and from schools, parks, and many other key institutions along the corridor.

I support the efforts of the City of National City to secure funding for the development of this project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

401 B Street, Suite 800
San Diego, CA 92101-4231
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Fax (619) 699-1905
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May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *City of National City Citywide Safe Routes to Schools Project*
Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the *City of National City Citywide Safe Routes to Schools (SRTS) Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

The Citywide SRTS project will provide pedestrian enhancements such as curb extensions, rectangular rapid flashing beacons, truncated domes, and sidewalk enhancements at key locations around National City School District Schools. The project is a community-driven project since the proposed enhancements are based on feedback from National City residents and stakeholders. The project will help provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region, specifically school children. In disadvantaged communities such as National City, it is especially critical that all students have safe access to education.

I support the efforts of the City of National City to secure funding for the development of this project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

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May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *City of National City Euclid Avenue Project* Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the *City of National City Euclid Avenue Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

Euclid Avenue is a north-south arterial with four travel lanes, a center left turn lane, and on-street parking in areas. The wide cross section currently leads to high vehicular speeds and discourages non-motorized transportation. The proposed road diet and bicycle and pedestrian enhancements along Euclid Avenue will help to provide for healthier transportation modes while improving safety and mobility for non-motorized users in our region. The improvements will enhance the walkability and bikability to and from the many key institutions along the corridor, specifically Paradise Valley Hospital, National City's major emergency medical center and employment center.

I support the efforts of the City of National City to secure funding for the development of this project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

401 B Street, Suite 800
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May 16, 2014

File Number 3300200

Ms. Teresa McWilliam, P.E.
Active Transportation Program Manager
California Department of Transportation
Division of Local Assistance
Office of Active Transportation & Special Programs
1120 N Street, MS 1
Sacramento, CA 95814

Dear Ms. McWilliam:

SUBJECT: *City of National City Division Street Project* Active Transportation Program Grant Application

On behalf of the San Diego Association of Governments (SANDAG), I am writing to express my support for the *City of National City Division Street Project* to the California Department of Transportation for allocation under the initial grant cycle of the Active Transportation Program.

Division Street is an east-west arterial with four travel lanes, a center left turn lane, and on-street parking. The wide cross section currently leads to high vehicular speeds and discourages non-motorized transportation. The proposed road diet, addition of buffered bicycle lanes, and pedestrian crossing enhancements along the corridor will help to promote healthier transportation modes while improving safety and mobility for non-motorized users in our region. The improvements also will enhance the walkability and bikability to and from the many key institutions along the corridor.

I support the efforts of the City of National City to secure funding for the development of this project. Thank you for your consideration.

Sincerely,

JACK DALE, JR.
Chairman, SANDAG Board of Directors

LCU/dsn

May 15, 2014

Mr. Kuna Muthusamy, P.E.
Assistant Director of Engineering/Public Works
City of National City
1243 National City Boulevard
National City, CA 91950

RE: Citywide Safe Routes to School Pedestrian Enhancements

Mr. Muthusamy,

The San Diego County Bicycle Coalition (SDCBC) is a 501(c)3 non-profit organization dedicated to making bicycling better in San Diego. Our mission is to advocate for, and protect the rights of all people who ride bicycles. We promote bicycling as a mainstream, safe and enjoyable form of transportation and recreation.

SDCBC is very pleased to support the City of National City's proposed pedestrian enhancements surrounding National City Schools. The project will help to provide for healthier transportation modes, enhanced safety, and increased walkability and bikability for National City students.

SDCBC is supportive of National City's Active Transportation Program grant application for 2014.

Please let us know if the San Diego Bicycle Coalition can be of further assistance on this project.

Sincerely,

Sincerely,

Andy Hanshaw
Executive Director
San Diego County Bicycle Coalition

Additional Attachments

Collision Data

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries		Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2003	GROVE ST	EAST 20TH ST	N	N	0	0	1	0	1	0	0	0	0	
2003	EAST 18TH ST	ORANGE AV	N	N	0	0	1	0	1	0	0	0	0	
2003	GRAINGER AV	E 19TH ST	N	N	0	1	0	0	1	0	0	0	0	
2003	EAST 18TH ST	GROVE ST	N	N	0	0	1	0	1	0	0	0	0	
2003	GRANGER AV	EAST 24TH ST	N	N	0	0	2	0	2	0	0	0	0	
2004	EUCLID AV	24TH ST	N	N	0	0	1	0	1	0	0	0	0	
2004	LEONARD ST	GRANGER AV	Y	N	0	0	1	0	1	0	1	0	0	
2004	EAST 20TH ST	LANOITAN AV	N	N	0	1	0	0	1	0	0	0	0	
2004	EAST 18TH ST	PROSPECT ST	N	Y	0	1	0	0	1	0	0	0	1	
2004	EAST 18TH ST	LANOITAN AV	N	N	0	1	0	0	1	0	0	0	0	
2004	PROSPECT ST	EAST 20TH ST	Y	N	1	0	0	0	1	0	1	0	0	
2004	EUCLID AV	18TH ST	N	N	0	0	1	0	1	0	0	0	0	
2005	EUCLID AV	EAST 24TH ST	N	N	0	0	1	0	1	0	0	0	0	
2005	EAST 16TH ST	ORANGE AV	N	N	0	0	1	0	1	0	0	0	0	
2005	EAST 18TH ST	PROSPECT ST	N	N	0	0	1	0	1	0	0	0	0	
2005	EUCLID AV	EAST 20TH ST	N	N	0	0	2	0	2	0	0	0	0	
2005	EUCLID AV	EAST 24TH ST	N	N	0	0	1	0	1	0	0	0	0	
2006	EAST 18TH ST	LANOITAN AV	N	N	0	2	0	0	2	0	0	0	0	
2006	EAST 18TH ST	EUCLID AV	N	N	0	0	1	0	1	0	0	0	0	
2006	EUCLID AV	22ND ST	N	N	0	0	3	0	3	0	0	0	0	
2006	RACHAEL AV	ROANOKE	N	N	0	0	2	0	2	0	0	0	0	
2006	EAST 18TH ST	EUCLID AV	N	N	0	0	1	0	1	0	0	0	0	
2006	EUCLID AV	EAST 24TH ST	N	N	0	0	2	0	2	0	0	0	0	
2007	SOUTH EUCLID AV	EAST 22ND ST	N	N	0	0	2	0	2	0	0	0	0	
2007	EUCLID AV	EAST 18TH ST	N	N	0	0	2	0	2	0	0	0	0	
2007	EAST 18TH ST	LANOITAN AV	Y	N	0	1	0	0	1	0	1	0	0	
2007	EUCLID AV	EAST 24TH ST	N	N	0	0	1	0	1	0	0	0	0	
2007	EUCLID AV	20TH ST	N	N	0	1	1	0	2	0	0	0	0	
2007	SOUTH EUCLID AV	E 22ND ST	N	N	0	0	2	0	2	0	0	0	0	
2008	EUCLID AV	EAST 18TH ST	N	N	0	0	1	0	1	0	0	0	0	
2008	EAST 18TH ST	LANOITAN AV	Y	N	0	0	1	0	1	0	1	0	0	
2008	LA SIESTA WY	EAST 20TH ST	N	N	0	0	1	0	1	0	0	0	0	
2009	EUCLID AV	EAST 18TH ST	N	N	0	0	1	0	1	0	0	0	0	
2010	LA SIESTA WY	18TH ST	Y	N	0	1	1	0	2	0	2	0	0	
2010	EAST 18TH ST	GROVE ST	N	N	0	1	0	0	1	0	0	0	0	
2011	EAST 18TH ST	EUCLID AV	N	N	0	0	1	0	1	0	0	0	0	

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries		Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2011	EUCLID AV	EAST 18TH ST	Y	N	0	0	1	0	1	0	1	0	0	
2011	EUCLID AV	EAST 24TH ST	N	N	0	0	1	0	1	0	0	0	0	
2011	EUCLID AV	EAST 18TH ST	N	N	0	0	1	0	1	0	0	0	0	
2011	18TH ST	EUCLID AV	N	N	0	1	0	0	1	0	0	0	0	
2012	EUCLID AV	20TH ST	N	N	0	0	1	0	1	0	0	0	0	
2012	EAST 20TH ST	LANOITAN AV	N	N	0	1	0	0	1	0	0	0	0	
2012	EAST 18TH ST	EUCLID AV	N	N	0	0	1	0	1	0	0	0	0	
2012	EAST 18TH ST	EUCLID AV	N	N	0	0	2	0	2	0	0	0	0	
2006	EUCLID AV	EAST 24TH ST	N	N	0	0	1	0	1	0	0	0	0	

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2003	EAST 20TH ST	C AV	N	N	0	1	0	0	0	0	0	0	0
2003	EAST 16TH ST	B AV	N	N	0	0	1	0	0	0	0	0	0
2003	MCKINLEY AV	W 14TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	CIVIC CENTER DR	HOOVER AV	N	N	0	0	1	0	0	0	0	0	0
2003	A AV	E 22ND ST	N	N	0	0	1	0	0	0	0	0	0
2003	ROOSEVELT AV	CIVIC CENTER DR	N	N	0	0	1	0	0	0	0	0	0
2003	HARBOR DR	CIVIC CENTER DR	N	N	0	0	2	0	0	0	0	0	0
2003	WILSON AV	W 18TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	EAST 20TH ST	B AV	N	N	0	1	0	0	0	0	0	0	0
2003	WILSON AV	W 18TH ST	N	Y	0	0	1	0	0	0	1	0	0
2003	NATIONAL CITY BL	12TH ST	Y	N	0	0	1	0	1	0	0	0	0
2003	16TH ST	HARDING AV	N	N	0	0	1	0	0	0	0	0	0
2003	HARDING AV	17TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	NATIONAL CITY BL	W 18TH ST	N	N	0	2	0	0	0	0	0	0	0
2003	NATIONAL CITY BL	EAST 16TH ST	N	N	0	0	2	0	0	0	0	0	0
2003	D AV	EAST 16TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	HARDING AV	14TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	EAST 16TH ST	COOLIDGE AV	N	N	0	0	1	0	0	0	0	0	0
2003	NATIONAL CITY BL	24TH ST	Y	N	0	1	0	0	1	0	0	0	0
2003	W 18TH ST	MCKINLEY AV	N	N	0	0	1	0	0	0	0	0	0
2003	NATIONAL CITY BL	W 24TH ST	N	N	0	0	2	0	0	0	0	0	0
2003	NATIONAL CITY BL	12TH ST	N	N	1	0	0	0	0	0	0	0	0
2003	NATIONAL CITY BL	16TH ST	N	N	0	0	1	0	0	0	0	0	0
2003	NATIONAL CITY BL	16TH ST	N	N	0	0	1	0	0	0	0	0	0
2004	W 16TH ST	COOLIDGE AV	N	N	0	0	1	0	0	0	0	0	0
2004	A AV	E 22ND ST	N	N	0	0	2	0	0	0	0	0	0
2004	NATIONAL CITY BL	24TH ST	N	N	0	0	1	0	0	0	0	0	1
2004	CIVIC CENTER DR	WILSON AV	N	N	0	0	1	0	0	0	0	0	0
2004	D AV	EAST 16TH ST	Y	N	0	0	1	0	1	0	0	0	0
2004	CLEVELAND AV	W 16TH ST	N	N	0	1	0	0	0	0	0	0	1
2004	CLEVLAND AV	19TH ST	N	N	0	0	2	0	0	0	0	0	0
2004	CLEVELAND AV	18TH ST	N	N	0	0	4	0	0	0	0	0	0
2004	NATIONAL CITY BL	22ND ST	N	N	1	0	0	0	0	0	0	0	1
2004	CLEVELAND AV	W 19TH ST	N	N	0	0	1	0	0	0	0	0	0
2004	E 22ND ST	A AV	N	N	0	1	0	0	0	0	0	0	1
2004	COOLIDGE AV	12TH ST	N	N	0	0	1	0	0	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2004	NATIONAL CITY BL	EAST 18TH ST	Y	N	0	0	1	0	1	0	0	0	0
2004	WILSON AV	W 20TH ST	N	Y	0	1	0	0	0	0	1	0	0
2004	NATIONAL CITY BL	24TH ST	N	N	0	0	3	0	0	0	0	0	0
2004	E 22ND ST	HOOVER AV	N	N	0	0	1	0	0	0	0	0	0
2004	NATIONAL CITY BL	EAST 24TH ST	N	N	0	0	1	0	0	0	0	0	0
2004	ROOSEVELT AV	WEST 14TH ST	N	N	0	0	2	0	0	0	0	0	0
2004	NATIONAL CITY BL	18TH ST	N	N	0	1	3	0	0	0	0	0	0
2004	CLEVELAND AV	19TH ST	N	N	0	1	0	0	0	0	0	0	0
2004	CIVIC CENTER DR	HARDING AV	N	N	1	0	0	0	0	0	0	0	0
2004	NATIONAL CITY BL	E 11TH ST	N	N	0	1	0	0	0	0	0	0	0
2005	NATIONAL CITY BL	EAST 18TH ST	N	N	0	0	1	0	0	0	0	0	0
2005	E 22ND ST	A AV	N	N	0	1	0	0	0	0	0	0	0
2005	NATIONAL CITY BL	22ND ST	N	N	0	0	1	0	0	0	0	0	0
2005	NATIONAL CITY BL	EAST 24TH ST	N	N	0	0	1	0	0	0	0	0	0
2005	D AV	EAST 20TH ST	N	N	0	0	1	0	0	0	0	0	0
2005	CLEVELAND AV	W 22ND ST	N	N	0	0	1	0	0	0	0	0	0
2005	CLEVELAND AV	W 20TH ST	N	N	0	0	1	0	0	0	0	0	1
2005	ROOSEVELT AV	W 12TH ST	N	N	0	1	1	0	0	0	0	0	0
2005	NATIONAL CITY BL	16TH ST	Y	N	0	1	0	0	1	0	0	0	0
2005	17TH ST	E 17TH ST	Y	N	0	0	1	0	1	0	0	0	0
2005	D AV	EAST 16TH ST	N	N	0	1	0	0	0	0	0	0	0
2005	EAST 24TH ST	NATIONAL CITY BL	N	N	0	0	1	0	0	0	0	0	0
2005	WILSON AV	W 22ND ST	N	N	0	0	1	0	0	0	0	0	0
2005	CIVIC CENTER DR	CLEVELAND AV	N	Y	0	0	1	0	0	0	1	0	0
2005	11TH ST	NATIONAL CITY BL	N	N	0	0	1	0	0	0	0	0	0
2005	18TH ST	HOOVER AV	N	N	0	1	0	0	0	0	0	0	0
2005	NATIONAL CITY BL	22ND ST	N	N	0	0	1	0	0	0	0	0	0
2005	WEST 16TH ST	HOOVER ST	N	N	0	0	0	0	0	0	0	0	0
2005	NATIONAL CITY BL	14TH ST	N	N	1	1	2	0	0	0	0	0	0
2005	MILES OF CAR WY	TRANSPORTATION AV	Y	N	0	1	0	0	1	0	0	0	0
2005	WEST 19TH ST	CLEVELAND AV	N	N	0	1	2	0	0	0	0	0	0
2006	D AV	EAST 16TH ST	Y	N	0	1	0	0	1	0	0	0	0
2006	EAST 16TH ST	D AV	N	N	0	0	1	0	0	0	0	0	0
2006	NATIONAL CITY BL	EAST 16TH ST	N	N	0	0	1	0	0	0	0	0	0
2006	B AV	EAST 16TH ST	N	Y	1	0	0	0	0	0	1	0	0
2006	ROOSEVELT AV	W 21ST ST	N	Y	0	1	0	0	0	0	1	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2006	CIVIC CENTER DR	HARBOR DR	N	N	0	0	1	0	0	0	0	0	0
2006	CIVIC CENTER DR	CLEVELAND AV	N	N	0	0	1	0	0	0	0	0	1
2006	20TH ST	D AV	N	N	0	0	1	0	0	0	0	0	0
2006	CIVIC CENTER DR	640 CIVIC CENTER DR	Y	N	1	0	1	0	1	0	0	0	0
2006	A AV	E 22ND ST	N	N	0	1	1	0	0	0	0	0	0
2006	ROOSEVELT AV	W 12TH ST	N	N	0	0	1	0	0	0	0	0	0
2006	20TH ST	B AV	N	N	0	1	1	0	0	0	0	0	0
2006	NATIONAL CITY BL	16TH ST	N	N	0	0	2	0	0	0	0	0	0
2006	EAST 20TH ST	D AV	N	N	0	2	1	0	0	0	0	0	0
2006	18TH ST	NATIONAL CITY BL	N	N	1	0	1	0	0	0	0	0	0
2007	W 12TH ST	HOOVER AV	N	N	0	0	1	0	0	0	0	0	0
2007	CIVIC CENTER DR	WILSON AV	N	N	0	1	0	0	0	0	0	0	0
2007	CIVIC CENTER DR	HARBOR DR	N	N	0	0	1	0	0	0	0	0	0
2007	NATIONAL CITY BL	CIVIC CENTER DR	N	N	0	0	1	0	0	0	0	0	0
2007	D AV	EAST 18TH ST	N	N	0	0	1	0	0	0	0	0	0
2007	D AV	EAST 20TH ST	N	N	0	0	1	0	0	0	0	0	0
2007	ROOSEVELT AV	12TH ST	N	N	0	0	2	0	0	0	0	0	0
2007	CIVIC CENTER DR	HOOVER AV	N	N	0	2	2	0	0	0	0	0	0
2007	CLEVELAND AV	W 14TH ST	N	N	0	0	2	0	0	0	0	0	0
2007	NATIONAL CITY BL	22ND ST	N	N	0	0	1	0	0	0	0	0	0
2007	NATIONAL CITY BL	16TH ST	N	N	0	1	1	0	0	0	0	0	0
2007	D AV	16TH ST	N	N	0	0	1	0	0	0	0	0	0
2007	NATIONAL CITY BL	NATIONAL CITY BL 1800	N	N	0	0	1	0	0	0	0	0	0
2007	ROOSEVELT AV	11TH ST	N	N	0	0	3	0	0	0	0	0	0
2007	D AV	EAST 20TH ST	N	N	0	1	1	0	0	0	0	0	0
2007	EAST 18TH ST	NATIONAL CITY BL	N	N	0	0	1	0	0	0	0	0	0
2008	NATIONAL CITY BL	16TH	N	N	0	0	1	0	0	0	0	0	0
2008	E 20TH	D AV	N	N	0	2	1	0	0	0	0	0	0
2008	COOLIDGE AV	CIVIC CENTER DR	Y	N	1	0	0	0	1	0	0	0	0
2008	EAST 18TH ST	D AV	N	Y	0	1	0	0	0	0	1	0	0
2008	EAST 16TH ST	D AV	N	N	0	0	1	0	0	0	0	0	0
2008	WILSON AV	W 14TH ST	Y	N	0	1	0	0	1	0	0	0	0
2008	WEST 17TH ST	WILSON AV	Y	N	1	0	0	0	1	0	0	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR	N	N	0	0	1	0	0	0	0	0	0
2009	EAST 24TH ST	A AV	N	N	0	1	0	0	0	0	0	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR	N	N	0	0	1	0	0	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2008	EAST 16TH ST	B AV	N	N	0	0	0	0	0	0	0	0	0
2009	18TH ST	WILSON AV	N	N	0	0	1	0	0	0	0	0	0
2009	NATIONAL CITY BL	EAST 24TH ST	N	N	0	0	1	0	0	0	0	0	0
2009	COOLIDGE AV	16TH ST	N	N	0	0	2	0	0	0	0	0	0
2009	18TH ST	COOLIDGE AV	N	N	0	0	1	0	0	0	0	0	0
2009	CIVIC CENTER DR	HOOVER AV	N	N	0	0	2	0	0	0	0	0	0
2009	ROOSEVELT AV	CIVIC CENTER DR	N	N	0	1	0	0	0	0	0	0	0
2009	EAST 18TH ST	18TH ST	Y	N	0	2	3	0	1	0	0	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR	N	N	1	0	0	0	0	0	0	0	1
2009	4TH ST	NATIONAL CITY BL	N	N	0	1	1	0	0	0	0	0	2
2009	20TH ST	B AV	N	N	0	0	1	0	0	0	0	0	0
2009	EAST 24TH ST	24TH ST	N	N	0	0	2	0	0	0	0	0	0
2010	NATIONAL CITY BL	22ND ST	N	N	0	1	0	0	0	0	0	0	0
2010	NATIONAL CITY BL	15TH ST	N	N	1	0	0	0	0	0	0	0	0
2011	EAST 16TH ST	D AV	N	N	0	0	2	0	0	0	0	0	0
2010	19TH ST	MCKINLEY AV	N	N	0	1	0	0	0	0	0	0	0
2010	NATIONAL CITY BL	EAST 16TH ST	N	N	0	1	3	0	0	0	0	0	0
2010	EAST 18TH ST	D AV	Y	N	0	0	0	1	0	0	0	0	0
2010	NATIONAL CITY BL	16TH ST	N	N	0	0	1	0	0	0	0	0	0
2010	NATIONAL CITY BL	EAST 18TH ST	N	N	0	1	0	0	0	0	0	0	0
2011	CLEVELAND AV	CIVIC CENTER DR	N	Y	0	0	1	0	0	0	1	0	0
2011	22ND ST	B AV	Y	N	0	0	1	0	1	0	0	0	0
2011	EAST 16TH ST	B AV	N	Y	0	1	0	0	0	0	1	0	0
2011	EAST 16TH ST	D AV	N	N	0	1	0	0	0	0	0	0	0
2011	CLEVELAND AV	18TH ST	N	N	0	0	1	0	0	0	0	0	1
2011	WEST 8TH ST	COOLIDGE AV	N	N	0	1	0	0	0	0	0	0	0
2011	E 22ND ST	B AV	Y	N	0	0	1	0	1	0	0	0	0
2011	NATIONAL CITY BL	EAST 18TH ST	Y	N	0	1	0	0	1	0	0	0	0
2011	NATIONAL CITY BL	18TH ST	N	N	0	0	1	0	0	0	0	0	0
2011	EAST 18TH ST	18TH ST	N	N	0	0	1	0	0	0	0	0	0
2011	16TH ST	D AV	N	N	0	0	2	0	0	0	0	0	0
2011	NATIONAL CITY BL	EAST 24TH ST	N	Y	0	1	0	0	0	0	1	0	0
2011	EAST 16TH ST	D AV	N	N	0	1	0	0	0	0	0	`	0
2011	18TH ST	HOOVER AV	N	N	0	0	1	0	0	0	0	0	0
2011	NATIONAL CITY BL	24TH ST	N	N	0	0	2	0	0	0	0	0	0
2011	18TH ST	D AV	N	N	0	0	1	0	0	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2011	WEST 11 ST	COOLIDGE AV	N	N	0	0	2	0	0	0	0	0	0
2011	WILSON AV	W 22ND ST	Y	N	0	0	1	0	1	0	0	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2003	EAST 16TH ST	B AV	Y		0	0	1	0	1	0	0	0	0
2003	D AV	KIMBALL WY			0	1	1	0	2	0	1	0	0
2003	HIGHLAND AV	EAST 18TH ST	Y		0	0	2	0	2	0	0	0	0
2003	NATIONAL CITY BL	12TH ST			0	0	1	0	1	0	1	0	0
2003	HIGHLAND AV	E 12TH ST			0	0	1	0	1	0	0	0	0
2003	NATIONAL CITY BL	W 18TH ST			0	2	0	0	2	0	0	0	0
2003	NATIONAL CITY BL	EAST 16TH ST			0	0	2	0	2	0	0	0	0
2003	D AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	E 12TH ST			0	0	2	0	2	0	0	0	0
2003	F AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2003	EAST 18TH ST	HIGHLAND AV			0	1	2	0	3	0	0	0	0
2003	HIGHLAND AV	E 13TH ST			0	0	2	0	2	0	0	0	0
2003	HIGHLAND AV	EAST 16TH ST	Y		0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	E 12TH ST			0	0	1	0	1	0	1	0	0
2003	HIGHLAND AV	EAST 18TH ST	Y		0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	E 12TH ST	Y		0	0	1	0	1	0	1	0	0
2003	HIGHLAND AV	EAST 16TH ST			0	1	0	0	1	0	1	0	0
2003	HIGHLAND AV	22ND ST			0	0	1	0	1	0	0	0	0
2003	NATIONAL CITY BL	12TH ST	Y		1	0	0	0	1	0	0	0	0
2003	HIGHLAND AV	15TH ST			0	2	0	0	2	0	2	0	0
2003	NATIONAL CITY BL	16TH ST	Y		0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	E 13TH ST			0	1	0	0	1	0	1	0	0
2003	NATIONAL CITY BL	16TH ST			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	13TH ST			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	13TH ST			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	EAST 16TH ST	Y		0	1	0	0	1	0	0	0	0
2004	D AV	EAST 16TH ST			0	0	1	0	1	0	1	0	0
2004	HIGHLAND AV	E 21ST ST	Y		0	0	2	0	2	0	0	0	0
2004	EAST 20TH ST	F AV	Y		0	0	1	0	1	0	1	0	0
2004	EAST 18TH ST	E AV			0	2	0	0	2	0	2	0	0
2004	EAST 20TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2004	F AV	20TH ST			0	1	1	0	2	0	0	0	0
2004	EAST 16TH ST	G AV			0	0	1	0	1	0	0	0	0
2004	22ND ST	HIGHLAND AV		Y	0	1	1	0	2	0	0	0	0
2004	E 22ND ST	HIGHLAND AV			0	0	1	0	1	0	0	0	1

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2004	HIGHLAND AV	18TH ST		Y	0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	E 14TH ST			0	1	1	0	2	0	0	0	1
2004	F AV	E 19TH ST	Y		0	1	0	0	1	0	0	0	0
2004	NATIONAL CITY BL	EAST 18TH ST			0	0	1	0	1	0	1	0	0
2004	18TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	0
2004	EAST 16TH ST	E AV			0	1	0	0	1	0	0	0	0
2004	HIGHLAND AV	EAST 16TH ST			1	0	0	0	1	0	0	0	0
2004	E AV	EAST PLAZA BL			0	1	0	0	1	0	0	0	0
2004	NATIONAL CITY BL	18TH ST			0	1	3	0	4	0	0	0	0
2004	HIGHLAND AV	EAST 20TH ST			0	0	2	0	2	0	0	0	0
2004	HIGHLAND AV	E 22ND ST		Y	0	0	2	0	2	0	0	0	0
2004	HIGHLAND AV	E 22ND ST			0	1	0	0	1	0	0	0	1
2004	NATIONAL CITY BL	E 11TH ST			0	1	0	0	1	0	0	0	0
2005	HIGHLAND AV	HIGHLAND AV 1200	Y		0	0	2	0	2	0	0	0	0
2004	HIGHLAND AV	14TH ST			0	0	1	0	1	0	1	0	0
2005	NATIONAL CITY BL	EAST 18TH ST	Y		0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	E 12TH ST		Y	0	1	0	0	1	0	1	0	0
2005	E 22ND ST	HIGHLAND AV			0	1	0	0	1	0	0	0	1
2005	D AV	EAST 20TH ST		Y	0	0	1	0	1	0	0	0	0
2005	E 21ST ST	HIGHLAND AV		Y	0	0	1	0	1	0	0	0	1
2005	E 22ND ST	HIGHLAND AV			0	1	0	0	1	0	0	0	1
2005	HIGHLAND AV	13TH ST	Y		0	0	1	0	1	0	0	0	0
2005	NATIONAL CITY BL	16TH ST			0	1	0	0	1	0	1	0	0
2005	HIGHLAND AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2005	D AV	EAST 16TH ST			0	1	0	0	1	0	0	0	0
2005	HIGHLAND AV	HIGHLAND AV 1300			0	1	0	0	1	0	0	0	0
2005	HIGHLAND AV	E 21ST ST			0	0	5	0	5	0	0	0	0
2005	HIGHLAND AV	EAST 18TH ST			0	0	2	0	2	0	0	0	0
2005	11TH ST	NATIONAL CITY BL			0	0	1	0	1	0	0	0	0
2005	E 21ST ST	F AV			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	12TH ST			0	0	1	0	1	0	0	0	0
2005	NATIONAL CITY BL	14TH ST			1	1	2	0	4	0	0	0	0
2005	EAST 18TH ST	HIGHLAND AV		Y	0	0	1	0	1	0	0	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2006	EAST 18TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	1
2006	HIGHLAND AV	15TH ST	Y		0	0	3	0	3	0	0	0	0
2006	D AV	EAST 16TH ST			0	1	0	0	1	0	1	0	0
2006	EAST 16TH ST	D AV			0	0	1	0	1	0	0	0	0
2006	NATIONAL CITY BL	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2006	HIGHLAND AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2006	HIGHLAND AV	EAST 16TH ST		Y	0	0	1	0	1	0	0	0	0
2006	B AV	EAST 16TH ST	Y		1	0	0	0	1	0	0	0	1
2006	HIGHLAND AV	HIGHLAND AV 1200			0	1	0	0	1	0	1	0	0
2006	EAST 18TH ST	HIGHLAND	Y		0	0	1	0	1	0	0	0	0
2006	EAST 18TH ST	G AV		Y	0	1	0	0	1	0	1	0	0
2006	F AV	EAST 20TH ST			0	1	0	0	1	0	0	0	1
2006	HIGHLAND AV	12TH ST			0	0	2	0	2	0	0	0	0
2006	NATIONAL CITY BL	16TH ST	Y		0	0	2	0	2	0	0	0	0
2006	18TH ST	F AV	Y		0	0	1	0	1	0	1	0	0
2006	HIGHLAND AV	EAST 12TH ST	Y		0	0	2	0	2	0	2	0	0
2006	F AV	E 22ND ST			0	1	0	0	1	0	1	0	0
2006	18TH ST	NATIONAL CITY BL			1	0	1	0	2	0	0	0	0
2006	HIGHLAND AV	16TH ST			0	0	2	0	2	0	0	0	0
2007	HIGHLAND AV	12TH ST	Y		0	0	1	0	1	0	0	0	0
2007	16TH ST	G AV			0	1	0	0	1	0	1	0	0
2007	S HIGHLAND AV	19TH ST	Y		0	0	3	0	3	0	0	0	0
2007	EAST 16TH ST	L AV			0	0	1	0	1	0	1	0	0
2007	NATIONAL CITY BL	CIVIC CENTER DR			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	HIGHLAND AV 1800			0	1	1	0	2	0	0	0	0
2007	D AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	12TH ST	Y		0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	E 19TH ST			0	2	0	0	2	0	2	0	0
2007	L AV	EAST 16TH ST		Y	0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	12TH ST			0	1	0	0	1	0	0	0	1
2007	HIGHLAND AV	16TH ST			0	2	0	0	2	0	0	0	0
2007	NATIONAL CITY BL	16TH ST	Y		0	1	1	0	2	0	0	0	0
2007	EAST 16TH ST	HIGHLAND AV			0	1	0	0	1	0	1	0	0
2007	HIGHLAND AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2007	D AV	16TH ST	Y		0	0	1	0	1	0	0	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2007	HIGHLAND AV	13TH ST			0	0	1	0	1	0	1	0	0
2007	NATIONAL CITY BL	NATIONAL CITY BL 1800		Y	0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	E 12TH ST	Y		0	1	0	0	1	0	0	0	1
2008	G AV	22ND ST			1	0	0	0	1	0	1	0	0
2007	EAST 18TH ST	NATIONAL CITY BL	Y		0	0	1	0	1	0	0	0	0
2008	EAST 18TH ST	F ST	Y		0	0	1	0	1	0	1	0	0
2008	HIGHLAND AV	13TH ST			0	0	1	0	1	0	1	0	0
2008	NATIONAL CITY BL	16TH			0	0	1	0	1	0	0	0	0
2008	EAST 16TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2008	HIGHLAND AV	EAST 18TH ST		Y	0	0	1	0	1	0	0	0	0
2008	EAST 18TH ST	D AV			0	1	0	0	1	0	0	0	1
2008	EAST 16TH ST	D AV			0	0	1	0	1	0	0	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR			0	0	1	0	1	0	0	0	0
2009	EAST 18TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR			0	0	1	0	1	0	0	0	0
2008	EAST 16TH ST	B AV			0	0	0	1	0	0	0	0	0
2009	HIGHLAND AV	22ND ST	Y		0	0	2	0	2	0	0	0	0
2009	HIGHLAND AV	EAST 16TH ST	Y		0	1	0	0	1	0	1	0	0
2009	EAST 18TH ST	18TH ST			0	2	3	0	5	0	1	0	0
2009	NATIONAL CITY BL	CIVIC CENTER DR	Y		1	0	0	0	1	0	0	0	0
2009	D AV	KIMBALL WY	Y		0	1	0	0	1	0	1	0	0
2009	HIGHLAND AV	14TH ST			0	1	0	0	1	0	1	0	0
2009	HIGHLAND AV	14TH ST			0	0	2	0	2	0	0	0	0
2009	HIGHLAND AV	EAST 16TH ST	Y		0	0	1	0	1	0	0	0	0
2010	EAST 18TH ST	HIGHLAND AV			0	1	0	0	1	0	1	0	0
2010	HIGHLAND AV	EAST 16TH ST	Y		0	1	2	0	3	0	0	0	0
2010	HIGHLAND AV	21ST ST			0	1	0	0	1	0	1	0	0
2010	NATIONAL CITY BL	15TH ST		Y	1	0	0	0	1	0	0	0	0
2010	EAST 16TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	1
2010	D AV	15TH ST			0	0	1	0	1	0	0	0	0
2011	EAST 16TH ST	D AV			0	0	2	0	2	0	0	0	0
2010	HIGHLAND AV	16TH ST			0	0	1	0	1	0	0	0	0
2010	HIGHLAND AV	14TH ST			0	0	1	0	1	0	0	0	0
2010	NATIONAL CITY BL	EAST 16TH ST	Y		0	1	3	0	4	0	0	0	0
2010	HIGHLAND AV	EAST 12TH ST	Y		0	0	1	0	1	0	1	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2010	EAST 18TH ST	D AV			0	0	0	1	0	1	0	0	0
2010	HIGHLAND AV	E 19TH ST		Y	0	0	1	0	1	0	0	0	0
2010	14TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	1
2010	NATIONAL CITY BL	16TH ST			0	0	1	0	1	0	0	0	0
2010	NATIONAL CITY BL	EAST 18TH ST			0	1	0	0	1	0	0	0	0
2011	HIGHLAND AV	HIGHLAND AV 1200			0	0	5	0	5	0	0	0	0
2011	HIGHLAND AV	EAST 16TH ST	Y		0	0	1	0	1	0	0	0	0
2011	EAST 16TH ST	F AV		Y	0	0	1	0	1	0	1	0	0
2011	EAST 16TH ST	B AV			0	1	0	0	1	0	0	0	1
2011	EAST 16TH ST	D AV		Y	0	1	0	1	1	0	0	0	0
2011	KIMBALL WY	D AV			0	0	1	0	1	0	0	0	1
2011	HIGHLAND AV	12TH ST			0	0	2	0	2	0	0	0	0
2011	HIGHLAND AV	EAST 18TH ST	Y		0	1	4	0	5	0	0	0	0
2011	NATIONAL CITY BL	EAST 18TH ST	Y		0	1	0	0	1	0	1	0	0
2011	EAST 18TH ST	HIGHLAND AV			0	0	1	0	1	0	1	0	0
2011	EAST 18TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2011	NATIONAL CITY BL	18TH ST			0	0	1	0	1	0	0	0	0
2011	EAST 18TH ST	18TH ST			0	0	1	0	1	0	0	0	0
2011	16TH ST	D AV			0	0	2	0	2	0	0	0	0
2011	EAST 16TH ST	D AV			0	1	0	0	1	0	0	0	0
2011	D AV	15TH AV			0	0	2	0	2	0	0	0	0
2011	HIGHLAND AV	16TH ST			0	0	2	0	2	0	0	0	0
2011	18TH ST	D AV			0	0	1	0	1	0	0	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2003	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	1	0	0
2003	EUCLID AV	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	HARBISON AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV			0	0	3	0	3	0	0	0	0
2003	EAST 18TH ST	ORANGE AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	GROVE AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV			0	1	0	0	1	0	0	0	0
2003	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2003	GROVE ST	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	HARBISON AV			0	1	0	0	1	0	0	0	0
2003	EAST 16TH ST	EARLE DR			0	1	1	0	2	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV			0	1	2	0	3	0	0	0	0
2003	EAST PLAZA BL	HARBISON AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2003	EUCLID AV	EAST PLAZA BL			0	0	7	0	7	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV		Y	0	0	2	0	2	0	0	0	0
2003	EAST PLAZA BL	HARBISON AV			0	0	1	0	1	0	0	0	1
2003	EUCLID AV	EAST 16TH ST			0	1	0	0	1	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2003	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2003	GROVE ST	E 14TH ST			0	1	0	0	1	0	0	0	0
2003	EUCLID AV	14TH ST			0	0	1	0	1	0	0	0	0
2003	EUCLID AV	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2003	EAST 18TH ST	GROVE ST			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2004	SOUTH EUCLID AV	14TH ST			0	1	2	0	3	0	0	0	0
2004	EAST 16TH ST	EARLE DR			0	0	2	0	2	0	0	0	0
2004	EAST PLAZA BL	EUCLID AV			0	0	2	0	2	0	0	0	0
2004	EAST PLAZA BL	EAST PLAZA BL 2600			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	EUCLID AV			0	1	0	0	1	0	0	0	0
2004	EAST PLAZA BL	HARBISON AV		Y	0	0	2	0	2	0	0	0	0
2004	EAST 18TH ST	PROSPECT ST			0	1	0	0	1	0	0	0	1

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2004	EAST 18TH ST	LANOITAN AV			0	1	0	0	1	0	0	0	0
2004	EAST PLAZA BL	EUCLID AV			0	0	6	0	6	0	0	0	0
2004	EUCLID AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2004	EUCLID AV	18TH ST			0	0	1	0	1	0	0	0	0
2004	EUCLID AV	EAST PLAZA BL			0	1	0	0	1	0	0	0	0
2004	EAST 16TH ST	HARBISON AV			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2004	EAST PLAZA BL	GROVE ST	Y		0	0	3	0	3	0	0	0	0
2004	GROVE AV	PLAZA BL			0	1	0	0	1	0	1	0	0
2004	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2005	EAST PLAZA BL	GROVE ST			0	0	4	0	4	0	0	0	0
2005	SOUTH EUCLID AV	E 14TH ST			0	1	0	0	1	0	0	0	0
2005	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2005	GROVE ST	16TH ST			0	0	2	0	2	0	0	0	0
2005	EAST PLAZA BL	HARBISON AV			0	0	1	0	1	0	0	0	0
2005	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2005	GROVE ST	E 14TH ST			0	0	1	0	1	0	0	0	0
2005	EAST PLAZA BL	E 12TH ST			0	0	1	0	1	0	0	0	0
2005	HARBISON	EARLE			0	0	0	1	0	0	0	0	0
2005	EAST 16TH ST	ORANGE AV			0	0	1	0	1	0	0	0	0
2005	PLAZA BL	S HARBISON AV			0	0	2	0	2	0	0	0	0
2005	SOUTH EUCLID AV	E 14TH ST	Y		1	0	0	1	1	0	0	0	0
2005	E 14TH ST	GROVE ST			0	1	0	0	1	0	1	0	0
2005	EUCLID AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2005	HARBISON AV	EAST PLAZA BL			0	1	0	0	1	0	0	0	0
2005	EUCLID AV	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2005	EAST 18TH ST	PROSPECT ST			0	0	1	0	1	0	0	0	0
2005	EUCLID AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2005	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2006	EAST 18TH ST	LANOITAN AV			0	2	0	0	2	0	0	0	0
2006	EAST 18TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2006	HARBISON AV	EAST PLAZA BL			0	0	2	0	2	0	0	0	0
2006	EAST PLAZA BL	EUCLID AV			0	1	1	0	2	0	0	0	0
2006	EAST PLAZA BL	EUCLID AV			0	0	2	0	2	0	0	0	0
2006	EAST PLAZA BL	EUCLID AV	Y		0	0	1	0	1	0	0	0	0
2006	EAST PLAZA BL	E 12TH ST			1	0	0	0	1	0	1	0	0
2006	EAST 16TH ST	EUCLID AV			0	1	1	0	2	0	0	0	0
2006	EAST 18TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2007	EUCLID AV	PLAZA BL			0	0	0	1	0	0	0	0	0
2007	EUCLID AV	EAST 18TH ST			0	0	2	0	2	0	0	0	0
2007	EUCLID AV	14TH ST			0	0	1	0	1	0	0	0	0
2007	EAST PLAZA BL	EUCLID AV			0	1	0	0	1	0	0	0	0
2007	EAST 16TH ST	EUCLID AV	Y		0	1	3	0	4	0	0	0	0

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2007	EAST 18TH ST	LANOITAN AV			0	1	0	0	1	0	1	0	0
2007	EUCLID AV	EAST PLAZA BL		Y	0	0	1	0	1	0	0	0	0
2007	GROVE ST	E 14TH ST			0	1	0	0	1	0	0	0	1
2007	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2007	16TH ST	LANOITAN AV			0	1	0	0	1	0	0	0	0
2007	EAST 16TH ST	LANOITAN AV			0	0	1	0	1	0	0	0	0
2007	EUCLID AV	PLAZA BL			0	0	2	0	2	0	0	0	0
2007	EAST 16TH ST	EARLE DR			0	0	2	0	2	0	0	0	0
2008	EUCLID AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2008	PALMER WY	PALMER ST	Y		0	1	0	0	1	0	0	0	0
2008	EAST 18TH ST	LANOITAN AV			0	0	1	0	1	0	1	0	0
2008	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2008	EAST 16TH ST	LANOITAN AV	Y		0	1	2	0	3	0	0	0	0
2008	EUCLID AV	EAST PLAZA BL			0	0	1	0	1	0	1	0	0
2008	EAST 16TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2008	EUCLID AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2008	EAST 16TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2008	PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2008	S EUCLID	EAST PLAZA BL	Y		0	0	1	0	1	0	0	0	0
2008	EAST PLAZA BL	EUCLID AV			0	0	0	1	0	1	0	0	0
2008	16TH ST	GROVE ST			0	0	1	0	1	0	0	0	0
2008	EUCLID AV	EAST PLAZA BL		Y	0	0	1	0	1	0	0	0	0
2008	EUCLID AV	EAST 16TH ST			0	1	0	0	1	0	0	0	1
2009	EAST PLAZA BL	EUCLID AV			0	1	0	0	1	0	0	0	0
2009	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2009	EUCLID AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2009	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2009	EAST 16TH ST	LANOITAN AV			0	0	1	0	1	0	0	0	0
2009	EUCLID AV	EAST PLAZA BL			0	1	0	0	1	0	0	0	0
2009	PLAZA BL	HARBISON AV			0	0	1	0	1	0	0	0	0
2009	EARLE DR	PALMER ST	Y		0	0	1	0	1	0	0	0	0
2010	EAST PLAZA BL	GROVE ST			0	1	0	0	1	0	1	0	0
2010	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2010	EAST PLAZA BL	HARBISON AV			0	1	0	0	1	0	0	0	0
2010	PLAZA BL	EUCLID AV			0	0	3	0	3	0	0	0	0
2010	PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2010	PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2010	PLAZA BL	EUCLID AV			0	0	2	0	2	0	0	0	0
2010	EAST 18TH ST	GROVE ST			0	1	0	0	1	0	0	0	0
2010	EAST PLAZA BL	EUCLID AVE			0	0	3	0	3	0	0	0	0
2010	PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2010	EUCLID AV	EAST PLAZA BL		Y	0	0	1	0	1	0	0	0	0
2010	16TH ST	LANOITAN AV			1	0	0	0	1	0	0	0	1

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2010	EAST PLAZA BL	EUCLID AV			0	1	0	0	1	0	0	0	0
2011	EUCLID AV	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2011	EAST 18TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2011	EUCLID AV	PLAZA BL		Y	0	0	1	0	1	0	0	0	0
2011	EUCLID AV	16TH ST	Y		1	0	0	0	1	0	0	0	1
2011	EUCLID AV	EAST 18TH ST			0	0	1	0	1	0	1	0	0
2011	EAST PLAZA BL	HARRISON AV			0	0	2	0	2	0	0	0	0
2011	EAST 16TH ST	SOUTH EUCLID AV			0	0	2	0	2	0	0	0	0
2011	EAST PLAZA BL	HARBISON			0	0	1	0	1	0	0	0	0
2011	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2011	17TH ST	LANOITAN AV			0	0	1	0	1	0	0	0	0
2011	EUCLID AV	EAST 18TH ST			0	0	1	0	1	0	0	0	0
2011	18TH ST	EUCLID AV			0	1	0	0	1	0	0	0	0
2011	EUCLID AV	EUCLID AV 1100			0	0	1	0	1	0	0	0	0
2011	14TH ST	GROVE ST			1	0	0	0	1	0	0	0	0
2011	EUCLID AV	EAST 16TH ST			0	0	1	0	1	0	0	0	0
2012	EUCLID AV	PLAZA BL			0	0	1	0	1	0	0	0	0
2012	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2012	15TH ST	LANOITAN			0	1	0	0	1	0	0	0	0
2012	EAST PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2012	EAST PLAZA BL	GROVE ST			0	0	1	0	1	0	0	0	0
2012	EAST 16TH ST	EARLE DR			0	0	1	0	1	0	0	0	0
2012	PLAZA BL	EUCLID AV			0	0	1	0	1	0	0	0	0
2012	16TH ST	EARLE DR			0	0	1	0	1	0	0	0	0
2012	HARBISON AV	EAST PLAZA BL			0	0	1	0	1	0	0	0	0
2012	EAST 18TH ST	EUCLID AV			0	0	1	0	1	0	0	0	0
2012	EAST 18TH ST	EUCLID AV			0	0	2	0	2	0	0	0	0
2012	SOUTH EUCLID AV	E 14TH ST			0	1	0	0	1	0	0	0	0
2006	SOUTH EUCLID AV	EAST 16TH ST			0	1	0	0	1	0	0	0	0

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Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2003	D AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2003	EAST 24TH ST	D AV			0	1	0	0	1	0	0	0	0
2003	NATIONAL CITY BL	E 25TH ST			0	0	1	0	1	0	0	0	0
2003	NATIONAL CITY BL	EAST 30TH ST			0	1	1	0	2	0	0	0	0
2003	A AV	E 22ND ST			0	0	1	0	1	0	0	0	0
2003	D AV	E 22ND ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2003	EAST 24TH ST	J AV			0	1	1	0	2	0	0	0	0
2003	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	E 28TH ST	Y		1	0	0	0	1	0	1	0	0
2003	EAST 24TH ST	F AV			0	0	2	0	2	0	0	0	0
2003	EAST 30TH ST	D AV	Y		0	0	1	0	1	0	1	0	0
2003	F AV	22ND ST			0	1	0	0	1	0	0	0	0
2003	NATIONAL CITY BL	28TH ST			0	0	2	0	2	0	0	0	0
2003	SWEETWATER RD	GROVE ST			0	1	0	0	1	0	0	0	0
2003	L AV	VIRGINIA DR			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	24TH ST			0	0	2	0	2	0	0	0	0
2003	NATIONAL CITY BL	24TH ST	Y		0	1	0	0	1	0	1	0	0
2003	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2003	24TH ST	HIGHLAND AV			0	0	2	0	2	0	0	0	0
2003	EAST 24TH ST	D AV			0	0	4	0	4	0	0	0	0
2003	HIGHLAND AV	E 28TH ST			0	0	1	0	1	0	0	0	0
2003	EAST 24TH ST	HIGHLAND AV			0	0	2	0	2	0	0	0	0
2003	HIGHLAND AV	30TH ST			0	0	2	0	2	0	0	0	0
2003	NATIONAL CITY BL	W 24TH ST			0	0	2	0	2	0	0	0	0
2003	HIGHLAND AV	22ND ST			0	0	1	0	1	0	0	0	0
2003	L AV	E 22ND ST			0	0	1	0	1	0	0	0	0
2003	HIGHLAND AV	28TH ST			0	0	2	0	2	0	0	0	0
2003	EAST 30TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	0
2004	HIGHLAND AV	EAST 24TH ST			0	0	3	0	3	0	0	0	0
2004	A AV	E 22ND ST			0	0	2	0	2	0	0	0	0
2004	NATIONAL CITY BL	24TH ST			0	0	1	0	1	0	0	0	0
2004	EAST 30TH ST	2ND AV			0	0	1	0	1	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2004	24TH ST	F AV			0	1	0	0	1	0	0	0	0
2004	F AV	E 28TH ST	Y		0	2	0	0	2	0	1	0	0
2004	NATIONAL CITY BL	22ND ST			1	0	0	0	1	0	0	0	0
2004	D AV	ROSE DR			0	0	1	0	1	0	0	0	0
2004	22ND ST	HIGHLAND AV			0	1	1	0	2	0	0	0	0
2004	24TH	F AV			0	2	0	0	2	0	0	0	0
2004	E 22ND ST	A AV			0	1	0	0	1	0	0	0	0
2004	HIGHLAND AV	E 28TH ST	Y		0	1	0	0	1	0	1	0	0
2004	E 22ND ST	HIGHLAND AV		Y	0	0	1	0	1	0	0	0	1
2004	EAST 28TH ST	G AV			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	HIGHLAND AV 3000			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	EAST 24TH ST	Y		1	0	0	0	1	0	1	0	0
2004	EAST 30TH ST	I AV			0	0	1	0	1	0	0	0	0
2004	NATIONAL CITY BL	24TH ST			0	0	3	0	3	0	0	0	0
2004	NATIONAL CITY BL	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2004	EAST 30TH ST	I AV			0	1	3	0	4	0	0	0	0
2004	E 26TH ST	B AV			0	2	0	0	2	0	0	0	0
2004	HIGHLAND AV	EAST 30TH ST			0	0	2	0	2	0	0	0	0
2004	25TH ST	NATIONAL CITY BL		Y	0	0	1	0	1	0	0	0	1
2004	HIGHLAND AV	E 28TH ST	Y		0	0	1	0	1	0	1	0	0
2004	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	EAST 30TH ST			0	1	0	0	1	0	0	0	0
2004	EAST 30TH ST	HIGHLAND AV	Y		0	1	0	0	1	0	1	0	0
2004	HIGHLAND AV	28TH ST			0	0	1	0	1	0	0	0	0
2004	30TH ST	F AV			0	0	1	0	1	0	0	0	0
2004	D AV	E 27TH ST			0	1	0	0	1	0	0	0	0
2004	HIGHLAND AV	E 22ND ST			0	0	2	0	2	0	0	0	0
2004	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2004	EAST 30TH ST	N AV	Y		0	1	0	0	1	0	1	0	0
2004	NATIONAL CITY BL	E 28TH ST			0	0	1	0	1	0	0	0	0
2004	HIGHLAND AV	E 22ND ST		Y	0	1	0	0	1	0	0	0	1
2004	HIGHLAND AV	EAST 30TH ST	Y		0	0	1	0	1	0	1	0	0
2005	HIGHLAND AV	EAST 24TH ST			0	1	1	0	2	0	0	0	0
2005	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2005	E 22ND ST	A AV			0	1	0	0	1	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2005	NATIONAL CITY BL	22ND ST			0	0	1	0	1	0	0	0	0
2005	E 22ND ST	HIGHLAND AV		Y	0	1	0	0	1	0	0	0	1
2005	HIGHLAND AV	HIGHLAND AV 2336			0	0	2	0	2	0	0	0	0
2005	HIGHLAND AV	EAST 30TH ST		Y	0	1	0	0	1	0	0	0	1
2005	NATIONAL CITY BL	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2005	EAST 30TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2005	E 22ND ST	HIGHLAND AV		Y	0	1	0	0	1	0	0	0	1
2005	E 28TH ST	L AV			1	0	5	0	6	0	0	0	0
2005	24TH ST	F AV			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2005	EAST 24TH ST	D AV			0	0	1	0	1	0	0	0	0
2005	J AV	EAST 24TH ST			0	3	1	0	4	0	0	0	0
2005	A AV	25TH ST			0	0	1	0	1	0	0	0	0
2005	EAST 24TH ST	NATIONAL CITY BL			0	0	1	0	1	0	0	0	0
2005	D AV	26TH ST			0	0	2	0	2	0	0	0	0
2005	D AV	26TH ST			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	EAST 30TH ST			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	EAST 24TH ST			0	1	0	0	1	0	0	0	0
2005	HIGHLAND AV	EAST 24TH ST	Y	Y	0	1	0	0	1	0	1	0	0
2005	HIGHLAND AV	E 23RD ST	Y		1	1	0	0	2	0	1	0	0
2005	EAST 30TH ST	F AV			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2005	NATIONAL CITY BL	22ND ST			0	0	1	0	1	0	0	0	0
2005	J AV	28TH ST			0	1	0	0	1	0	0	0	0
2005	NATIONAL CITY BL	E 26TH ST			0	0	1	0	1	0	0	0	0
2005	SWEETWATER RD	GROVE AV			0	0	2	0	2	0	0	0	0
2005	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2005	HIGHLAND AV	HIGHLAND AV 2400			0	0	3	0	3	0	0	0	0
2006	HIGHLAND AV	EAST 30TH ST			0	0	3	0	3	0	0	0	0
2006	SWEETWATER RD	SWEETWATER RD 1600		Y	0	1	0	0	1	0	0	0	1
2006	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2006	SWEETWATER RD	GROVE ST			0	1	0	0	1	0	0	0	0
2006	K AV	30TH ST			0	1	0	0	1	0	0	0	0
2006	HIGHLAND AV	EAST 30TH ST			0	0	1	0	1	0	0	0	0
2006	24TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2006	D AV	EAST 24TH ST			0	0	2	0	2	0	0	0	0
2006	HIGHLAND AV	30TH ST			0	0	2	0	2	0	0	0	0
2006	SWEETWATER RD	SWEETWATER RD 1630			0	0	2	0	2	0	0	0	0
2006	EAST 24TH ST	HIGHLAND AV			0	0	1	0	1	0	0	0	0
2006	24TH ST	D			0	0	2	0	2	0	0	0	0
2006	A AV	E 22ND ST			0	1	1	0	2	0	0	0	0
2006	EAST 24TH ST	D AV			0	0	1	0	1	0	0	0	0
2006	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2006	EAST 24TH ST	D AV			0	0	1	0	1	0	0	0	0
2006	SWEETWATER RD	GROVE ST			0	0	1	0	1	0	0	0	0
2006	D AV	26TH ST			0	0	1	0	1	0	0	0	0
2006	HIGHLAND AV	HIGHLAND AV 2600		Y	0	0	1	0	1	0	0	0	1
2006	F AV	E 22ND ST	Y		0	1	0	0	1	0	1	0	0
2007	23RD ST	I AV			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	E 23RD ST			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	HIGHLAND AV 2800			1	3	0	0	4	0	0	0	0
2007	E 27TH ST	A AV	Y		0	0	1	0	1	0	1	0	0
2007	HIGHLAND AV	30TH ST	Y		0	0	0	1	0	1	0	0	0
2007	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2007	D AV	E 26TH ST			0	1	1	0	2	0	0	0	0
2007	EAST 30TH ST	F AV			0	0	1	0	1	0	0	0	0
2007	D AV	EAST 27TH ST			1	0	0	0	1	0	0	0	0
2007	ROSELAWN ST	N AV			0	0	1	0	1	0	0	0	0
2007	NATIONAL CITY BL	22ND ST			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	EAST 30TH ST			0	1	1	0	2	0	0	0	0
2007	30TH ST	NATIONAL CITY BL	Y		0	0	1	0	1	0	1	0	0
2007	EAST 24TH ST	B AV			0	0	1	0	1	0	0	0	0
2007	HIGHLAND AV	EAST 24TH ST			0	2	0	0	2	0	0	0	0
2008	G AV	22ND ST	Y		1	0	0	0	1	0	1	0	0
2008	HIGHLAND AV	EAST 30TH ST			0	0	1	0	1	0	0	0	0
2008	D AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2008	HIGHLAND AV	EAST 30TH ST	Y		1	0	0	0	1	0	1	0	0
2008	NATIONAL CITY BL	26TH ST			0	0	1	0	1	0	0	0	0
2008	SWEETWATER RD	GROVE ST			0	0	1	0	1	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2008	EAST 24TH ST	G AV			0	0	1	0	1	0	0	0	0
2008	HIGHLAND AV	EAST 24TH ST			0	0	2	0	2	0	0	0	0
2008	EAST 24TH ST	K AV			0	2	0	0	2	0	0	0	0
2008	HIGHLAND AV	24TH ST			0	1	0	0	1	0	0	0	0
2008	24TH ST	HIGHLAND AV		Y	0	0	1	0	1	0	0	0	1
2009	EAST 24TH ST	A AV			0	1	0	0	1	0	0	0	0
2009	NATIONAL CITY BL	28TH ST			1	0	0	0	1	0	0	0	0
2009	HIGHLAND AV	24TH ST			0	2	0	0	2	0	0	0	0
2009	F ST	EAST 24TH ST		Y	0	1	0	0	1	0	0	0	1
2009	NATIONAL CITY BL	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2009	HIGHLAND AV	22ND ST			0	0	2	0	2	0	0	0	0
2009	EAST 24TH ST	D AV			0	0	1	0	1	0	0	0	0
2009	HIGHLAND AV	EAST 30TH ST	Y		0	1	0	0	1	0	1	0	0
2009	HIGHLAND AV	EAST 30TH ST			0	0	3	0	3	0	0	0	0
2009	D AV	24TH ST			0	0	2	0	2	0	0	0	0
2009	B AV	26TH ST	Y		0	1	0	0	1	0	1	0	0
2009	EAST 24TH ST	F AV			0	1	0	0	1	0	0	0	0
2009	HIGHLAND AV	EAST 24TH ST			0	0	0	1	0	0	0	0	0
2009	HIGHLAND AV	28TH ST			0	0	1	0	1	0	0	0	0
2009	4TH ST	NATIONAL CITY BL			0	1	1	0	2	0	0	0	0
2009	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2009	SWEETWATER RD	2ND AV			0	0	1	0	1	0	0	0	0
2009	HIGHLAND AV	28TH ST			0	1	0	0	1	0	0	0	0
2009	SWEETWATER RD	GROVE ST			0	1	0	0	1	0	0	0	0
2009	HIGHLAND AV	EAST 24TH ST			0	0	2	0	2	0	0	0	0
2009	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2009	D AV	EAST 30TH ST			0	0	1	0	1	0	0	0	0
2009	HIGHLAND AV	EAST 30TH ST			0	0	2	0	2	0	0	0	0
2009	HIGHLAND AV	24TH ST	Y		0	1	0	0	1	0	1	0	0
2009	EAST 24TH ST	24TH ST			0	0	2	0	2	0	0	0	0
2010	24TH ST	HIGHLAND AV	Y		0	0	1	0	1	0	1	0	0
2010	EAST 24TH ST	F AV			0	0	2	0	2	0	0	0	0
2010	D AV	EAST 22ND ST			0	1	0	0	1	0	0	0	0
2010	30TH ST	HIGHLAND AV			0	1	0	0	1	0	0	0	0
2010	HIGHLAND AV	HIGHLAND AV 2300	Y		0	1	0	0	1	0	1	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2010	D AV	E 26TH ST			0	1	0	0	1	0	0	0	0
2010	HIGHLAND AV	24TH ST			0	0	4	0	4	0	0	0	0
2010	K AV	E 22ND ST			0	0	1	0	1	0	0	0	0
2010	HIGHLAND AV	E 28TH ST		Y	0	1	0	0	1	0	0	0	1
2010	HIGHLAND AV	EAST 30TH ST		Y	0	1	0	0	1	0	0	0	1
2010	EAST 30TH ST	F AV			0	1	0	0	1	0	0	0	0
2011	24TH ST	L AV		Y	0	0	0	1	0	0	0	1	0
2010	HIGHLAND AV	30TH ST			0	1	1	0	2	0	0	0	0
2011	24TH ST	HIGHLAND AV			0	0	2	0	2	0	0	0	0
2011	EAST 30TH ST	K AV			0	0	1	0	1	0	0	0	0
2011	SWEETWATER RD	SWEETWATER RD 1600			0	1	2	0	3	0	0	0	0
2011	EAST 30TH ST	F AVE	Y		0	1	0	0	1	0	1	0	0
2011	22ND ST	B AV	Y		0	0	1	0	1	0	1	0	0
2011	GROVE ST	SWEETWATER RD			0	1	0	0	1	0	0	0	0
2011	HIGHLAND AV	HIGHLAND AV 3200			0	0	3	0	3	0	0	0	0
2011	24TH ST	B AV			0	1	0	0	1	0	0	0	0
2011	HIGHLAND AV	EAST 30TH ST			0	0	1	0	1	0	0	0	0
2011	30TH ST	I AV			0	0	1	0	1	0	0	0	0
2011	E 22ND ST	B AV	Y		0	0	1	0	1	0	1	0	0
2011	EAST 24TH ST	F AV			0	0	1	0	1	0	0	0	0
2011	EAST 30TH ST	I AV			0	1	0	0	1	0	0	0	0
2011	SWEETWATER RD	2ND	Y		0	1	0	0	1	0	1	0	0
2011	24TH ST	F AV		Y	0	0	1	0	1	0	0	0	1
2011	HIGHLAND AV	30TH ST		Y	0	1	0	0	1	0	0	0	1
2011	HIGHLAND AV	EAST 24TH ST			0	0	1	0	1	0	0	0	0
2011	HIGHLAND AV	EAST 24TH ST	Y		0	0	1	0	1	0	1	0	0
2011	HIGHLAND AV	HIGHLAND AV 3100			0	0	1	0	1	0	0	0	0
2011	EAST 30TH ST	F AV			0	1	0	0	1	0	0	0	0
2011	NATIONAL CITY BL	EAST 24TH ST		Y	0	1	0	0	1	0	0	0	1
2011	2ND AV	SWEETWATER RD			0	0	1	0	1	0	0	0	0
2011	NATIONAL CITY BL	8TH ST			0	0	2	0	2	0	0	0	0
2011	HIGHLAND AV	30TH ST			0	0	1	0	1	0	0	0	0
2011	NATIONAL CITY BL	24TH ST			0	0	2	0	2	0	0	0	0
2011	D AV	26TH ST			0	0	1	0	1	0	0	0	0
2011	SWEETWATER RD	GROVE ST			0	0	2	0	2	0	0	0	0

2003-2012 Collision Data

Year	Location		Pedestrian Involved	Bicycle Involved	Number of Severe Injuries	Number of Other Injuries	Number of Complaints of Pain	Number Killed	Number Injured	Pedestrians Killed	Pedestrian Injured	Bicylists Killed	Bicylists Injured
2006	F AV	24TH ST	Y		0	0	1	0	1	0	1	0	0

Additional Attachments

Bicycle Master Plan (selected pages)

National City Bicycle Master Plan

National City, California

CALIFORNIA
NATIONAL CITY
1887
INCORPORATED

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1. Executive Summary

The National City Bicycle Master Plan presents a new vision for bicycle transportation, recreation, sustainability, and quality of life in National City, California. Being a dense, urbanized community, providing a citywide system of interconnected bicycle corridors, support facilities, and programs for National City residents and guests will make bicycling more practical and desirable to a broader range of people.

Planning for a more bicycle friendly city helps to resolve multiple complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding the City toward the creation of a comprehensive, regionally connected bicycle network, the Bicycle Master Plan addresses many of these issues and provides a strong framework for improving bicycling through 2030 and beyond. The Plan accommodates National City residents with various skill levels and incentives for bicycling. The major components of the Plan are described below.

1.1 Goals and Policies

The goals of the Plan are:

- *A city where bicycling is a viable travel choice for users of all abilities,*
- *A safe and comprehensive local and regionally connected bikeway network,*
- *Environmental quality, public health, recreation and mobility benefits through increased bicycling.*

These goals are supported by the National City General Plan policies that will help bicycling become a more viable transportation mode for localized trips, connection to transit, commuting, and recreation.

Relationship to Existing Plans

This Plan includes a summary of legislation and other Planning or policy documents from the State of California, San Diego Association of Governments (SANDAG), and the City of National City that are most pertinent to bicycling in National City. This includes a brief synopsis of important state legislation such as California Government Code §65302 and California SB 375 as well as bike plans from neighboring jurisdictions. It also contains policies from the National City General Plan, which is currently being updated.

Public Outreach

Four public workshops were held, in addition to a community bike tour, to collect feedback from National City residents on bicycling opportunities and constraints. Participants reviewed presentations and information pertaining to bicycle facilities, programs and related amenities, and provided feedback to help identify opportunities and constraints for consideration in preparing the Bicycle Master Plan. Surveys were made available to meeting participants as well as through the project website to gather additional information. Suggestions and recommendations were considered throughout the overall development stages. This section summarizes how the public was engaged and the input that was collected.

Existing Conditions

Understanding existing bicycling conditions is critical to identifying appropriate recommendations. The Bicycle Master Plan contains a thorough review of existing land uses, topography, the roadway network, multimodal connections, programs and policies that affect bicycling in National City.

Kimball Park, one of many key destinations in National City

The Bicycle Master Plan includes an assessment of current bicycling demand and barriers in National City and estimates future demand and benefits that could be realized through implementation of this Plan. Assessing needs and potential benefits is instrumental to planning a system that will serve the needs of all user groups.

The needs analysis relies on spatial modeling techniques, points of origin and attractions, public input, bicycle collision data, and bicycle commuting statistics to gauge current demand and to establish a baseline against which progress can be measured. The analysis will assist in quantifying future demand and benefits to allow the city to prioritize projects, compete for grant funding, and justify expenditures.

Bicycle Facility Recommendations

The National City Bicycle Master Plan recommends various improvements based on public input, best practices, and analysis of existing conditions and future opportunities. The recommended improvements include bikeway network facilities, treatments at intersections and other spot locations, and bicycle support facilities. National City's temperate climate and gentle topography make it a great place to bicycle. The improved facilities outlined in this plan will help make bicycling an effective transportation option throughout National City. **Table 1-1** below summarizes the current and proposed network.

Table 1-1: Current and Proposed Network with Classifications

	Current Mileage	Proposed Mileage	Total Mileage
Class I (Bicycle Paths)	2.4	4.3	6.7
Class II (Bicycle Lanes)	1.7	16.1	17.8
Class III (Bicycle Route)	0.6	13.5	14.1
Total	**4.7**	**33.9**	**38.6**

Design Guidelines

As National City works to encourage bicycling, enhance safety and accessibility, and expand its bikeway network, it faces the challenge of implementing improvements within a dense, urban environment. When National City retrofits existing streets, there is an opportunity to incorporate bicycle facilities along with other improvements. The design guidelines discussed in this Plan provide the City a range of design options based on a comprehensive review of federal, state and regional best management practices.

Bicycle Program Recommendations

The Plan recommends several education, encouragement, monitoring, enforcement and evaluation efforts, as well as programs the City currently provides and should continue, such as the National City Safe Routes to School Program. Recommended education programs include developing a bicycle map and website, safety awareness & media campaigns, youth safety training, and adult skills education. Encouragement programs include National Bike-to-Work Day/Week/Month, car-free events, bike commute incentives, and coordination with large employers such as Naval Base San Diego. Evaluation and monitoring programs include convening a Bicycle Advisory Committee, collecting bicycle and pedestrian counts and preparing annual progress reports.

Funding

There are a variety of federal, state and regional funding sources available for bicycle projects and programs. Information is provided to assist City staff in identifying appropriate sources of funding for the projects recommended in this Plan. By adopting a Bicycle Master Plan, the City becomes eligible for a variety of funding opportunities such as the Bicycle Transportation Account, which is one of many competitive grant programs.

5. Recommended Network and Facility Improvements

The recommended improvements for the National City Bicycle Master Plan includes bikeway network facilities, intersection and other spot improvements, and bicycle support facilities. National City's temperate climate and gentle topography make it a great place to bicycle. The improved facilities outlined below will help make bicycling an effective transportation option throughout National City.

5.1 Bikeways

A comprehensive evaluation of existing conditions, including opportunities and constraints, was completed to identify locations for future bikeways and support facilities. The final recommended network provides for a well-connected system, Citywide. Improvement recommendations are based on best practices and are supplemented by:

- Review of existing planning efforts
- Staff / public input
- Field work and data analysis
- Local and regional network connections

Recommended Network

National City's current bikeway network includes 2.4 miles of Class I bikeways (bike paths), 1.7 miles of Class II bikeways (bike lanes), and a 0.6 mile segment of Class III bikeway (bike route). This plan proposes an additional 4.3 miles of Class I bikeways, 16.1 miles of Class II bikeways, and 13.5 miles of Class III bikeways. These additional facilities provide north-south and east-west corridors through the City as well as connections to regional facilities such as the Bayshore Bikeway and the Sweetwater River Bikeway. A comprehensive bikeway network improves bicyclists' level of safety, convenience, and access to key destinations. It is important to note that bicyclists are legally entitled to ride on all City streets whether or not the streets are part of a designated bikeway network. **Figure 5-1** shows the proposed bicycle network with classifications for National City. The recommendations were developed based on the following guidelines:

- **Needs of various user groups** – Facility addressing the needs of various types of bicyclists.
- **Existing bicycling patterns** – Preferred bicycling patterns, identified by the community in public workshops, and City staff.
- **Connectivity** – Increased system connectivity by providing bikeway connections to major destinations and to regional bikeways.
- **Traffic volumes and travel speeds** – Traffic volumes and travel speeds were taken into account in determining types of alignment and facilities. Preference was given to streets with lower average daily traffic volumes and speeds.
- **Existing roadway width and right-of-way** – Available right-of-way determines the type of facility and feasibility.
- **Public input** – Public input on needs and recommendations.

Bicycle Paths

Table 5-1 lists the recommended Class I Bicycle Path projects for National City. A bicycle path provides for bicycle travel on a paved right-of-way completely separated from streets or highways. These four recommended facilities will provide opportunities for recreational bicycling as well as for commuting. The recommended network includes segments of the Bayshore Bikeway and Sweetwater River Bikeway.

Table 5-1: Proposed Class I Bikeways

Location	From	To	Mileage
Harbor Drive / Tidelands Avenue / 32nd Street (Bayshore Bikeway)	Northern City Limit	Marina Way (Sweetwater River Bikeway)	2.3
Interstate 805 Corridor	Northern City Limit	12th Street	1.1
Marina Way	Bay Marina Drive	32nd Street	0.5
Plaza Bonita Road	Sweetwater River Bikeway	Bonita Mesa Road	0.4
		TOTAL	**4.3**

Bicycle Lanes

Table 5-2 outlines the recommended Class II Bicycle Lane projects for National City. Bike lanes provide a signed, striped, and stenciled lane for one-way travel on both sides of a street or highway. Class II bikeways are typically recommended where traffic volumes require channelization of motorized and non-motorized users in order to enhance safety.

Table 5-2: Proposed Class II Bikeways

Location	From	To	Mileage
Euclid Avenue	Northern City Limit	Sweetwater Road	2.3
30th St / Sweetwater Road	Highland Avenue	Plaza Bonita Center Way	2.2
4th Street	Roosevelt Avenue	Harbison Avenue	2.0
D Avenue	4th Street	32nd Street	1.8
18th Street	Wilson Avenue	Palm Avenue	1.3
Hoover Avenue / 33rd Street / National City Boulevard	Mile of Cars Way	Southern City Limit	1.2
Cleveland Avenue	Civic Center Drive	Bay Marina Drive	0.7
Wilson Avenue	Civic Center Drive	W. 22nd Street	0.7
Civic Center Drive / Roosevelt Avenue / 12th Street	Wilson Avenue	D Avenue	0.6
Highland Avenue	30th Street	Southern City Limit	0.5
Paradise Valley Road	8th Street	Eastern City Limit	0.5
Roosevelt Avenue	Main Street	8th Street	0.5
8th Street	Harbor Drive	Roosevelt Avenue	0.4
Coolidge Avenue (N) / Hoover Avenue (S)	Plaza Boulevard	18th Street	0.4
22nd Street	Wilson Avenue	National City Boulevard	0.3
Harbor Drive	8th Street	Civic Center Drive	0.3
Bay Marina Drive	Tidelands Avenue	Marina Way	0.2
2nd Avenue	Sweetwater Road	0.1 miles south of Sweetwater Road	0.1
Bay Marina Drive / Mile of Cars Way	Cleveland Avenue	Interstate 5	0.1
		TOTAL	**16.1**

Bicycle Routes

Table 5-3 includes recommended Class III Bicycle Routes for National City. Class III facilities are appropriate where there is limited available right-of-way for a dedicated lane or shoulder widening but the route is an integral part of the bicycle network. All proposed Class III segments should be signed with Caltrans standard bicycle route signs. Where on-street parallel parking is present, shared-lane markings may be placed. Section 6.5.4 provides guidance on bike routes and shared lane markings.

Table 5-3: Proposed Class III Bikeways

Location	From	To	Mileage
8th Avenue	Roosevelt Avenue	Paradise Valley Road	2.3
12th Street / Grove Street / Prospect Street	Interstate 805	Sweetwater Road	1.6
Palm Avenue / 22nd Street / Roselawn Street	4th Street	L Avenue	1.4
16th Street	L Avenue	Earle Drive	1.1
Mile of Cars Way / 24th Street	Interstate 5	L Avenue	1.1
L Avenue	16th Street	30th Street	0.9
18th Street	Palm Avenue	Granger Avenue	0.8
Harbison Avenue / Earle Drive	4th Street	16th Street	0.8
30th Street	Hoover Avenue	Highland Avenue	0.7
Newell Street	18th Street	Grove Street	0.5
Granger Avenue	18th Street	24th Street	0.4
22nd Street	National City Boulevard	D Avenue	0.3
Division Street	Roosevelt Avenue	D Avenue	0.3
2nd Avenue	0.1 miles south of Sweetwater Road	Southern City Limit	0.2
22nd Street	Grove Street	Euclid Avenue	0.2
24th Street	Euclid Avenue	Granger Avenue	0.2
Civic Center Drive	Tidelands Avenue	Wilson Avenue	0.2
D Avenue	Division Street	4th Avenue	0.2
Roosevelt Avenue / Plaza Boulevard	8th Street	Coolidge Avenue (N) / Hoover Avenue (S)	0.2
Wilson Avenue	22nd Street	Mile of Cars Way	0.1
		TOTAL	**13.5**

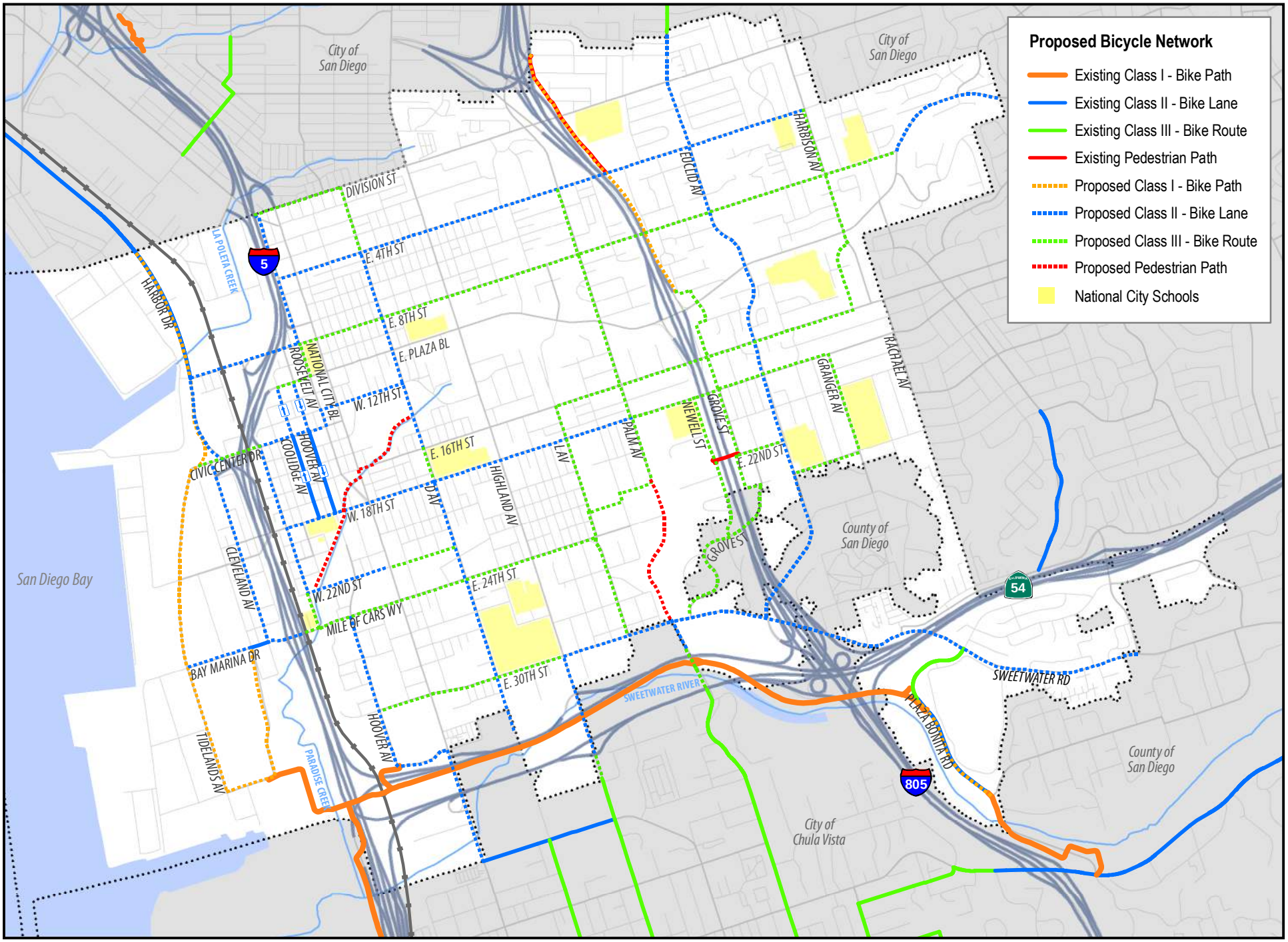


Figure 5-1: Proposed Bicycle Network with Classifications

Source: Alta Planning + Design (2010)
Date: 1/11/11

0 0.25 0.5 Miles

5.2 Route Selection and Prioritization

This section outlines the prioritization methodology and route selection criteria for the bikeway recommendations for the National City Bicycle Master Plan. The intent of the ranking process is to create a prioritized list of projects for implementation. The project list and ranking are flexible concepts that serve as guidelines. The list may change over time because of changing bicycling patterns, implementation opportunities and constraints, and the development of other transportation system facilities. National City should review the project list at regular intervals to ensure it reflects the most current priorities, needs, and opportunities for implementing the bicycle network in a logical and efficient manner.

The proposed bikeway projects have been ranked using the criteria presented in **Table 5-4** below. The evaluation criteria include the following:

- Bicycle propensity model results
- Collisions/safety
- Staff / public input
- Project feasibility
- Local connections
- Regional connections

The maximum potential score for each criteria is ten points, except for the bicycle propensity model results criteria which has a maximum of twenty points. Based on the nature of the criteria, the project score is either within a range, or assigned either a zero *or* ten. For example, collision scores range from zero to ten based on the number of collisions per mile. By contrast, connectivity to local or regional bikeways is either "yes" or "no" and therefore receives either zero or ten points. The maximum potential score for each project is eighty (80) points, which is the sum of the maximum potential scores of all project criteria.

Table 5-4: Project Ranking Criteria

Criteria	Description	Points
Bicycle Propensity Model Results	The results from the bicycle propensity model will be used to assist in ranking the various bikeway projects. Bikeways that serve areas that scored the highest in the bicycle propensity model will receive the most points, whereas bikeways that serve areas with low model results will receive minimal points for this evaluation criteria.	0 to 20
Collisions / Safety	This ranking is based on SWITRS data identifying corridors with a high number of bicycle collisions within a quarter mile buffer. The greater the number of collisions per mile, the greater the need to provide safety enhancements. Numbers of collisions per project mile will be calculated for all bikeways based on the following formula: [(# of collisions per mile/highest # of collisions per mile)*10]. Projects will be scored on a scale ranging from zero to ten.	0 to 10
Public Input	Projects identified by the public as important at public meetings and by communications with the City staff will receive ten points for this criteria. Projects are scored by either a "yes", they have received public comment, or "no", they have not.	Yes=10 No=0
Staff Input	Projects identified by City staff as key initiatives will receive ten points for this criteria. If not identified as a key initiative, the project will receive zero points for this criteria.	Yes=10 No=0
Project Feasibility	Project Cost: Project cost affects the ability of the City to construct the bikeway. Projects that are lower cost have higher scores. Projects are scored based upon the following five cost ranges: A: $0-$50,000 B: $50,001-$125,000 C: $125,001-$400,000 D: $400,001-$1,000,000 E: Greater than $1,000,000	A=5 B=4 C=3 D=2 E=1
	Parking Impacts: Parking displacement affects the ability of the City to construct the bikeway. If a proposed bikeway project has no parking impacts it receives five points, and if the project displaces parking it receives zero points.	Yes=5 No=0
Local Connections	Projects that connect to existing or proposed bikeways in National City will receive ten points for this criteria. Projects are scored by either a "yes" or "no".	Yes=10 No=0
Regional Connections	Projects that connect to existing or proposed neighboring city, county or regional bikeways will receive ten points for this criteria. Projects are scored by either a "yes" or "no".	Yes=10 No=0
	Maximum Potential Overall Score:	80

Based on overall project score and relative equal distribution of the number of projects across each tier recommended projects are grouped into either Tier 1, Tier 2, or Tier 3 priority levels. **Table 5-5** describes the

three tiers including score ranges and recommended implementation timelines. It shall be noted that projects listed as Tier 2 or Tier 3 may be completed ahead of the implementation timeframes if resources are available.

Table 5-5: Tier Categories

Tier	Score Range	Description and Recommended Timeline
Early Action		Early Action projects are high priority projects that have already been programmed, have regional significance and are ready for construction
Tier 1	50.1 - 80.0	Tier 1 projects have the highest potential and are intended for implementation within 1-5 years.
Tier 2	35.1 - 50.0	Tier 2 projects are intended for implementation within 6-10 years.
Tier 3	20.0 – 35.0	Tier 3 projects are intended for implementation within 11–20 years.

To assist with the implementation of proposed bikeways, National City's proposed network has been prioritized using the methodology described above. Table 5-6 presents the results from the project prioritization of all proposed bikeway projects in National City.

Table 5-6: Project Prioritization

Priority Level	Location	From	To	Class	Miles	Total Points
Early Action	Harbor Drive / Tidelands Avenue / 32nd Street (Bayshore Bikeway)	Northern City Limit	Marina Way (Sweetwater River Bikeway)	1	2.3	
Early Action	Interstate 805 Corridor	Northern City Limit	12th Street	1	1.1	-
Early Action	Plaza Bonita Road	Sweetwater River Bikeway	Bonita Mesa Road	1	0.4	
Tier 1	Marina Way	Bay Marina Drive	32nd Street	1	0.5	66.4
Tier 1	18th Street	Wilson Avenue	Palm Avenue	2	1.3	65.7
Tier 1	4th Street	Roosevelt Avenue	Harbison Avenue	2	2.0	64.7
Tier 1	D Avenue	4th Street	32nd Street	2	1.8	60.4
Tier 1	30th Street	Hoover Avenue	Highland Avenue	3	0.7	58.6
Tier 1	18th Street	Palm Avenue	Granger Avenue	3	0.8	57.7
Tier 1	Highland Avenue	30th Street	Southern City Limit	2	0.5	57.0
Tier 1	Harbor Drive	8th Street	Civic Center Drive	2	0.3	54.8
Tier 1	D Avenue	Division Street	4th Avenue	3	0.2	51.5
Tier 1	Hoover Avenue / 33rd Street / National City Boulevard	Mile of Cars Way	Southern City Limit	2	1.2	51.4
Tier 1	8th Avenue	Roosevelt Avenue	Paradise Valley Road	3	2.3	50.6
Tier 2	Roosevelt Avenue	Main Street	8th Street	2	0.5	49.5

Priority Level	Location	From	To	Class	Miles	Total Points
Tier 2	30th St	Highland Avenue	Plaza Bonita Center Way	2	2.2	49.4
Tier 2	Cleveland Avenue	Civic Center Drive	Bay Marina Drive	2	0.7	47.7
Tier 2	Roosevelt Avenue / Plaza Boulevard	8th Street	Coolidge Avenue (N) / Hoover Avenue (S)	3	0.2	47.6
Tier 2	Coolidge Avenue (N) / Hoover Avenue (S)	Plaza Boulevard	18th Street	2	0.4	47.4
Tier 2	16th Street	L Avenue	Earle Drive	3	1.1	44.4
Tier 2	2nd Avenue	Sweetwater Road	0.1 miles south of Sweetwater Road	2	0.1	44.0
Tier 2	8th Street	Harbor Drive	Roosevelt Avenue	2	0.4	42.3
Tier 2	Civic Center Drive	Tidelands Avenue	Wilson Avenue	3	0.2	42.1
Tier 2	Palm Avenue / 22nd Street /Roselawn Street	4th Street	L Avenue	3	1.4	41.6
Tier 2	Euclid Avenue	Northern City Limit	Sweetwater Road	2	2.3	40.1
Tier 2	Wilson Avenue	22nd Street	Mile of Cars Way	3	0.1	39.5
Tier 2	Civic Center Drive / Roosevelt Avenue / 12th Street	Wilson Avenue	D Avenue	2	0.6	39.1
Tier 2	Paradise Valley Road	8th Street	Eastern City Limit	2	0.5	36.8
Tier 2	2nd Avenue	0.1 miles south of Sweetwater Road	Southern City Limit	3	0.2	35.4
Tier 3	12th Street / Grove Street / Prospect Street	Interstate 805	Sweetwater Road	3	1.6	34.9
Tier 3	Harbison Avenue/Earle Drive	4th Street	16th Street	3	0.8	34.9
Tier 3	Wilson Avenue	Civic Center Drive	W. 22nd Street	2	0.7	34.7
Tier 3	22nd Street	National City Boulevard	D Avenue	3	0.3	34.6
Tier 3	22nd Street	Wilson Avenue	National City Boulevard	2	0.3	34.1
Tier 3	Mile of Cars Way / 24th Street	Interstate 5	L Avenue	3	1.1	33.9
Tier 3	Division Street	Roosevelt Avenue	D Avenue	3	0.3	32.9
Tier 3	22nd Street	Grove Street	Euclid Avenue	3	0.2	32.2
Tier 3	L Avenue	16th Street	30th Street	3	0.9	25.7
Tier 3	Bay Marina Drive / Mile of Cars Way	Cleveland Avenue	Interstate 5	2	0.1	24.8
Tier 3	Bay Marina Drive	Tidelands Avenue	Marina Way	2	0.2	23.8
Tier 3	Newell Street	18th Street	Grove Street	3	0.5	22.6
Tier 3	Granger Avenue	18th Street	24th Street	3	0.4	21.7
Tier 3	24th Street	Euclid Avenue	Granger Avenue	3	0.2	20.9

bicycle path approaches to signalized intersections provide bicycle detection or a bicyclist pushbutton if detection is required.

California SB 375 – Sustainable Communities (2008)

Senate Bill (SB) 375 is intended to compliment Assembly Bill (AB) 32: The Global Warming Solutions Act of 2006 and encourage local governments to reduce emissions through improved planning. Under SB 375, the California Air Resources Board (CARB) is required to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPOs). Each of California's MPOs will then prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its greenhouse gas (GHG) reduction target through integrated land use, housing and transportation planning. One way to help meet the emissions targets is to increase the bicycle mode share by substituting bicycle trips for automobile trips. National City's efforts to encourage bicycling and other alternative modes of transportation will contribute to the regional attainment of these targets.

In addition to these policies, the California Highway Design Manual contains bikeway design standards, while the California Manual on Uniform Traffic Control Devices (MUTCD) includes specifications for traffic control devices, signs and pavement markings that must be adhered to in California. The design guidelines in Chapter 6 adhere to these standards.

San Diego Regional Bike Plan

Developed by the San Diego Association of Governments (SANDAG), the San Diego Regional Bike Plan provides a long range vision for enhanced bike mobility in the San Diego region. The plan helps implement the bicycle portion of the Regional Transportation Plan and provides general guidelines and recommendations for creating a seamless bike network in the greater San Diego Region. The City of National City contains three segments of the proposed regional network, the Bayshore Bikeway, the Sweetwater River Bikeway, and the Mission Valley-Chula Vista Corridor. The National City Bicycle Master Plan proposes improvements in all of these corridors to help execute the regional vision.

City of Chula Vista Bicycle Master Plan

The City of Chula Vista adopted its Bicycle Master Plan in 2005 and is currently engaged in an update. The National City Bicycle Master Plan proposes continuous on-street bikeway connections between National City and existing facilities in Chula Vista. Connections include bikeways on National City Boulevard between W. 33rd Street and C Street, Highland Avenue between E. 30th Street and Fourth Avenue, and Second Avenue between E. 30th Street/Sweetwater Road and the Chula Vista border.

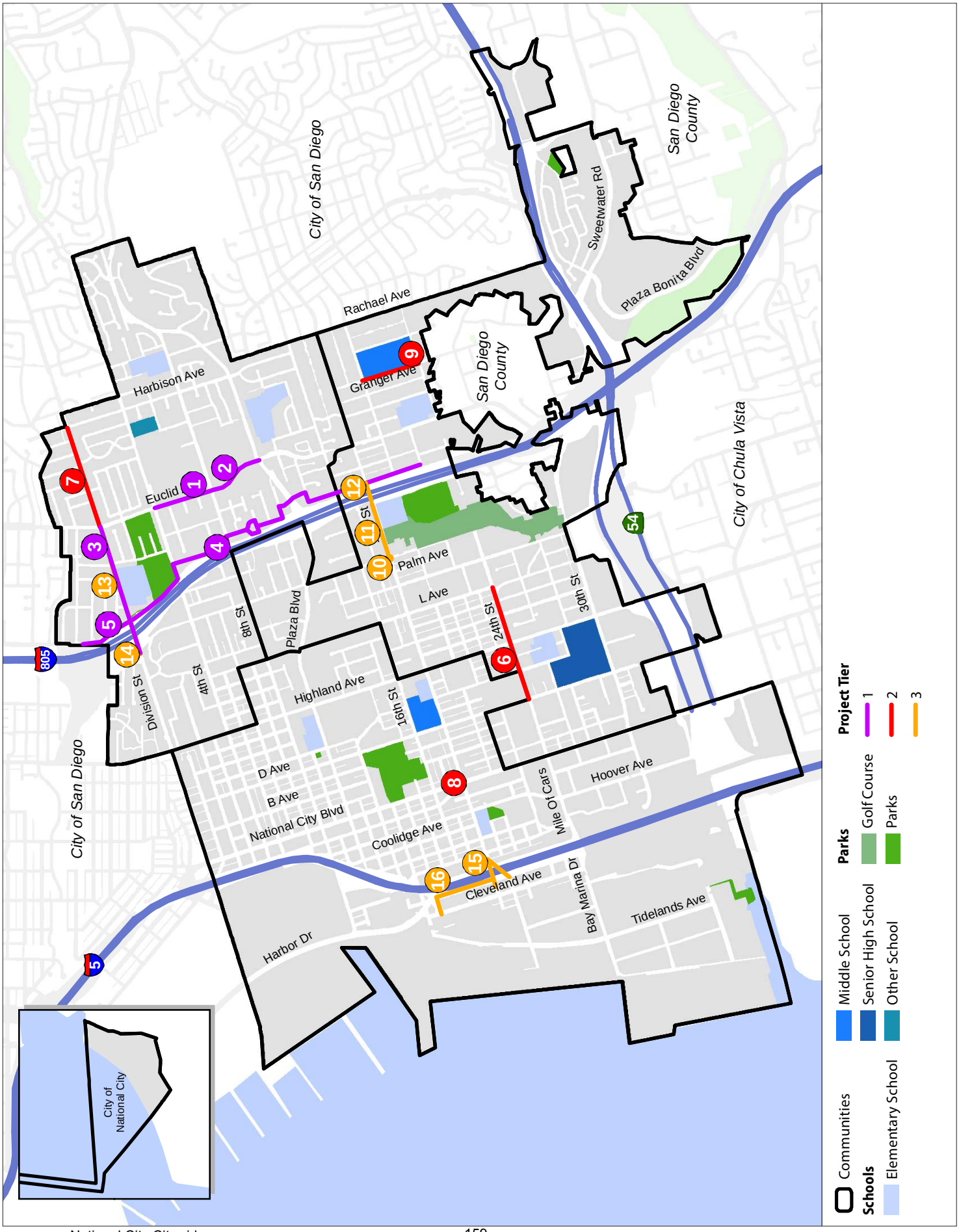
City of San Diego Bicycle Master Plan

The City of San Diego adopted its Bicycle Master Plan in 2002 and is currently engaged in an update. The National City Bicycle Master Plan includes connections to existing Class II bike lanes along Harbor Drive as part of the Bayshore Bikeway, as well as connections to the Class III bike route along Euclid Avenue, part of the Mission Valley-Chula Vista Corridor.

Additional Attachments

SMART Foundation Report (selected pages)

Figure 6-3: Project Locations



Public Transit

San Diego Metropolitan Transit System (MTS) serves the regional transit system with nine bus routes and a total of 211 bus stops. Additionally, the planning area includes two MTS Trolley stations, which are located on the Blue Line Trolley running from Old Town and Downtown San Diego to the US-Mexico border. The 8th Street Trolley Station is located near the intersection of 8th Street and Harbor Drive, and the 24th Street Trolley Station is located near the intersection of 22nd Street and Wilson Avenue. One transit hub located at the Westfield Plaza Bonita Mall and is part of bus routes 963.

The City also will soon be served by the South Bay Bus Rapid Transit (BRT) project. The 21-mile BRT will provide high-speed transit connections between downtown San Diego and the Otay Mesa Border Crossing along the future I-805 managed lanes and a dedicated transitway through eastern Chula Vista. The new BRT will ultimately include 15 stations providing access to regional employment centers in downtown San Diego, the Otay Mesa Business Park, and the future Eastern Urban Center, as well as serving residential communities in Chula Vista and National City.

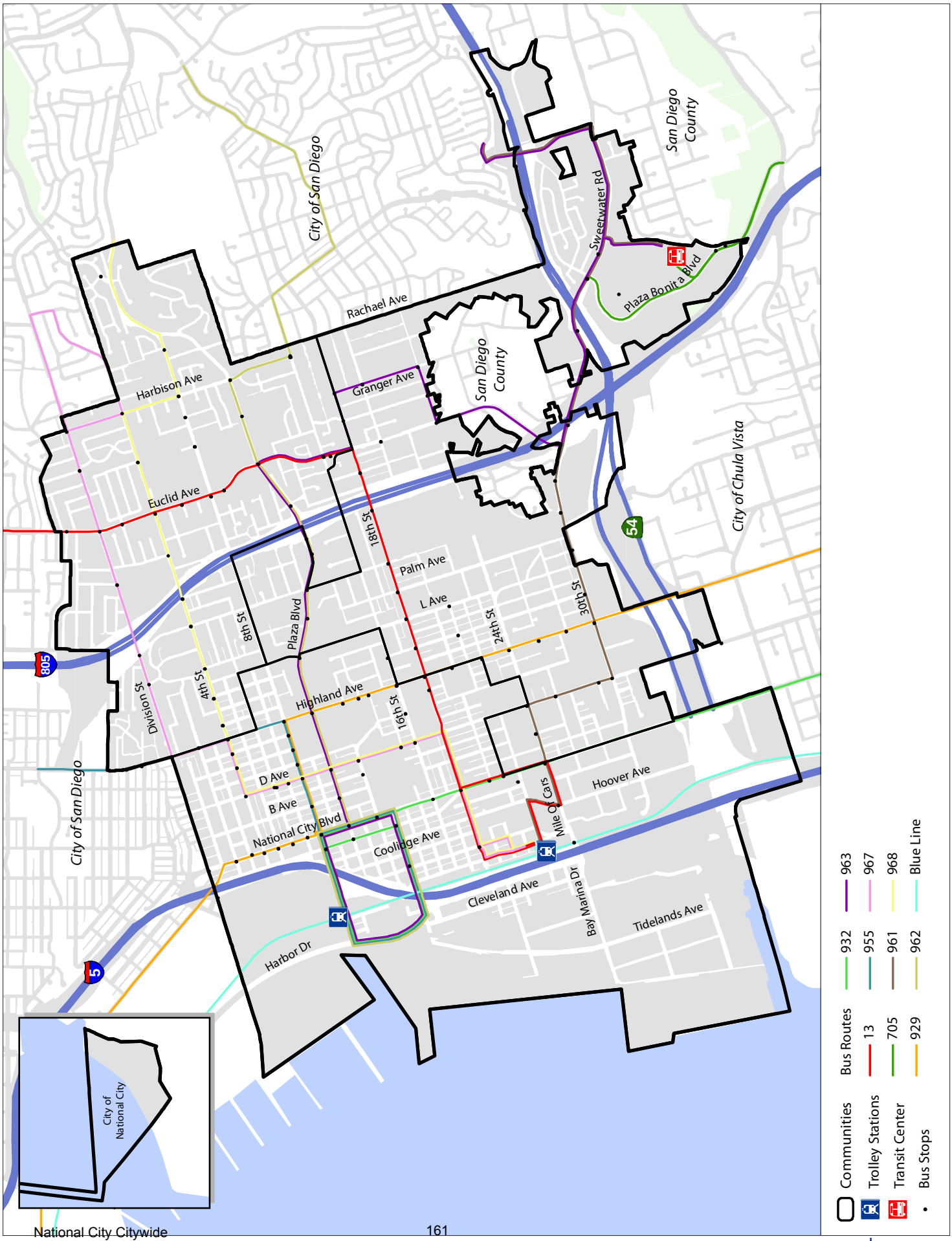
Table 2-8 shows the highest volume public transit stops being used. This also includes the trolley stations, transit centers and bus stops.

Table 2-8: Top Public Transit Stops

Rank	Station/Stop	Total
1	24th St Trolley Station	6,791
2	8th Street Station	6,290
3	Plaza Bonita Transit Center	1,290
4	Euclid Av / Plaza Bl	712
5	18th St / Highland Av	674
6	Plaza Bl / Highland Av	649
7	30th St / Highland Av	574
8	Highland Av / 8th St	364
9	43rd St / Delta St	337
10	Highland Av / E 12th St (Walmart)	289
11	Highland Av / 16th St	272
12	Euclid Av / Division St	265
13	Highland Av / Eta St	232
14	8th St / National City Bl	206
15	8th St / E Av	157

Source: MTS 2011

Figure 2-21: Bus Routes



Recommended Projects

Below is a list of projects compiled through the surveys, workshops and walk audits. Figure 6-3 shows their location. Comments from outreach efforts are listed in the General Comments sections along with maintenance comments. The projects below have been ranked within their Tiers through the project prioritization process previously discussed. When funding becomes available for improvements, the highest priority project should be considered for the amount of the allocated funds. Funding allocations vary greatly so if funds for a Tier 2 project become available before a Tier 1, then the City should move forward with completing that Tier 2 project.

Table 6-2: Tier One Projects

Rank	Street	Limits	Location	Public Comments
1	Euclid Avenue	4th Street and 8th Street	Corridor	Don't feel safe crossing
				Safe crossing at 5th, 6th and 7th on Euclid
				Paradise Valley Hospital patients cross heavily; need midblock crossing
2	Euclid Avenue	8th Street and Plaza Blvd	Corridor	Safe crossing to Windmall Plaza Shopping Center
				People cross illegally toward the transit station
3	Division St	Palm Ave and Euclid Ave	Corridor	Underpass should be brightened with murals and Native Plants, cars turn without caution, high vehicular speeds, more crosswalks
				Too fast! Unpleasant to walk to the market on Euclid
				Traffic calming needed
				Crossing has lots of kids and traffic, needs to be made safer
4	El Toyon-Las Palmas Bicycle Corridor	Beta Street and East 22nd Street	Corridor	Better pedestrian crossing at Plaza Blvd and Grove Street
				Widen sidewalk along Division
				Bike path between Beta Street and Division Street
5	North Q Avenue and Delta Avenue	Community Garden	n/a	Light up victory garden, water source needed, trash bins needed, fence the garden (Joe's Pocket Farm), graffiti problem, beautification needed

Table 6-3: Tier Two Projects

Rank	Street	Limits	Location	Public Comments
6	24th Street	D Ave and L Ave	Corridor	Improved pedestrian crossing at Laurel and Highland
				Traffic Calming needed
				Uneven pavement, need more lighting
7	Division Street	Euclid Ave and Harbinson Blvd	Corridor	Traffic calming needed
				High vehicular speeds throughout
8	West Avenue	National City Blvd & W 18th St	Intersection	Pedestrians cannot cross West Ave
				Difficult for school children to cross
9	Granger Avenue	20th St and 24th St	Corridor	Overgrown bushes, over sidewalk, Benches should be installed (in front of school); kids waiting for parents just sit on sidewalk
				More lights & more prominent crosswalk markings

Table 6-4: Tier Three Projects

Rank	Street	Limits	Location	Public Comments
10	18th Street	Palm Ave	Intersection	Improve pedestrian crossing
				Drivers do not yield to pedestrian crossing
11	18th Street	Palm Ave and I-805	Corridor	Bike Lane along Las Palmas Park
				Utilities blocking the sidewalk
12	18th Street	Newell St and Grove St	Corridor	Lack of street lighting
				Widen sidewalks
13	Division Street	T Ave and U Ave	Corridor	Pedestrian flashers removed at T St
				Narrow Sidewalk (Between R Ave and U Ave)
14	Division Street	Palm Ave and I-805	Corridor	High downhill speeds towards I-805
				Add trails, native plants and murals (805 and Division)
				Too fast! Unpleasant to walk to Market (805 to Euclid)
				Underpass should be brightened with murals and Native Plants, cars turn without caution, high vehicular speeds, better crosswalk (Division and Palm)
15	18th Street	Wilson Ave and McKinley Ave	Corridor	Traffic calming
				High vehicular speeds
				Better pedestrian crossings
16	McKinley Ave	14th and 19th	Corridor	Lack of street lighting
				High vehicular speeds

Safety Analysis

3

Safety Analysis Overview

Bicycle and pedestrian collision data were obtained from the National City Police Department. These data sets represent all reported bicycle/vehicle-related and pedestrian/vehicle related and bicycle/pedestrian related collisions occurring in National City from January 2007 through June 2013. Collisions that occurred on off-street paths are not included in the data. Collisions involving cyclists, whether they involve vehicles, other cyclists, or pedestrians, are generally under-reported, so bicycle collisions are likely to have occurred that were not included as part of this data.

During this 5 1/2 year period, there were 94 bicycle/vehicle-related collisions. There were over twice the amount for the pedestrian related collisions with 236. Of these reported collisions, 8 were fatal. The data was reviewed in terms of volume of collisions that occurred at intersections and on road segments. This data will assist in prioritizing projects in later phases. Bicycling and walking collisions were also summarized to identify other trends that may help to determine where and what kind of physical treatment can be recommended.

Table 3-1: Bicycle Collisions by Community

Community	Collisions
Kimball	43
Las Palmas	27
El Toyon	24
Total	**94**

Table 3-2: Bicycle Collisions by Year

Year	Collisions
2007	15
2008	16
2009	5
2010	10
2011	13
2012	25
2013*	10
Total	**94**

* Partial Year: January-June

Table 3-3: Bicycle Collisions by Neighborhood

Neighborhood	Collisions
Central	14
John Otis	11
Olivewood	11
Kimball	10
Rancho De La Nacion	10
Las Palmas	9
Palmer Way	7
Harbor District	7
Lincoln Acres	7
Ira Harbison	6
El Toyon	2
Total	**94**

Table 3-4: Bicycle Collisions by Road Segment

Road Segment	Collisions
Highland Ave	22
Plaza Bonita Rd	4
National City Blvd	4
Cleveland Ave	4
D Ave	4
Euclid Ave	3
Grove St	3
Plaza Blvd	3
L Ave	3

Note: *The high rate of bicycle collisions in the Kimball Community correlates with the bicycle commuters density, and households without vehicles.*

Table 3-5: Bicycle Collisions by Intersection

Intersection	Collisions
24th St and F St	2
B Ave and 16th St	2
Cleveland Ave and Civic Center Dr	2
Euclid Ave and 16th St	2
Grove St and Sweetwater Rd	2
Highland Ave and 12th St	2
Highland Ave and 30th St	2
Highland Ave and 7th St	2
Intersection with at least one collision	56
Total	**74**

Note: *79% of bicycle collisions occurred at intersections*

Table 3-6: Bicycle Collisions by Bicyclist Age Group

Age Group	Collisions
< 16	27
17-64	63
65+	4
Total	**94**

Table 3-7: Bicycle Collisions by Vehicle Code Violations

Vehicle Code Violation	Collisions
Turning Movements and Required Signals	11
Entering Hwy from Private Road or Driveway	9
Misc Hazardous Violations of the Vehicle Code	8
Bicycle Driving on Wrong Side of Road	7
Bicyclist, Failure to use Right Edge Road	6
Driving on Sidewalks	4
Failure to Drive on Right Side of Roadway	4
Pedestrian Not to Suddenly Enter Path, etc	4
Red or Stop, Vehicles Stop and Limit Line	4
Left Turn Yield Until Safe or U-Turn	3
Private Road or Driveway	3
Drive the Wrong Way on a Divided Highway	2
Entrance from stop through highway, yield until reasonably safe	2
Overtake and pass to left	2
Riding bicycle while under influence of alcohol drugs	2
Starting parked vehicles or backing	2
Stop requirements state stop line	2
Violation of basic speed law, speed unsafe for conditions	2
Yield right-of-way to pedestrians	2
Bicycle to use bicycle lane	1
Bicyclist, hitching ride with other vehicle	1
Disobeying traffic direction by authorized personnel	1
Entrance through highway, yield until reasonably safe	1
Failure to yield, turning vehicle having yielded	1
Hit and run	1
Left turn yield until safe	1
Left turn at intersections	1
Misc non-hazardous violations of the vehicle code	1
Opening and closing doors	1
Passing on right, when unlawful	1
Pedestrian traffic, red light	1
Selling bicycle without approved reflectors	1
Uncontrolled intersection, yield to first vehicle within	1
Vehicular traffic, green light	1
Total	**94**

Note: *Many of these violations occur from incorrect roadway positioning or not following the proper rules of the road while riding a bicycle.*

Figure 3-1: Bicycle Collisions

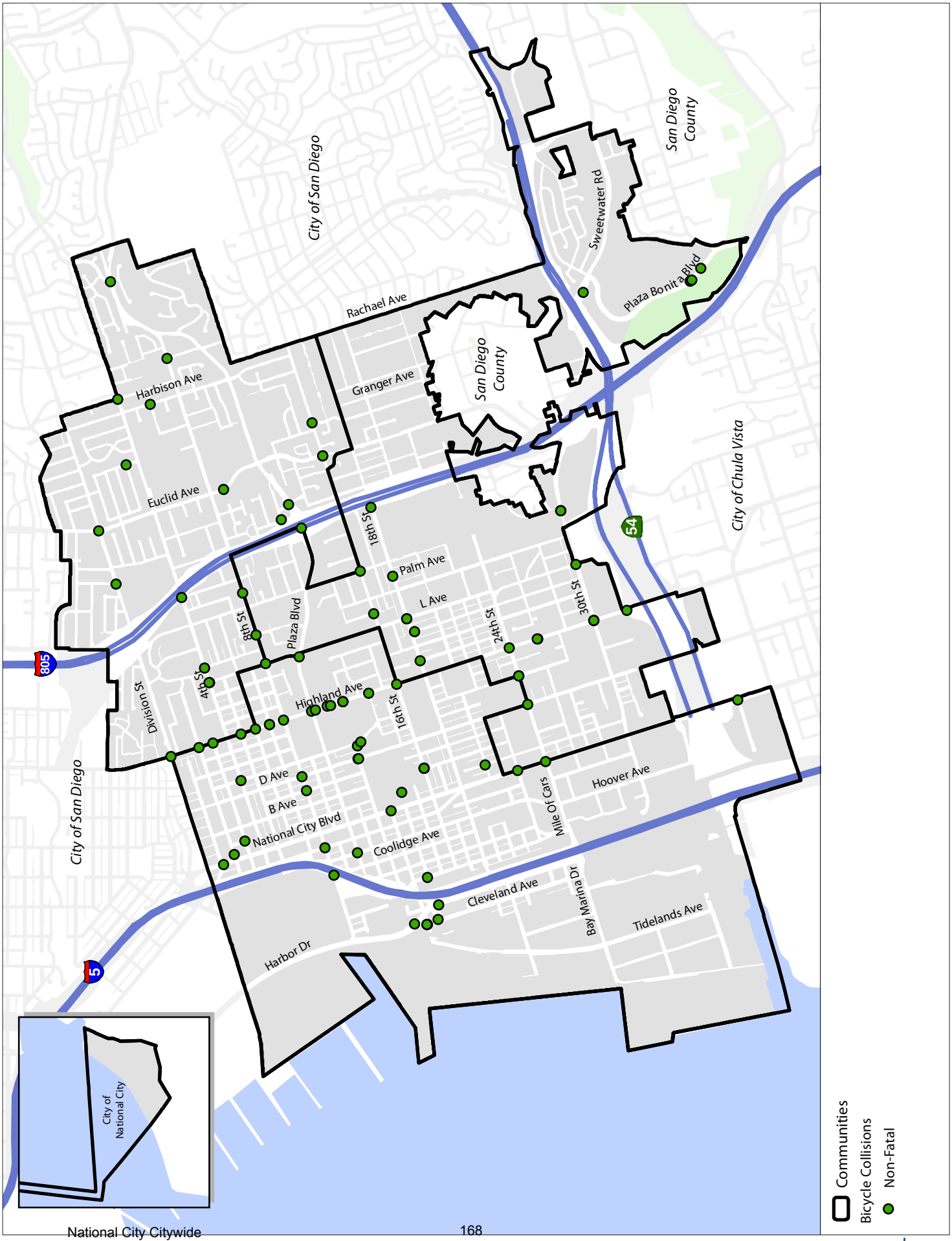


Table 3-8: Pedestrian Collisions by Community

Community	Collisions
Kimball	95
Las Palmas	74
El Toyon	67
Total	**236**

Note: *The high rate of pedestrian collisions in the Kimball Community correlates with the high propensity for walking in the neighborhood, as well as the high number of households without vehicle ownership and more households without vehicles.*

Table 3-9: Pedestrian Collisions by Year

Year	Collisions
2007	34
2008	39
2009	34
2010	34
2011	43
2012	34
2013*	18
Total	**236**

* Partial Year: January-June

Table 3-10: Pedestrian Collisions by Neighborhood

Neighborhood	Collisions
Central	41
John Otis	33
Las Palmas	31
Olivewood	23
Palmer Way	23
Ira Harbison	20
Lincoln Acres	20
Rancho De La Nacion	15
El Toyon	14
Kimball	14
Harbor District	2
Total	**236**

Table 3-11: Pedestrian Collisions by Road Segment

Road	Collisions
Highland Ave	57
East 8th St	14
Euclid Ave	14
Plaza Blvd	12
Division St	12
Plaza Bonita Rd	10
L Ave	8
National City Blvd	8
D Ave	7
East 18th St	5

Table 3-12: Pedestrian Collisions by Intersection

Intersection	Collisions
Highland Ave and Division St	5
Highland Ave and 24th St	5
Highland Ave and Plaza Blvd	5
Euclid Ave and Plaza Blvd	4
Plaza Blvd and L St	4
8th St and Roosevelt	3
8th Ave and A Ave	3
Euclid Ave and 4th St	3
Highland Ave and 4th St	3
Highland Ave and 16th St	3
Highland Ave and 18th St	3
Highland Ave and 30th St	3
Mile of Cars Way and Wilson Ave	3
Other intersections with two collisions	18
Total	**83**

Note: *35% of pedestrian collisions occurred at intersections*

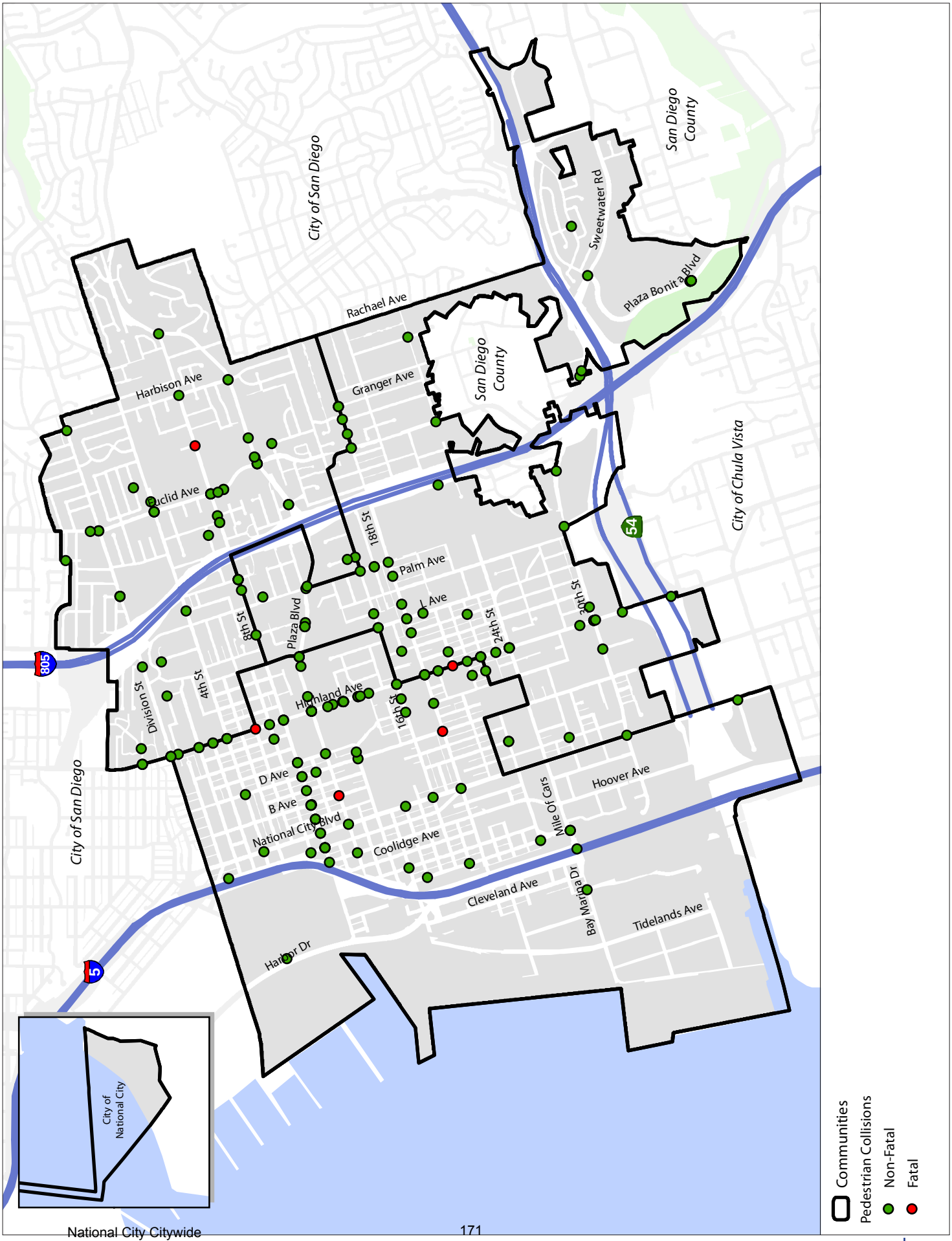
Table 3-13: Pedestrian Collisions by Pedestrian Age Group

Age Group	Collisions
< 16	62
17-64	135
65+	39
Total	**236**

Table 3-14: Pedestrian Collisions by Vehicle Code Violations

Vehicle Code Violation	Collisions
Yield right-of-way to pedestrians	72
Misc non-hazardous violations of the vehicle code	41
Misc non-hazardous violations of the vehicle code	20
Pedestrian Not to Suddenly Enter Path, etc	19
Starting parked vehicles or backing	11
Crossing between controlled intersections	9
Unknown/invalid charge	8
Right of Way on sidewalk	7
Pedestrian traffic, "Wait" Sign	6
Violation of basic speed law, speed unsafe for conditions	6
Pedestrian on Roadway	5
Turning Movements and Required Signals	5
Red or Stop, Vehicles Stop and Limit Line	3
DUI alcohol and/or drugs	2
DUI alcohol drugs/death causing bodily injury	2
Fail to obey traffic control device	2
Hit and run death or injury	2
Obedience to traffic control signals	2
Property damage accidents	2
Vehicular traffic, green light	2
Disobey traffic control construction site	1
Drive w/o license	1
Driving on Sidewalks	1
Entering Hwy from Private Road or Driveway	1
Evade peace officer with wanton disrergard for safety	1
Obedience to official traffic control device (pedestrian)	1
Reckless driving w/injury	1
Stop requirements state stop line	1
Tunnel of overhead crossing	1
Yield signs, yield until reasonably safe	1
Total	**236**

Figure 3-3: Pedestrian Collisions



(c) Attractive, convenient, environmentally sustainable, and safe multimodal public access to existing, approved, or planned recreational facilities within the Harbor District, and in adjacent Port Planning Subareas 58 and 59, including through the extension of the Harrison Avenue Public Access Corridor and appropriate linkages with the San Diego Bayshore and Sweetwater River Bikeway systems.

(d) Site- and development-specific conservation and development standards that protect coastal habitat, public access, recreational, visual, and cultural resources, contribute to high quality appearance and design, and provide for economically feasible commercial recreational facilities and uses.

(e) Appropriately sized and located infrastructure, including traffic circulation and parking, to support permitted density and intensity of uses within the Harbor District and adjacent priority uses.

(f) Participation by the CDC in specific area planning, inter-agency coordination, property acquisition, and pre-project feasibility analyses to lead and assist in achieving the objectives and standards of the plan.

Final Climate Action Plan

This Climate Action Plan (CAP) addresses the major sources of greenhouse gas (GHG) emissions in National City and sets forth a detailed and long-term strategy that the City and community can implement to achieve GHG emissions reduction target. Implementation of this climate action plan will guide National City's actions to reduce its contribution to global climate change and will support the State of California's ambitious emission reduction targets. The CAP serves as the CEQA threshold of significance within the City for climate change, by which all applicable developments within the City will be reviewed. National City has adopted a reduction target of 15 percent below 2005/2006 baseline emission levels by the year 2020, with additional reductions by the year 2030, for both community-wide and government operations.

The following list is a selection of project relevant greenhouse gas (GHG) emission reduction measures that the City of National City will implement in order to achieve the emission reduction target for the year 2020 and additional reductions by the year 2030.

• A2.b.2 Implement bicycle corridor improvements and supportive infrastructure.

• A2.b.5 Encourage employers to institute programs that provide financial incentives for commuters to reduce their vehicle trips and use alternative transportation modes like walking, bicycling, public transit and carpooling, often as an alternative to subsidized employee parking.

• A2.d.1 Implement neighborhood traffic calming projects (e.g., replace stop controlled intersections with roundabouts).

AB 32 Global Solutions Act (2006)

AB 32 requires California to lower greenhouse gas emissions to 1990 levels by 2020, the equivalent of taking approximately 15 million cars off the nation's roads. To meet reduction targets, the California Air Resources Board (CARB), the lead agency responsible for implementing the act, is following a blueprint known as the AB 32 Climate Change Scoping Plan. The plan lays out the strategy and a comprehensive set of actions including the establishment of targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve these targets. Because transportation accounts for 38% of the state's GHG levels, lowering transportation related GHGs is a primary focus. Increasing active transportation levels is one of the key strategies for lowering transportation related GHGs.

SB 375 Sustainable Communities and Climate Protection Act (2008)

Senate Bill 375, authored by Senate President Pro Tem Darrell Steinberg, was signed into law on September 30, 2008. SB 375 is an ambitious attempt by the State to forge a closer link between transportation investments and land use decisions. The bill integrates planning processes that are currently disjointed for transportation, land use, and housing, with the goal of reducing the amount that people have to drive, along with associated GHG emissions. Highlights of SB375 include:

- Created regional targets for GHG emissions reductions from cars and light trucks.
- Required regional planning agencies to create a land use and transportation plan, Sustainable Communities Strategy (SCS), to meet the GHG targets. An SCS for the San Diego region was adopted in 2011 as part of the 2050 Regional Transportation Plan.
- Reforms the Regional Housing Needs Allocations (RHNA) and Housing Element law to match regional planning processes.

- Made new California Environmental Quality Act (CEQA) exemptions and streamlining for certain projects consistent with a regional plan that meets the targets.

The first Sustainable Communities Strategy for the San Diego region was adopted in 2011 by the San Diego Association of Governments (SANDAG) as part of its 2050 Regional Transportation Plan. Goals and actions listed to implement the SCS included the provision of health principles in evaluation criteria for existing grant programs, encouragement of development patterns that promote walking, bicycling and access to public transit – especially in existing and emerging smart growth areas, and development of a regional complete streets policy. Technical data for the SCS and GHG target reductions included, among others, strategies to increase bicycling and walking in the region.

AB 1358 California Complete Streets Act (2008)
The Complete Streets Act of 2007, Assembly Bill 1358, requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

For as much as the bill is about making streets safer and more convenient for everyone, other stated goals are to improve public health through increased physical activity, make efficient use of urban infrastructure, and reduce Green House Gas emissions.

In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging more physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking and use of public transit. [1]

National City created a Complete Streets policy and other supportive policies in the adoption of their updated General Plan (2011).

[1] Assembly Bill 1358, Chapter 657, Statutes 2008.

SB 97 CEQA Directives for GHG (2007)
Known as a "companion" bill to AB 32 and SB 375, SB 97 affects how cities evaluate climate change in traffic impact studies and environmental documents. The bill required the Governor's Office of Planning and Research (OPR) to develop amendments to CEQA to address GHG emissions. These recommended amendments were then sent to the California Natural Resources Agency, the agency responsible for the CEQA Guidelines, for inclusion into the updated CEQA Guidelines that became effective March 18, 2010. As a result of SB 97, projects are now required to analyze and disclose whether they "generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment." The appropriate methodology for describing, calculating or estimating the amount of GHG emissions resulting from a project is left to the discretion of the lead agency.

National City **SMART** Foundation

February, 2014

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SMART...
SAFE, MULTI-MODAL, ACCESSIBLE ROUTES TO... TRANSIT, WORK, SCHOOL, SERVICES & RECREATION
FOUNDATION

Introduction

1

Project Description

National City was awarded a Community-Based Transportation Planning Grant (CBTP) from Caltrans in November 2012. CBTP grants support livable communities, Smart Growth land-use and transportation planning, long-term economic development, multimodal linkages between jobs and housing, commute alternatives, and safe pedestrian and bicycle travel. These grants reflect community values, and encourage nontraditional community participation in transportation planning processes.

A strong foundation is needed to support real changes in land use and transportation. The National City S.M.A.R.T. Foundation (Safe, Multi-modal, Accessible Routes to… Transit, Works School, Services and Recreation) is based upon improvements to the walkability and bikeability of a community. With limitations on funding for making dramatic changes, it is critical that this limited funding be used in areas where it can make the most difference for the health, safety and welfare of the community. Improvements that can make a real difference are related, in the short term, to improving the physical environment with new walking facilities, and in the long term, for integrating land use and transportation planning. Both of these actions require a blueprint with enough detail to identify capital improvement projects that can be prioritized and implemented.

Project Focus

The focus of this planning study is on integrating pedestrian access, neighborhood enhancements, Safe Routes to School and improvements with a variety of ongoing studies, regulations and opportunities. The Smart Foundation is the basis on which non-motorized mobility and land use improvements can be made at a neighborhood level.

The SMART Foundation process includes:

- Development of Geographic Information Systems (GIS) mapping correlating pedestrian safety concerns throughout the city with current transportation facilities and uses.

- Development of a GIS map that utilizes demographic, land use, and transportation data, as well as destinations for pedestrians including public facilities, community programs and transit facilities, all intended to promote better access for those that choose or may not have the option to drive vehicles.

- Review of policies, CIP projects and implementation strategies for pedestrian facilities as they affect equity for the diverse community.

- Integration of previous efforts with new planning regarding the Bikeway Master Plan, Complete Streets Analysis and Wayfinding Signage program, ADA Transition Plan and Capital Projects.

- Integration of planning efforts focused on circulation and mobility related elements, smart growth and urban infill strategies.

- Coordination of proposed street expansions, extensions and improvements to make sure that the non-vehicular requirements of bikes, pedestrians, disabled access and transit access are incorporated into these future efforts, as required by complete streets legislation.

- Identification of opportunities for expanding access to public parks, open space and other recreational facilities through improved pedestrian access on a neighborhood scale.

- Review of how improved pedestrian facilities and integrated land use and transportation planning of alternative modes of travel can help the City in obtaining conformance with climate action plans and greenhouse gas emission reduction goals and lowering overall vehicle miles traveled.

- Implementation of a public input plan and strategy to discuss issues with the community and recommend projects that match the community priorities. This includes walk audits to collect data and identify areas in each neighborhood for improvements.

- Integration with Rady Children's Hospital's Safe Routes to School programs.

Project Scope

The basis of the SMART Foundation is to identify bicycle and pedestrian deficiencies throughout the City and engage its residents in providing feedback on what improvements they would like to see. Whether it is regular maintenance or enhanced crossings, multiple outreach events were conducted along with the distribution of hard copy and online surveys to gather this type of input. Social media such as Facebook and Twitter were also used to announce workshops and events. A project website website was also developed.

Public Outreach

In April 2013, neighborhood walk audits were conducted from the city's three neighborhood parks: Kimball Park, El Toyon Park and Las Palmas Park. The consultant team, along with Rady Children's Hospital, city staff, local organizations and residents worked together to walk almost every street in National City to collect bicycle and pedestrian deficiencies that would be compiled in a citywide database for use in the identification of existing conditions and development of recommendations.

Six additional focus group workshops were conducted from June to October 2013 to reach specific demographics that regularly use the city's non-motorized and transit oriented infrastructure. These workshops included a hispanic, senior, young professionals and parent-student focus. While the hispanic focus, young professional and parent-student were stand alone workshops, the senior focus workshops were conducted during each of the three neighborhood council meetings. Additional outreach was conducted at the National City Library's Literacy nights. Over 500 people responded to the hard copy and online surveys, identifying locations across the City where improvements can be implemented. Details of the workshops and outreach efforts can be found in Chapter Four.

Parent-Student workshop at the Boys and Girls Club

Kimball Elementary Walk to School Day with Rady Children's Hospital

Existing Conditions

Examining the City's existing conditions, documents and planned capital improvement projects provided the baseline information to begin the data gathering phases from a pedestrian and bicycling perspective. Existing and proposed land use, the motorized and non-motorized transportation network and demographics were summarized to provide the City's current and planned conditions. This analysis streamlined the process of identifying deficiencies and gaps in the City's existing transportation network. The SMART Foundation followed many of the policies and guidelines set forth by the recently adopted General Plan to further enhance the grant funding opportunities for project implementation.

Safety Analysis

A bicycle, pedestrian and crime analysis was conducted with cooperation from the City's Police Department. The Police Department provided the necessary data on bicycle and pedestrian collisions and crime data between 2007 and June, 2013.

Bicycle and pedestrian collisions were summarized by community and neighborhood to get a better sense of which neighborhoods had the highest instances of non-motorized collisions. The collisions were analyzed further by intersection, vehicle code violation and other collision factors.

Due to the volume of crime data that was collected, the data was subdivided into three levels of violation. Feedback was provided by the City's Crime Analyst to determine the subcategories appropriate for this project.

- Level one are the non-physical violent crimes which include, amongst others, robbery, vandalism, disorderly conduct, loitering, indecent exposure, possession of firearms, gang activity, and disturbing the peace.
- Level two crimes are more physical and related to children such as assault, battery, child cruelty, possession of a deadly weapon, lewd and lascivious acts, sexual battery, annoying children, crimes against children, firearm discharge and unlawful sexual intercourse.
- Level three are the most serious crimes which include murder, rape and kidnapping.

Additionally, the safety analysis was conducted within a quarter-mile from schools and parks to identify the parks and schools with high rates of collisions and crime for future Crime Prevention Through Environmental Design (CPTED) projects.

Future Conditions

As part of the grant requirement, Geographic Information Systems (GIS) analysis was performed to highlight areas in the City for bicycle and pedestrian priority and Smart Growth areas.

Smart Growth means developing urban, suburban and rural communities with a compact and efficient development pattern that places housing and transportation choices near jobs, retail and schools. The primary focus is on the efficient use of existing infrastructure to preserve open space and natural resources.

SANDAG has developed a Smart Growth Concept Map which identifies locations in the San Diego region that can support smart growth and transit. The concept map is for planning purposes and use in the TransNet Smart Growth Incentive Program. Three concept areas have been identified in National City.

In order to confirm these concept areas are suitable to accommodate smart growth, two separate GIS exercises were performed. These exercises consisted of a City-wide Bicycle and Pedestrian suitability model and an Attractor Element Model. This analysis can also be used to identify areas for project prioritization because of the density of population and attractions. This exercise strengthened the locations of SANDAG's Smart Growth Concept Map which identifies location within the City that can support smart growth and transit.

Guidelines were also developed specific to neighborhood improvements through various topics set forth by the City's General Plan. These guidelines have been developed to provide residents the opportunity to implement and take initiative with assistance from the City to begin implementing projects.

Recommended Projects

Once data was gathered from workshops and surveys, a project list was compiled to identify the most commented locations and issues. The projects were narrowed down by eliminating those that were completed during the duration of this project and those that have already been analyzed. Some have either received grant funding or are in the process of applying for grants for these improvements. The initial list of projects confirmed what the City is planning to improve which in turn narrowed down the recommended project list.

SMART Foundation projects are categorized into Tier One and Tier Two.

- Tier One projects were identified at high priority projects and moved forward with conceptual designs. These conceptual designs will allow the City to immediately apply for grant funding to further study and install these improvements.
- Tier Two projects are secondary priorities with recommendations identified and located on maps along with planning level-cost estimates.
- Tier Three projects range from widening or improving sidewalks to installing crosswalks or maintenance. While not high priority projects, they provide the framework to identify improvements when/if other improvements are made in the area.

Euclid Ave between 4th Street and 8th Street was identified as a potential project.

Projects that did stand out included improving the pedestrian connections along Euclid Ave between 4th Street and Plaza Boulevard, and improving Joe's Pocket Farm/ Mundo Gardens in northeast National City. These projects were identified as Tier One from the level of public input gathered and priority ranking found in Chapter Five. From input gathered, residents wanted to improve pedestrian crossing Euclid Avenue near Paradise Valley Hospital between 4th Street and 8th Street.

Other input suggested improving crossing Euclid Avenue near Windmill Plaza Shopping Center between 8th Street and Plaza Boulevard. These two sections have been analyzed further with recommendations and are detailed in Chapter Six.

Euclid Ave between 8th Street and Plaza Boulevard

Joe's Pocket Farm/Mundo Gardens

Existing multi-use path along I-805

Adjacent to Joe's Pocket Farm is a multi-use path that connects the neighborhoods north of Division Street to El Toyon Elementary and El Toyon Park. A multi-use path from El Toyon Park and East 12th Street was proposed to eventually connect to the future transit station at I-805 and Plaza Blvd. However, Caltrans would not relinquish the right-of-way to the City, so an alternative on-street route was identified as part of this project to address this connectivity and to extend to Las Palmas Park and Elementary School. This project would then provide a north-south bicycle connection between Joe's Pocket Farm, El Toyon Elementary and Las Palmas Elementary, eventually providing an identifiable route between the two schools. The recommendations associated with this project are found in Chapter Six.

Other projects that came about from public input and planned projects were then categorized into Tier Two Projects. These projects had smaller, but no less important recommendations. These projects were analyzed to address the public's concerns, ADA and pedestrian deficiencies from a planning level perspective.

Funding Sources

National City has been very successful in obtaining grant funding to implement projects such the 8th Street Corridor, 4th Street traffic calming and the Coolidge Avenue Community Corridor. The funding chapter provides the City a menu of grant resources for projects such as striping bike lanes to purchasing equipment for neighborhood pocket farms. This section has been updated to include Federal legislations including MAP-21 to local agencies, such as the San Diego Foundation. This chapter provides the City with the resource to identify which programs will work best for any particular project.

Pedestrian Facilities and Walk Audit Results

Existing infrastructure data was collected from the City to develop base maps for additional data collection. Walk audits were conducted through a team of volunteers, city council members and consultant staff on three consecutive Saturdays in April, originating at each of the City's regional parks.

At each of these parks, volunteers went through a brief training session and discussion on how the walk audits were to conducted and the purpose of them. The volunteers, led by staff, then walked to predetermined neighborhoods to conduct the audits. Maps and photos were provided to take down notes and modify curb ramp and sidewalk data that needed to be changed. These walk audits also allowed the volunteers to have discussion with staff on recommendations they would like to see to improve the City's walking and bicycling environment.

While staff and volunteers were conducting the walk audits, some staff remained at the parks to pass out surveys and collect additional feedback from park patrons. The following list identifies the deficiencies that were collected on the walk audit maps which can be found in Appendix A. They are categorized by deficiency type.

Walkways
A. Missing walkways
B. Walkways are broken
C. Walkways blocked by utilities or poles leaving less than 3' walkway width
D. Walkways interrupted by steep sloping & frequent driveways
E. Dirt/unpaved side paths created by foot traffic

Street Crossings
F. Marginal ramps at corners (ramps with no truncated domes & with lip at bottom)
G. Roadway is very wide for crossing with no median refuge.
H. No marked crosswalk
I. Long distance between safe crossing points; midblock crossing needed.

Safety
J. No separation between sidewalk & traffic such as trees or parked cars
K. Multiple lanes to cross without stop signals stopping traffic
L. Blind spots at roadway intersections that block visibility of pedestrians
M. High vehicular speeds

Bicycling
N. No bike facility such as paint striping to indicate lanes
O. People riding on the sidewalk
P. No secure bike parking

Comfort and Appeal
Q. No shade from street trees
R. Limited lighting at night
S. Graffiti
T. Lacking amenities (signage, trash receptacles, benches)
U. Overgrown landscaping blocking the walkway.

Walk audit volunteers at El Toyon Park

The following maps show the results of the walk audits by community and deficiency category.

Table 2-10: El Toyon Community Deficiency Count

Walkways	Count
Missing walkways	20
Private road or walkway	3
Walkways broken	27
Walkways blocked by utilities or poles	38
Narrow sidewalks	3
Walkways interrupted by steep sloping driveways	5
Street Crossings	
Ramps with no truncated domes	55
Roadway too wide for crossing	8
No marked crosswalk	36
Long distance between safe crossing points	18
Safety	
No separation between sidewalk and traffic	10
Multiple lanes to cross without stop signals	4
Blind spots at roadway intersections	9
High vehicular speeds	27
Bicycling	
People riding on the sidewalk	3
Comfort and Appeal	
No shade from street trees	18
Limited lighting at night	7
Graffiti	2
Lacking amenities such as signage and trash bins	10
Overgrown landscaping blocking the walkway	22
Landscape maintenance needed	1
Unsightly objects such as trash	1
Loud and scary pets	6
Badly placed or constructed structures	1
Total	**334**

Table 2-11: Kimball Community Deficiency Count

Walkways	Count
Missing walkways	14
Private road or walkway	7
Walkways broken	36
Traffic becomes too congested	1
Walkways blocked by utilities or poles	31
Narrow sidewalks	1
Walkways interrupted by steep sloping driveways	35
Street Crossings	
Ramps with no truncated domes	60
Roadway too wide for crossing	3
No marked crosswalk	38
Long distance between safe crossing points	2
Safety	
No separation between sidewalk and traffic	6
Blind spots at roadway intersections	4
High vehicular speeds	20
Bicycling	
No bike facilities	1
Comfort and Appeal	
No shade from street trees	11
Limited lighting at night	8
Graffiti	3
Lacking amenities such as signage and trash bins	9
Overgrown landscaping blocking the walkway	16
Landscape maintenance needed	4
Unsightly objects such as trash	4
Loud and scary pets	2
Homeless encampment	1
Badly placed or constructed structures	15
Total	**332**

Table 2-12: Las Palmas Community Deficiency Count

Walkways	Count
Missing walkways	10
Walkways broken	47
Walkways blocked by utilities or poles	21
Narrow sidewalks	2
Walkways interrupted by steep sloping driveways	10
Street Crossings	
Ramps with no truncated domes	80
Roadway too wide for crossing	1
No marked crosswalk	34
Long distance between safe crossing points	1
Safety	
No separation between sidewalk and traffic	14
Blind spots at roadway intersections	2
High vehicular speeds	18
Bicycling	
No bike facilities	4

Comfort and Appeal	Count
No shade from street trees	33
Limited lighting at night	11
Graffiti	3
Lacking amenities such as signage and trash bins	7
Overgrown landscaping blocking the walkway	17
Landscape maintenance needed	1
Unsightly objects such as trash	2
Loud and scary pets	4
Badly placed or constructed structures	12
Total	**334**

Table 2-13: Sidewalk Summary

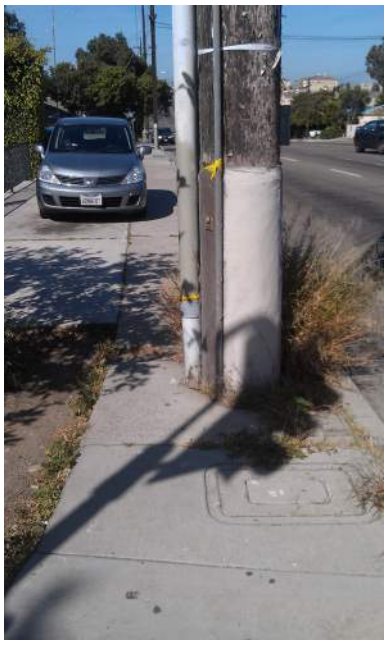
Community	Miles	% of Total per Community
El Toyon		
Existing	55.07	82%
Missing	12.31	18%
Total	**67.37**	
Kimball		
Existing	64.83	68%
Missing	31.14	32%
Total	**95.97**	
Las Palmas		
Existing	56.07	71%
Missing	23.35	29%
Total	**79.43**	

Source: SANDAG and KTU+A

Note: *Sidewalk data was provided by SANDAG and field verified during the walk audits. These totals include sidewalk son both sides of the street.*

The following photos are examples of the data collected during these walk audits.

Broken walkway in the Kimball Community



Utilities blocking the sidewalk on Palm Ave and Division St

Lack of sidewalk maintenance on 21st St

Uneven sidewalk pavement on Highland Ave

Pedestrian crossing sign without a crosswalk on Euclid Ave in front of the Paradise Valley Hospital

Appendix A

The following maps summarize the data collection efforts of the Walk Audits. For a full summary please see Chapter 2.

The following photos are examples of the data collected during these walk audits.

Uneven sidewalks in the Kimball Community

Utilities blocking the sidewalk on Palm Ave and Division St

Lack of sidewalk maintenance on 21st St

Uneven sidewalk pavement on Highland Ave

Pedestrian crossing sign without a crosswalk on Euclid Ave in front of the Paradise Valley Hospital

Figure A1: El Toyon - Bicycling

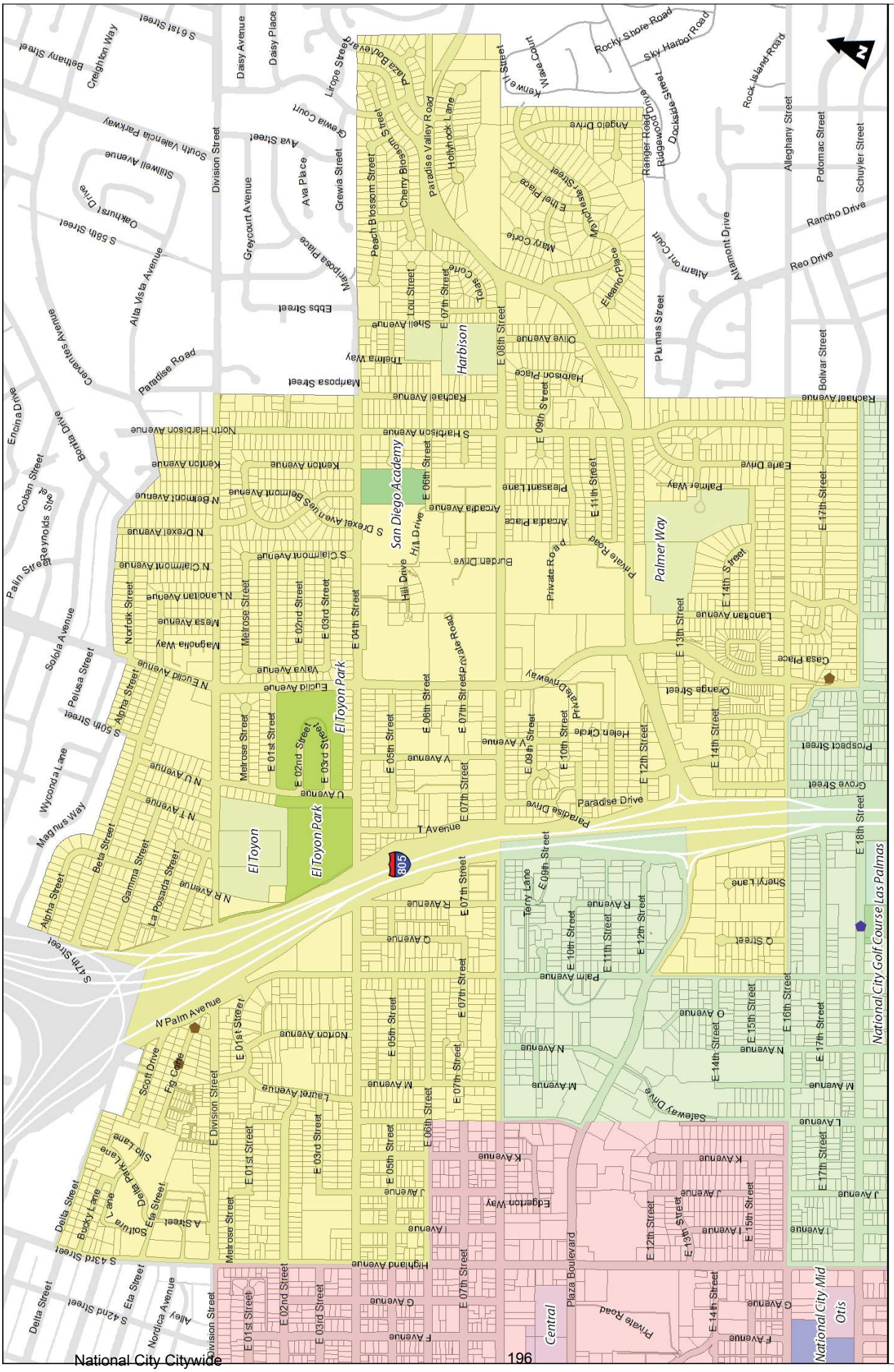


Figure A2: El Toyon - Comfort and Appeal

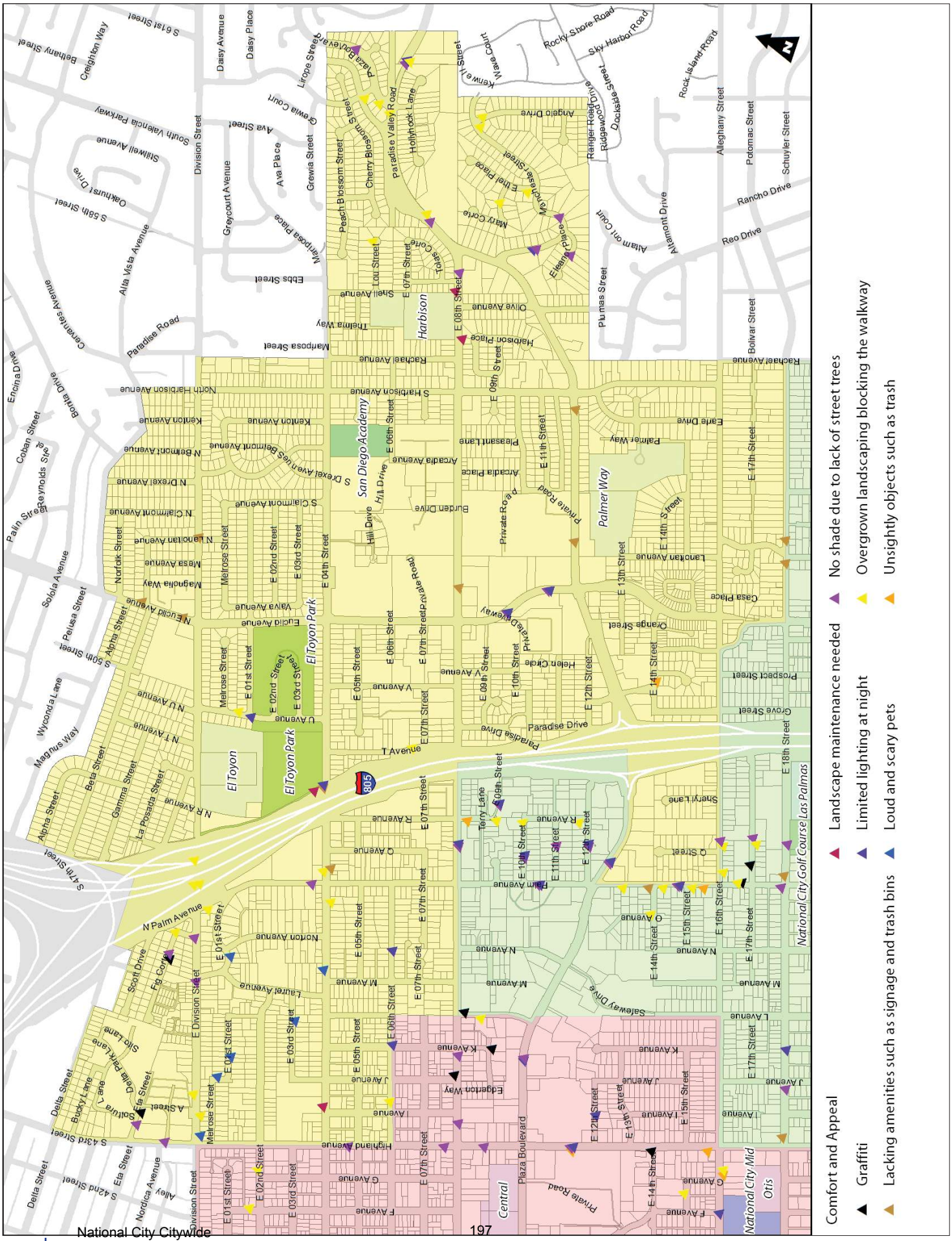


Figure A3: El Toyon - Safety

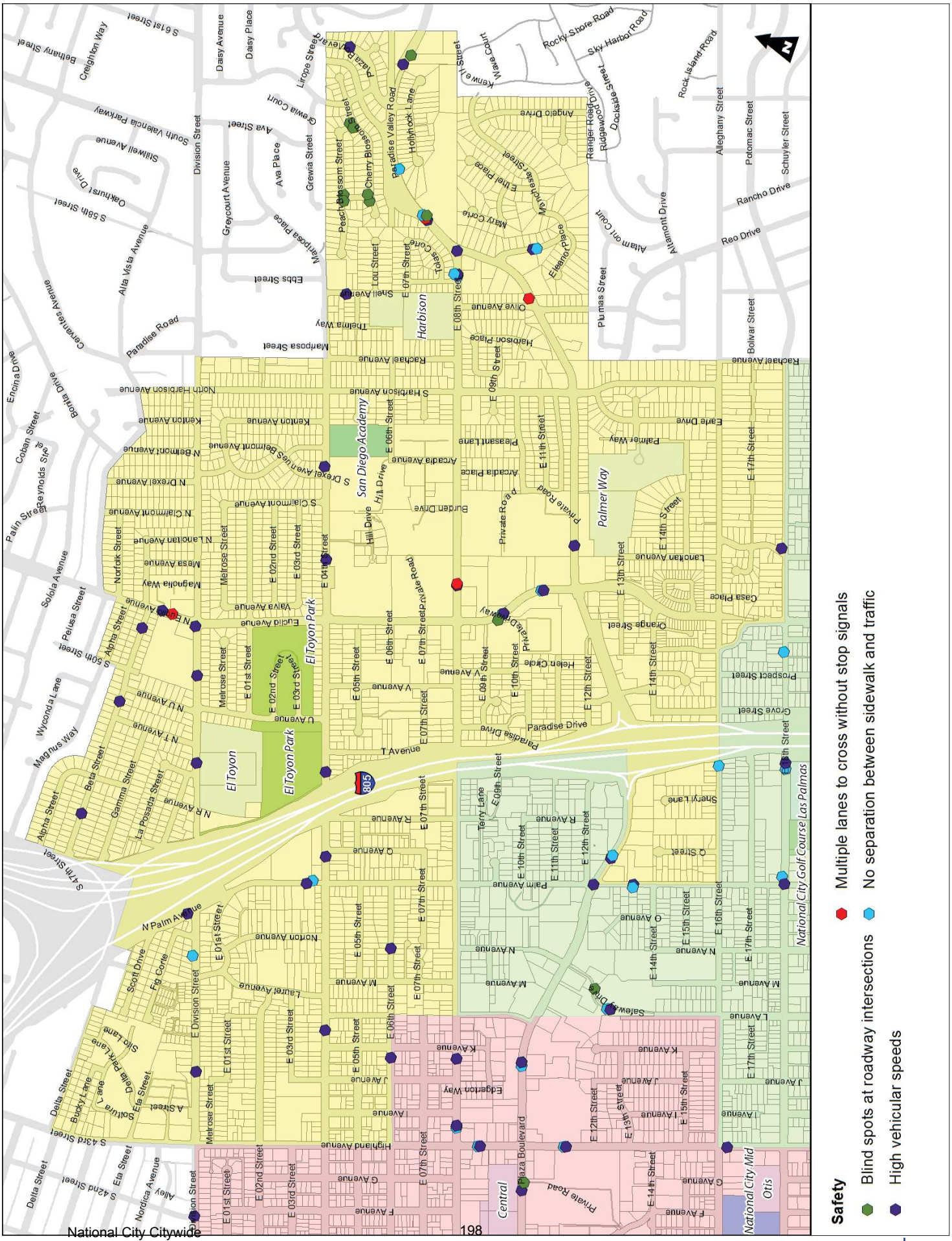


Figure A4: El Toyon - Sidewalk Conditions

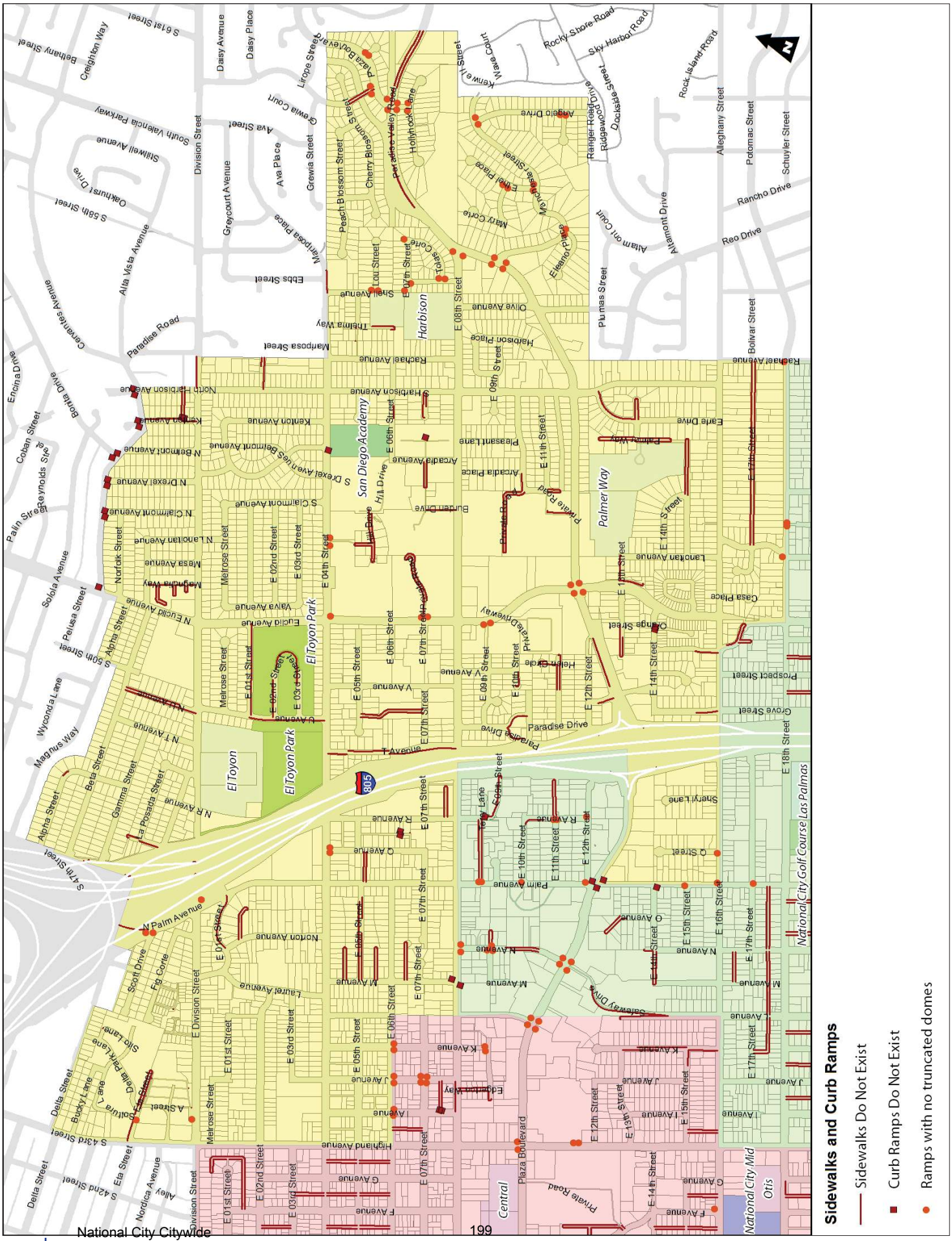

Sidewalks and Curb Ramps
Sidewalks Do Not Exist
Curb Ramps Do Not Exist
Ramps with no truncated domes
El Toyon
El Toyon Park
San Diego Academy
Palmer Way
Harbison
Central
Mid
Otis
National City Golf Course
Las Palmas
805
N
Palm Avenue
Palm Street
Palm Way
Palm Place
Palm Circle
Palm Court
Palm Drive

Figure A5: El Toyon - Street Crossings

Figure A6: El Toyon - Walkways

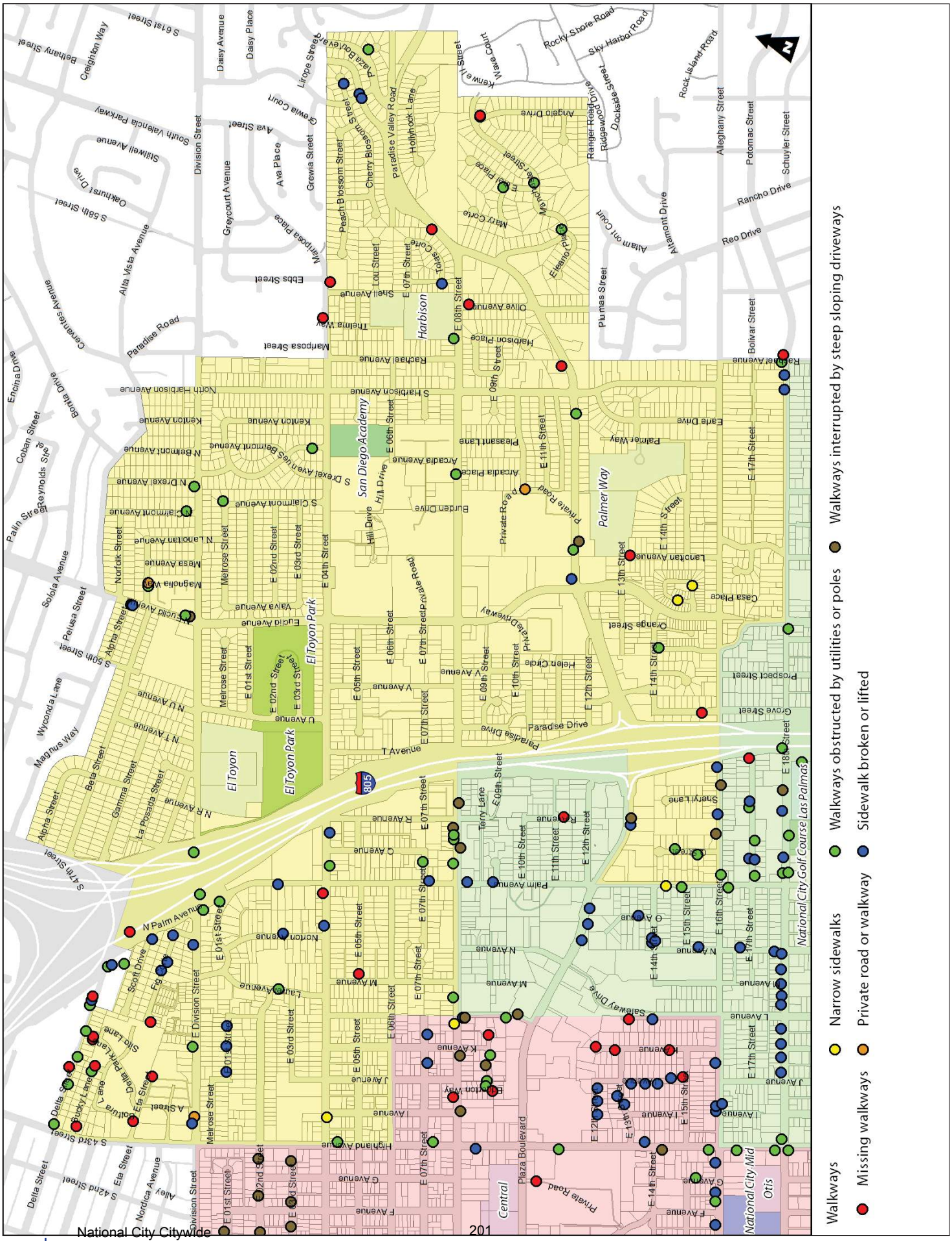


Figure A7: Kimball - Bicycling

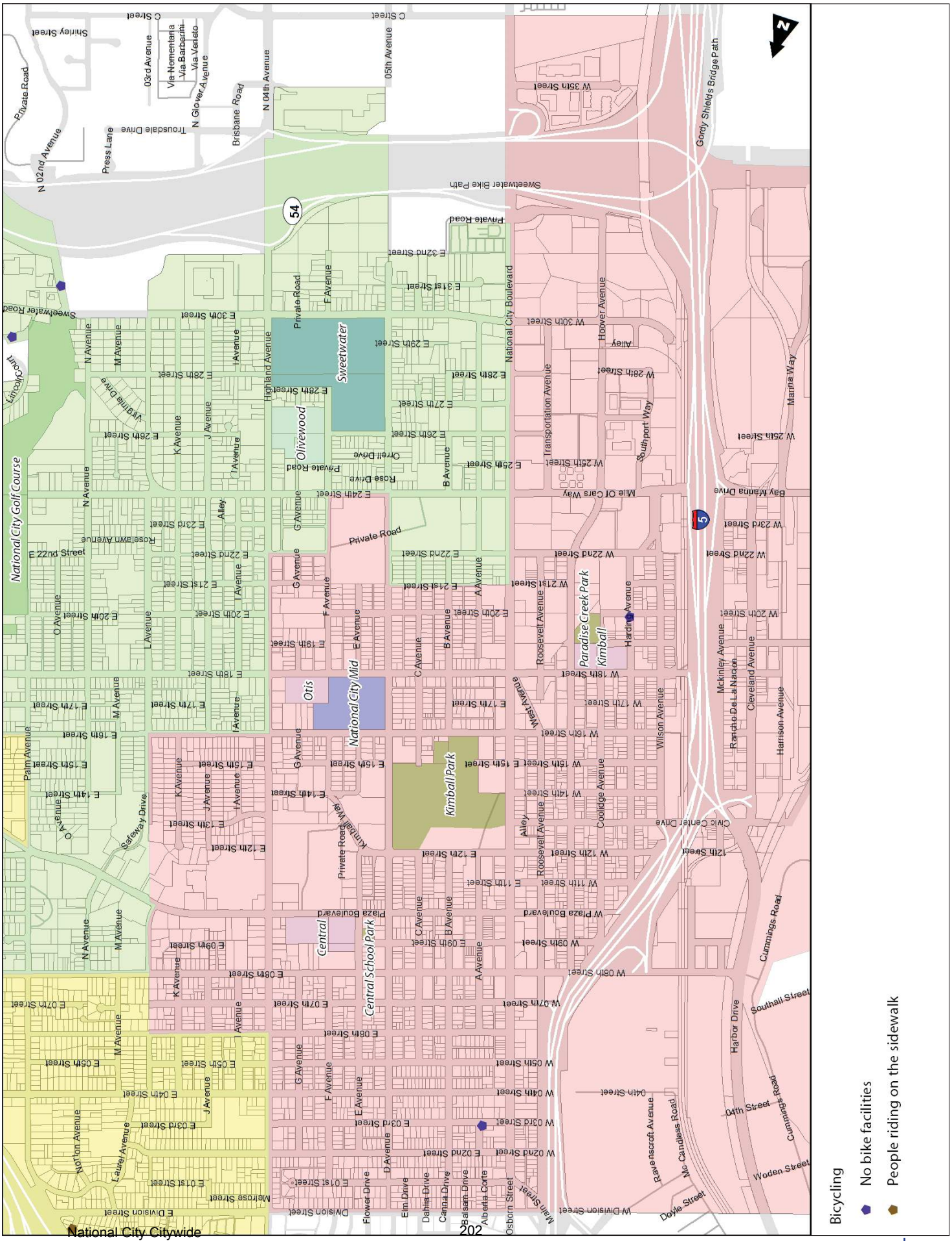
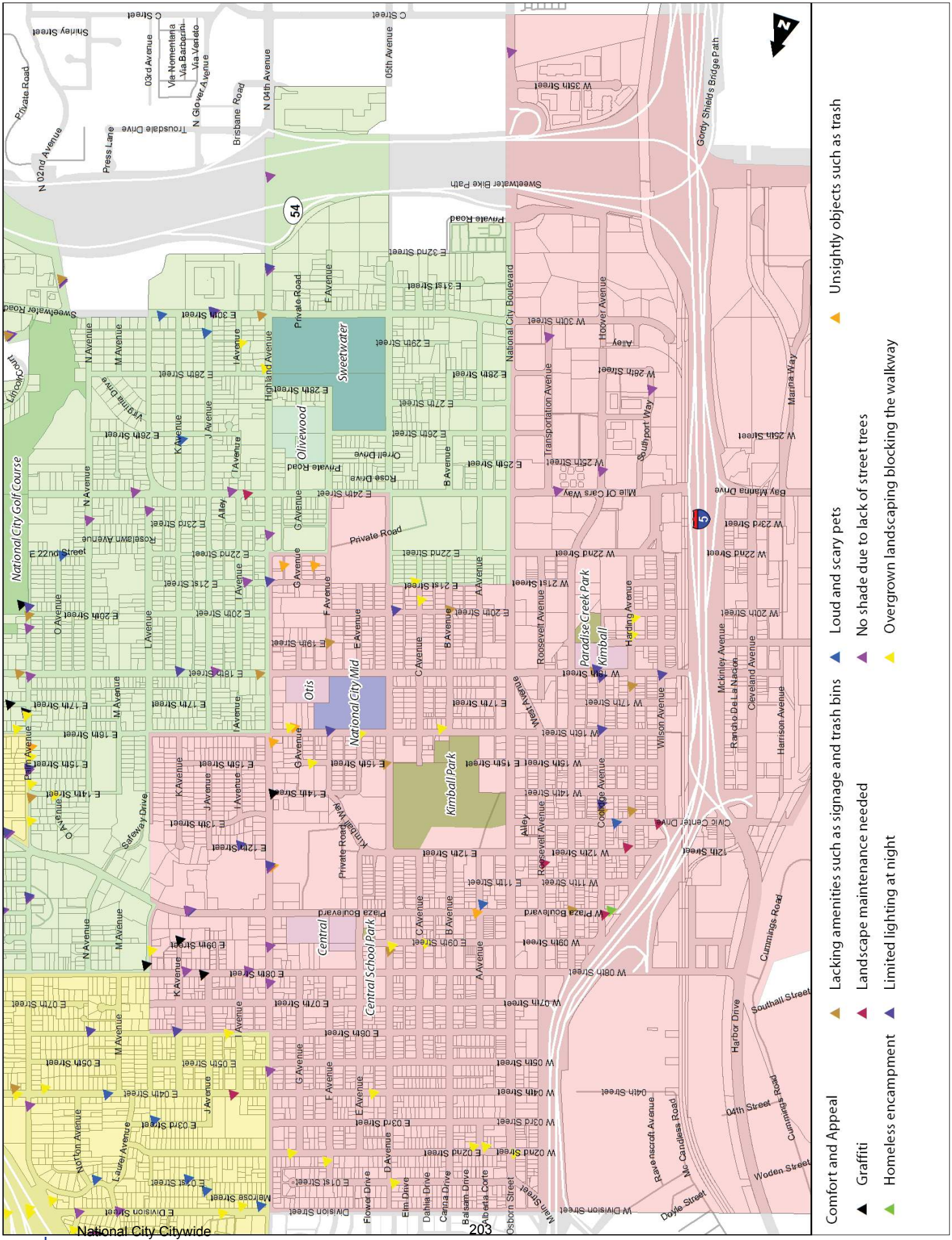


Figure A8: Kimball - Comfort and Appeal


Comfort and Appeal
Graffiti
Homeless encampment
Lacking amenities such as signage and trash bins
Landscape maintenance needed
Limited lighting at night
Loud and scary pets
No shade due to lack of street trees
Overgrown landscaping blocking the walkway
Unsightly objects such as trash
National City Golf Course
Sweetwater
Olivewood
Otis
National City Mid
Kimball Park
Central Park
Paradise Creek Park
Kimball
Central
Private Road
Sweetwater Bike Path
Gordy Shields Bridge Path
Bay Marina Drive
Marina Way
Harbor Drive
Southport Way
Hoover Avenue
National City Boulevard
Transportation Avenue
Roosevelt Avenue
Harding Avenue
Wilson Avenue
Mckinley Avenue
Cleveland Avenue
Harrison Avenue
Rancho De La Nacion
Cummings Road
Southall Street
Woden Street
Doyle Street
Mc Candless Road
Ravenscroft Avenue
Main Street
Osborn Street
Balsam Drive
Canna Drive
Dahlia Drive
Elm Drive
Flower Drive
Division Street
Safeway Drive
Norton Avenue
Laurel Avenue
Melrose Street
Highland Avenue
Rosewan Avenue
Mile Of Cars Way
Civic Center Drive
Trousdale Drive
Press Lane
Brisbane Road
Via Nomentana
Via Barberini
Via Verdeto
Shirley Street
Private Road
N 02nd Avenue
N Glover Avenue
03rd Avenue
04th Avenue
05th Avenue
C Street
W 35th Street
W 30th Street
W 28th Street
W 25th Street
W 23rd Street
W 22nd Street
W 21st Street
W 20th Street
W 19th Street
W 17th Street
W 16th Street
W 15th Street
W 14th Street
W 12th Street
W 11th Street
W Plaza Boulevard
W 09th Street
W 08th Street
W 07th Street
W 05th Street
W 04th Street
W 03rd Street
W 02nd Street
W Division Street
E 32nd Street
E 31st Street
E 30th Street
E 29th Street
E 28th Street
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E 26th Street
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E 12th Street
E 11th Street
E 09th Street
E 08th Street
E 07th Street
E 05th Street
E 04th Street
E 03rd Street
E 02nd Street
E 01st Street
E Division Street
Alley
Vy Bine Drive
Orrell Drive
Rose Drive
Kimball Way
Cooledge Avenue
Roosevelt Avenue
West Avenue
Plaza Boulevard
Central School Park
Highland Avenue
Private Road
Sweetwater

Figure A9: Kimball - Safety

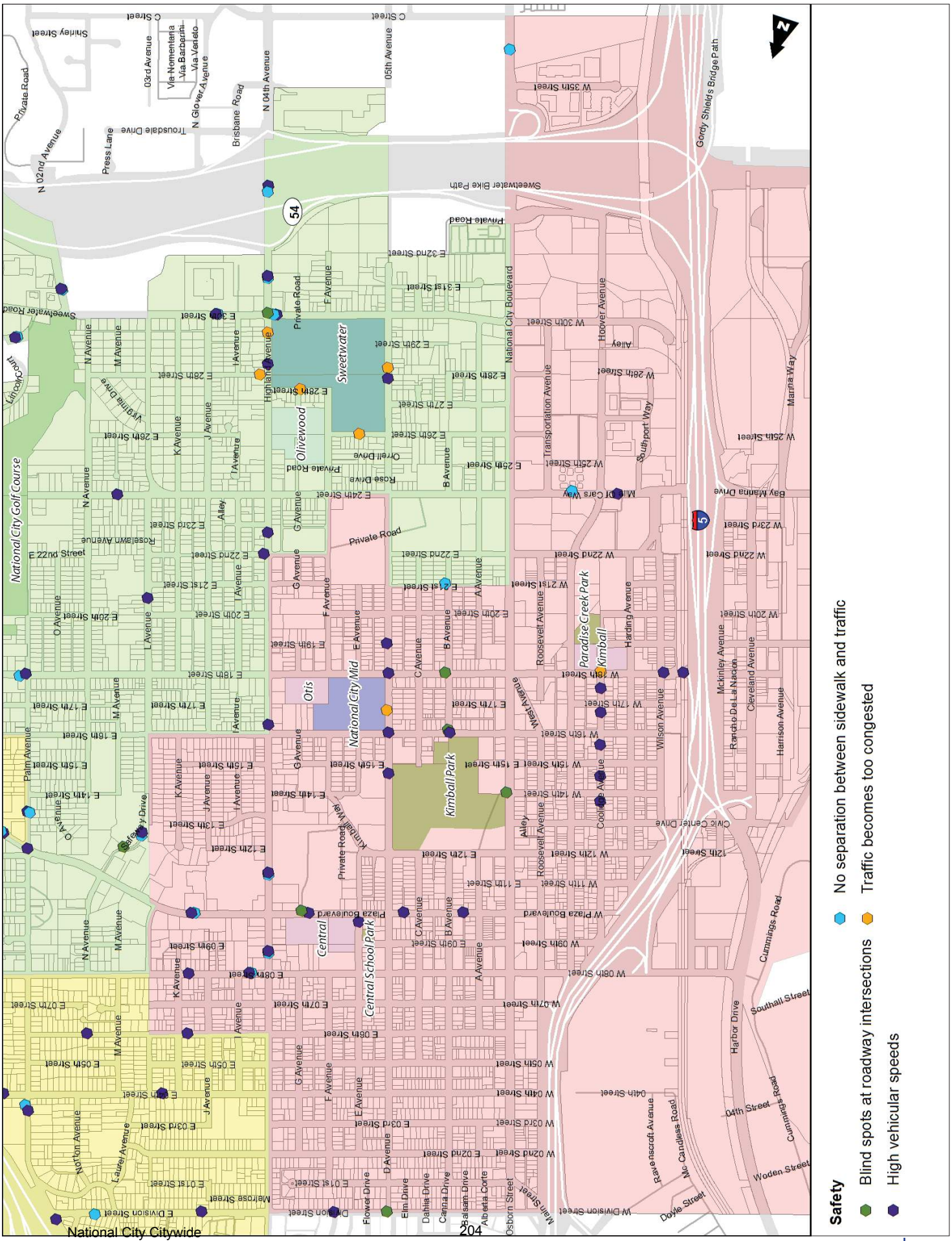


Figure A10: Kimball - Sidewalk Conditions

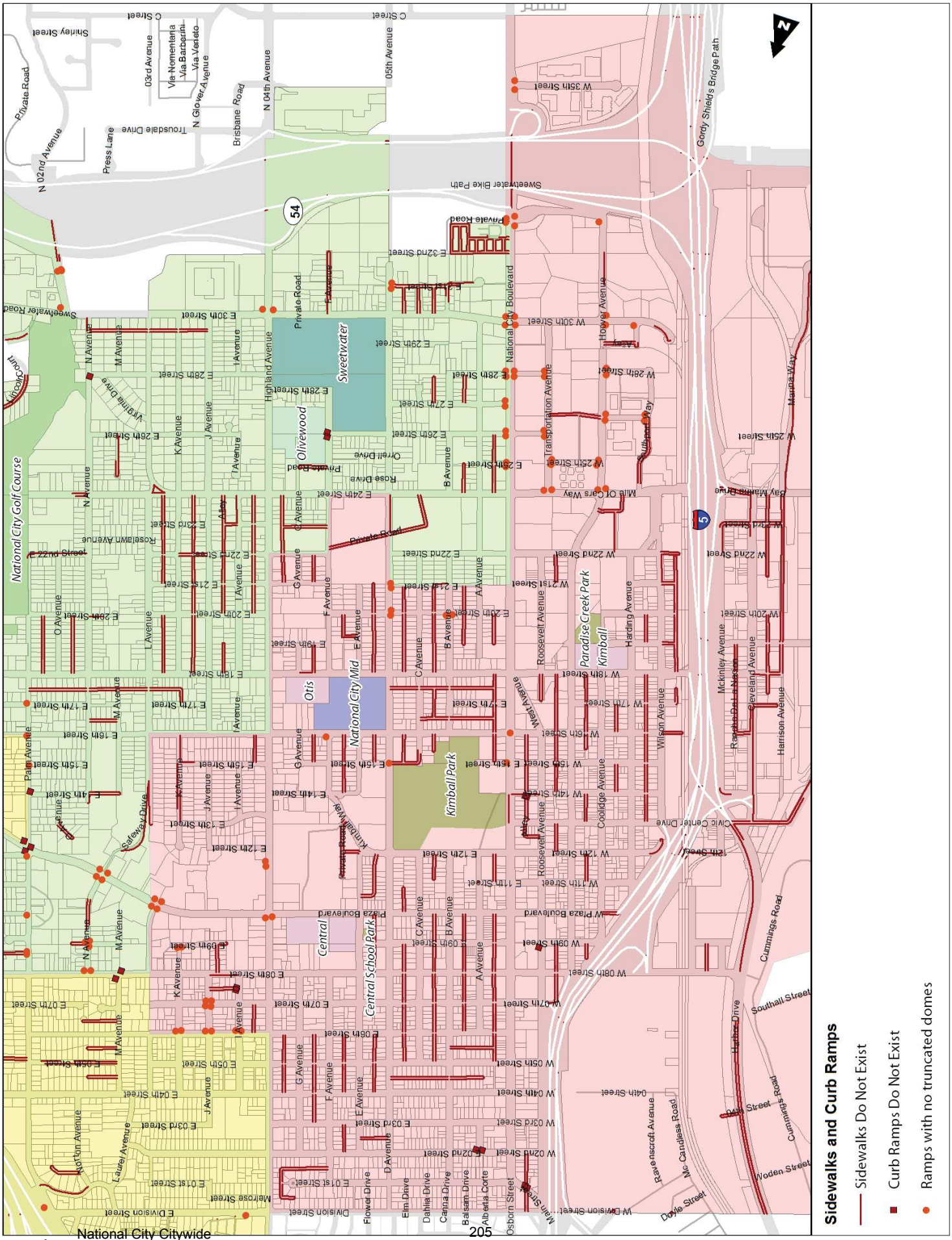


Figure A11: Kimball - Street Crossings

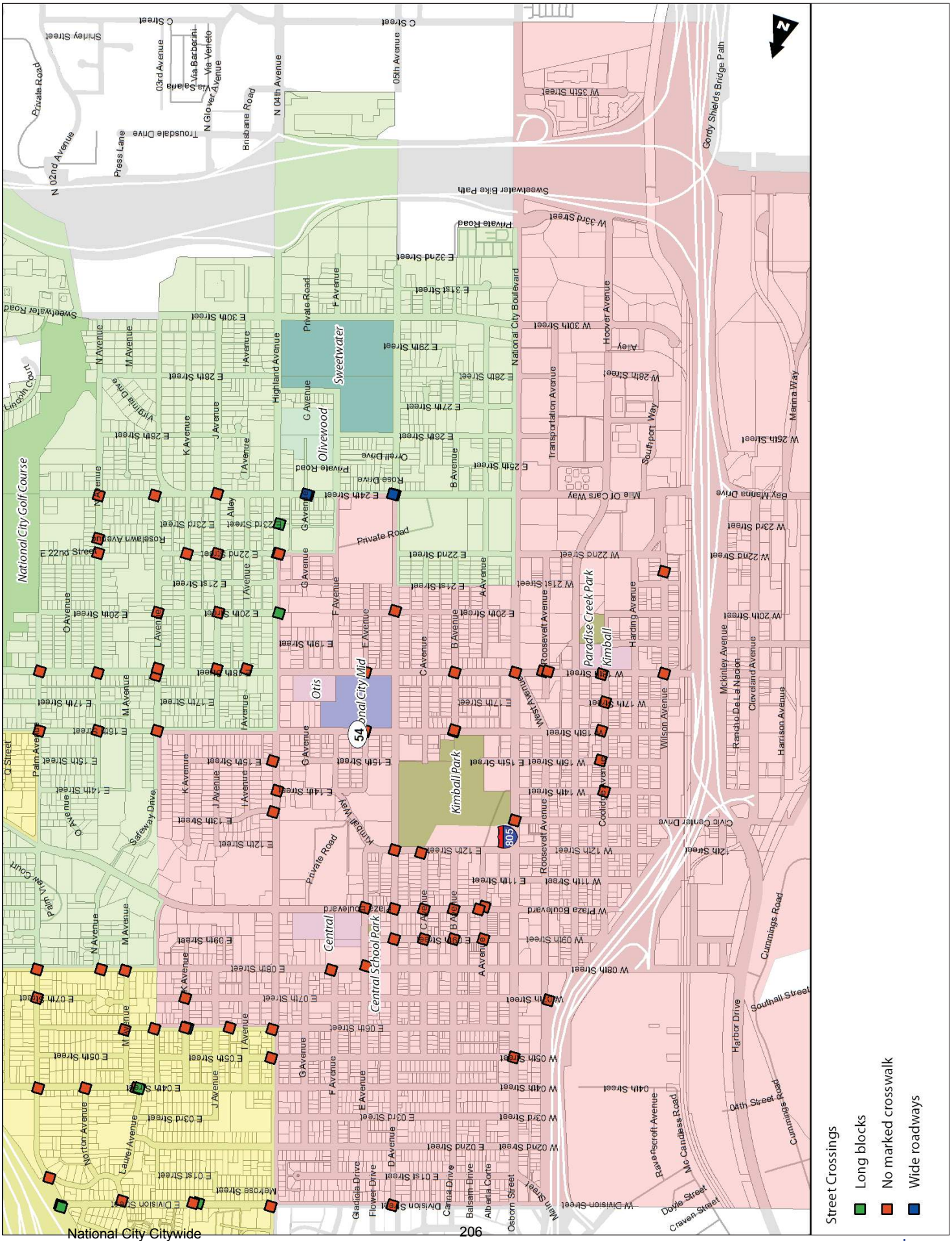


Figure A12: Kimball - Walkways

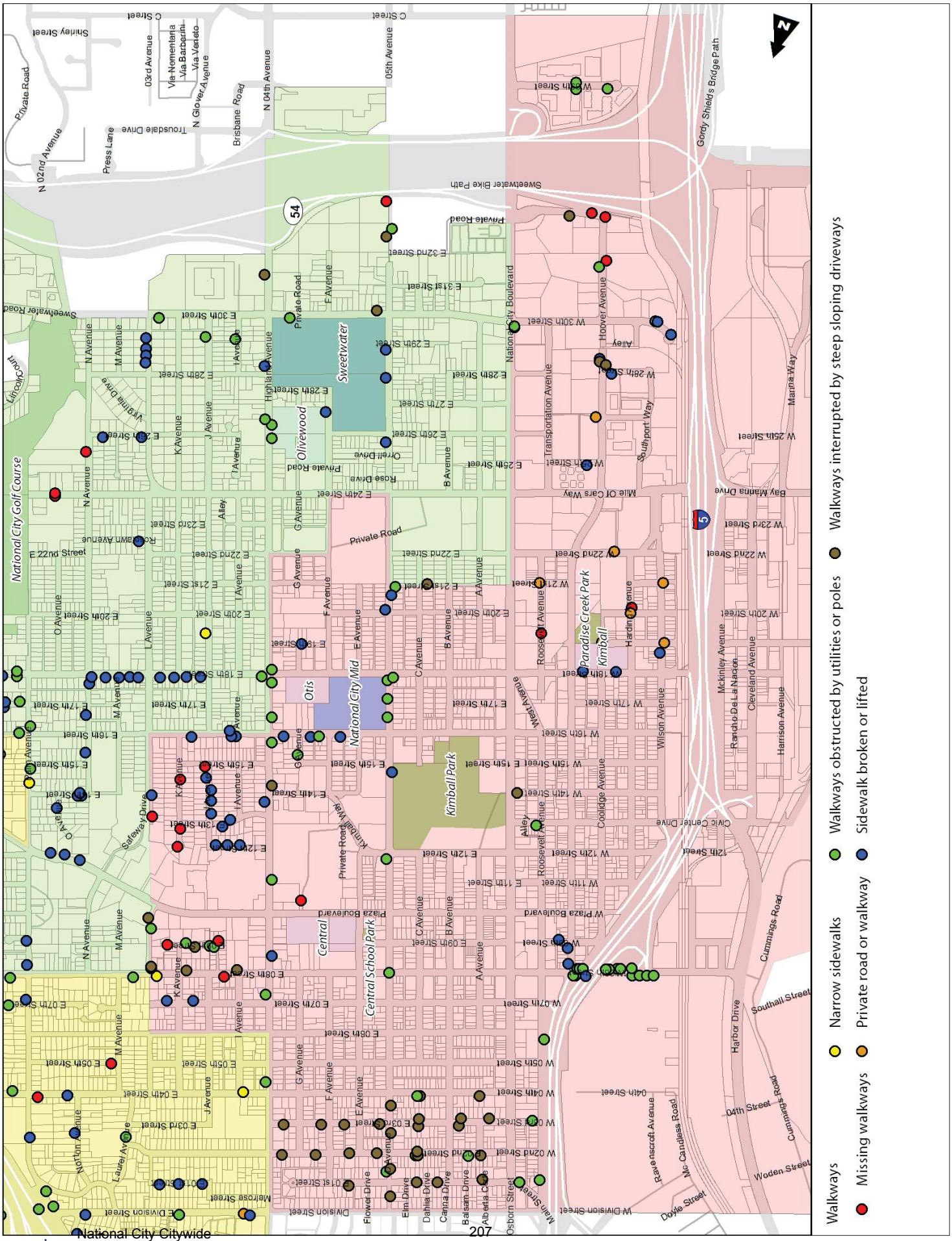


Figure A13: Las Palmas - Bicycling

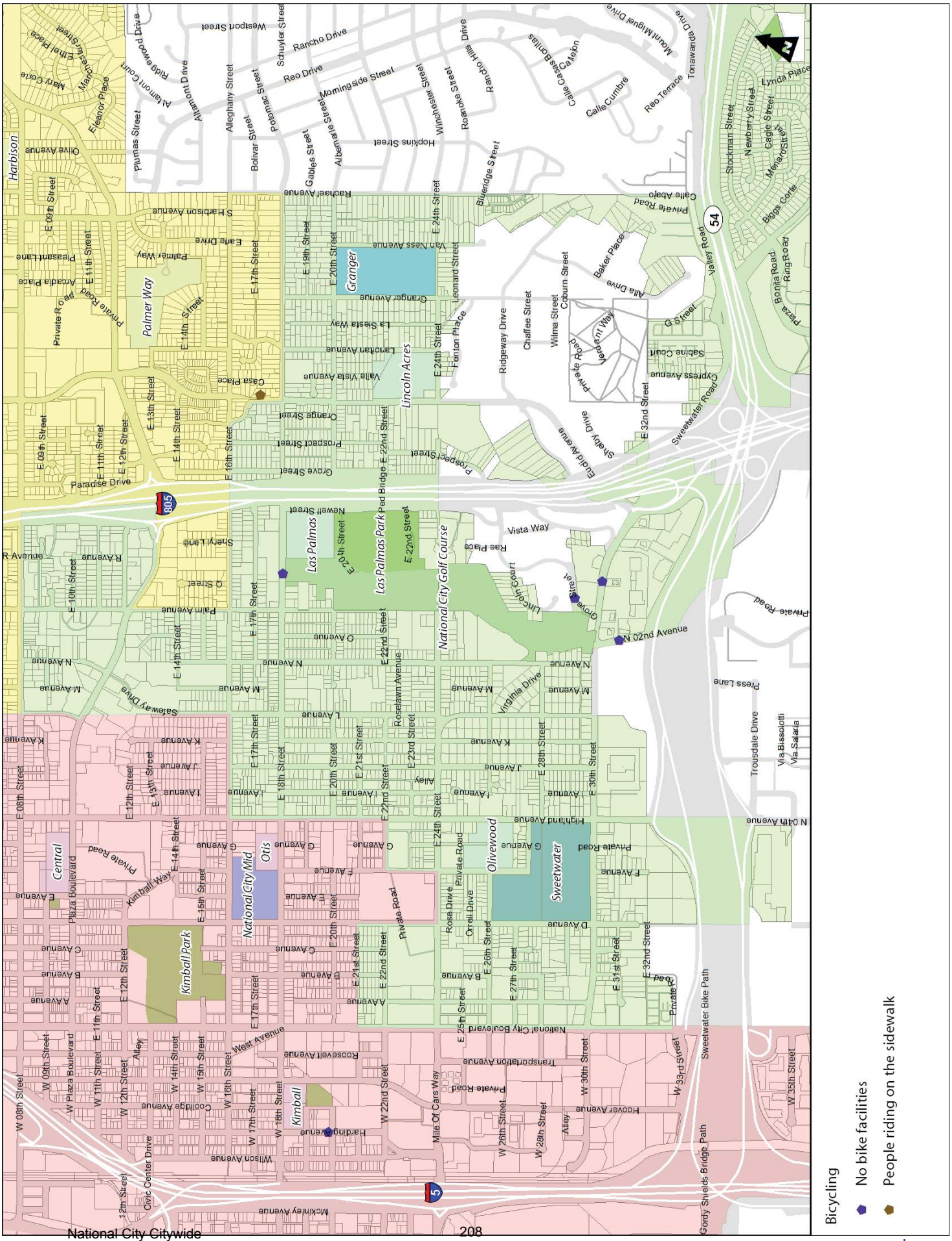


Figure A14: Las Palmas - Comfort and Appeal

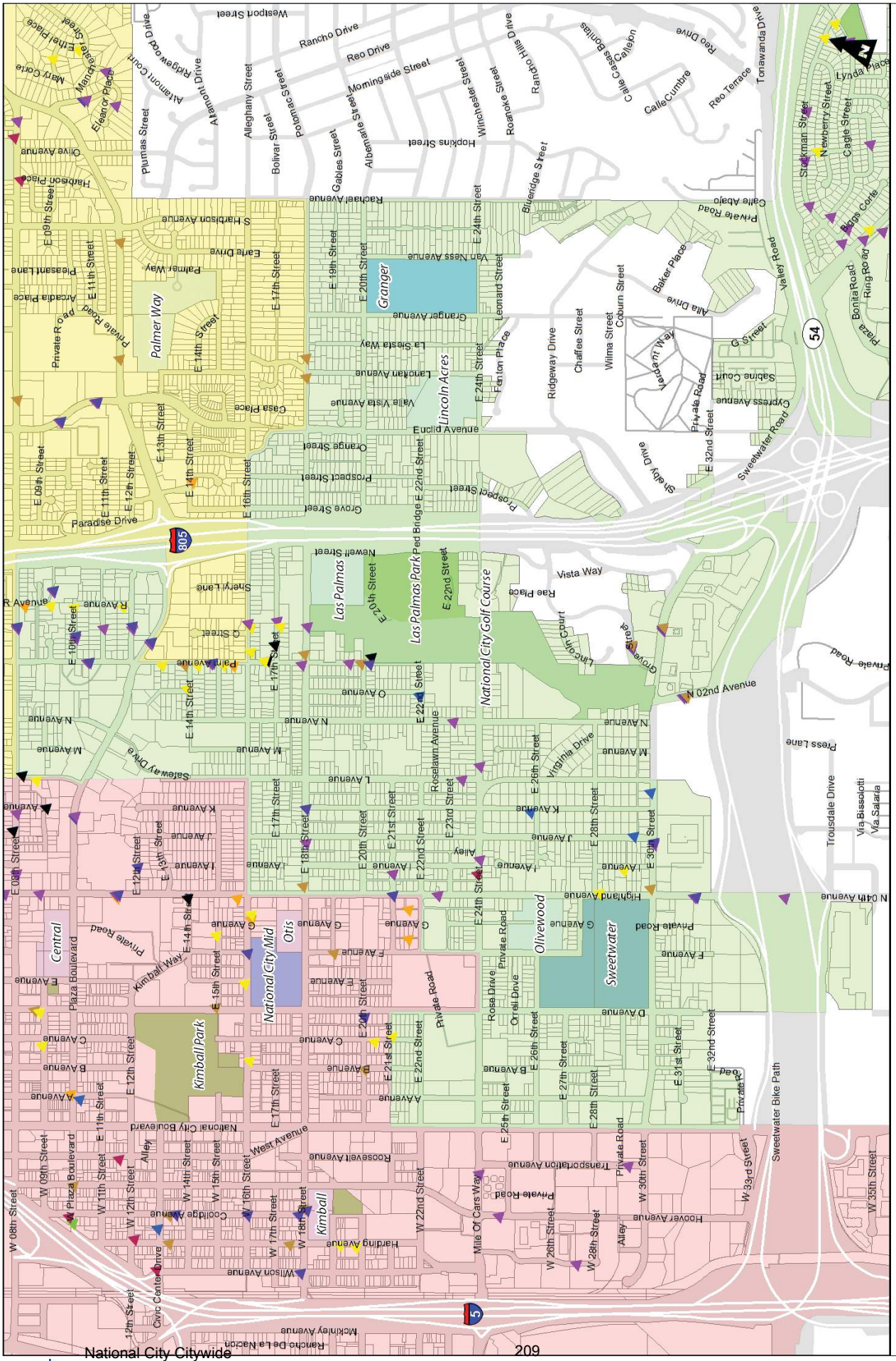


Figure A15: Las Palmas - Safety

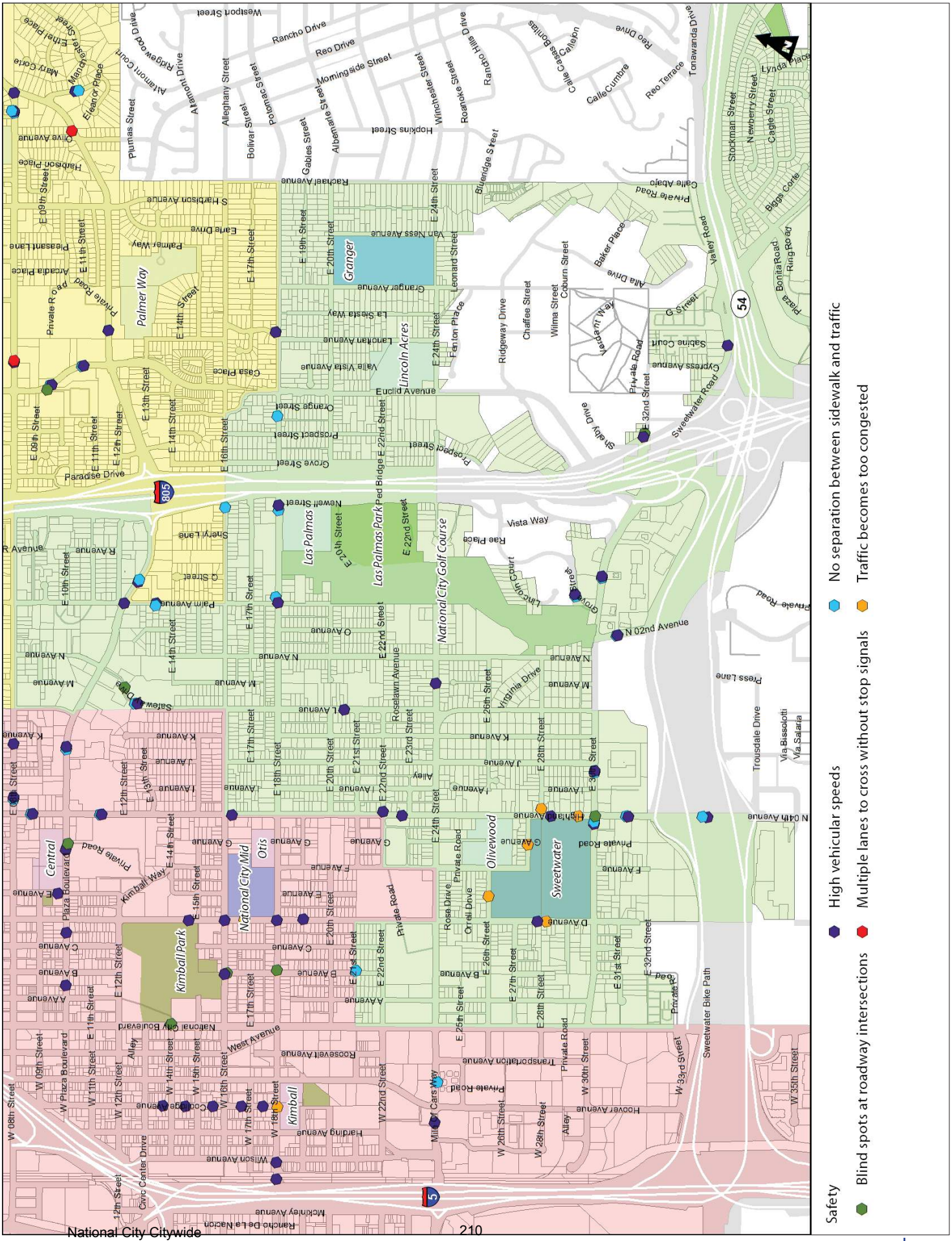

Safety
High vehicular speeds
Blind spots at roadway intersections
No separation between sidewalk and traffic
Multiple lanes to cross without stop signals
Palmer Way
Granger
Lincoln Acres
Las Palmas
Las Palmas Park
National City Golf Course
Central
National City Mid
Otis
Kimball Park
Kimball
Olivewood
Sweetwater
Palm Avenue
E 10th Street
E 17th Street
E 20th Street
E 22nd Street
E 24th Street
E 28th Street
E 32nd Street
Euclid Avenue
Grove Street
Prospect Street
Newell Street
Vista Way
Rae Place
Lincoln Court
Grove Street
N 02nd Avenue
N 04th Avenue
Highland Avenue
Sweetwater Road
Valley Road
Private Road
Sweetwater Bike Path
Trousdale Drive
Press Lane
Via Bissolotti
Via Salaria
Kimball Way
Plaza Boulevard
National City Boulevard
West Avenue
Roosevelt Avenue
Transportation Avenue
Hoover Avenue
Harding Avenue
Wilson Avenue
McKinley Avenue
Civic Center Drive
Rancho De La Nacion
Paradise Drive
Private Road
Palmer Way
Pleasant Lane
Arcadia Place
Casa Place
Olive Avenue
Harbison Place
S Harbison Avenue
Earle Drive
Rachael Avenue
Van Ness Avenue
Granger Avenue
La Siesta Way
Lenoran Avenue
Valle Vista Avenue
Leonard Street
Fenton Place
Ridgeway Drive
Chaffee Street
Wilma Street
Coburn Street
Baker Place
Alta Drive
Verdant Way
Private Road
Sabine Court
Cypress Avenue
Shelby Drive
E 32nd Street
Private Road
Calle Abajo
Biggs Corte
Bonita Road
Ring Road
Plaza
Stockman Street
Newberry Street
Cagle Street
Lynda Place
Tonawanda Drive
Reo Terrace
Calle Cumbre
Calle Cabeza Bonita
Calle Callejon
Reo Drive
Rancho Hills Drive
Blueridge Street
Hopkins Street
Winchester Street
Roanoke Street
Albemarle Street
Gables Street
Potomac Street
Bolivar Street
Alleghany Street
Atlantic Drive
Ridgewood Court
Plumas Street
Mandeville Street
Elsie Street
Ethel Place
Mary Corte
Weapon Street
Rancho Drive
Reo Drive
Morningside Street
Private Road
Rose Drive
Orrell Drive
Virginia Drive
Roselawn Avenue
Alley
Transportation Avenue
Private Road
Hoover Avenue
Alley
Private Road
Private Road
Private Road

Figure A16: Las Palmas - Sidewalk Conditions

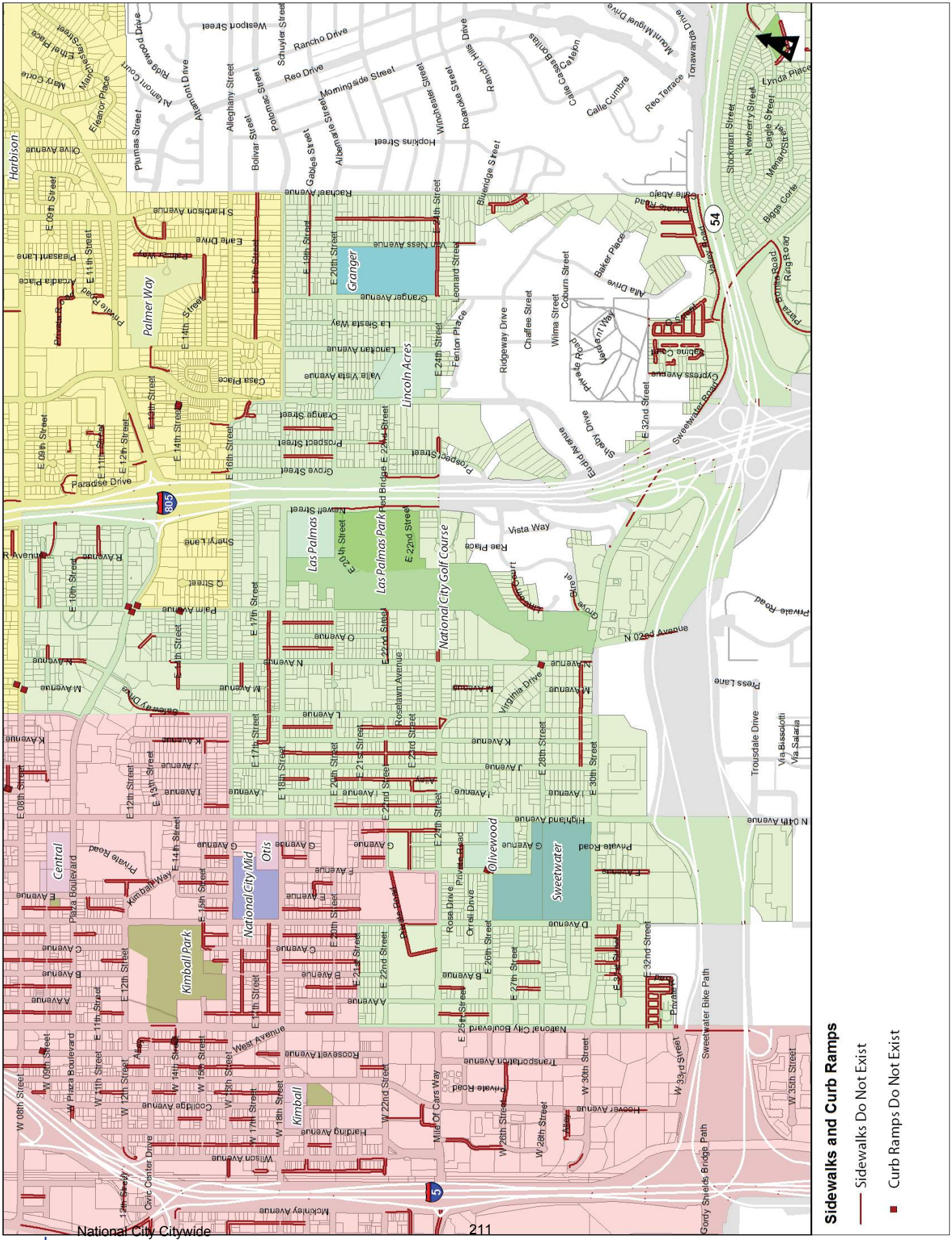


Figure A17: Las Palmas - Street Crossings

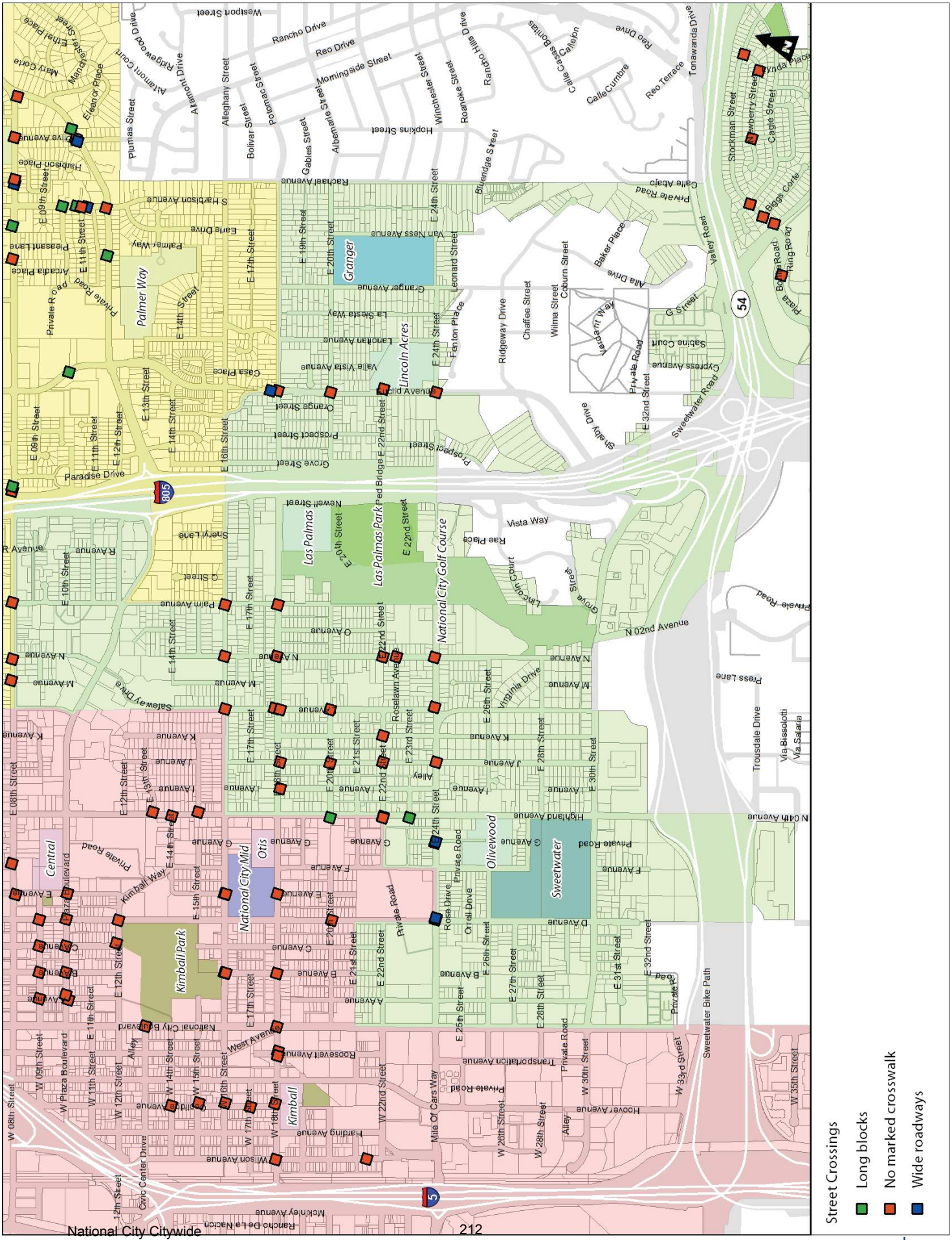


Figure A18: Las Palmas - Walkways

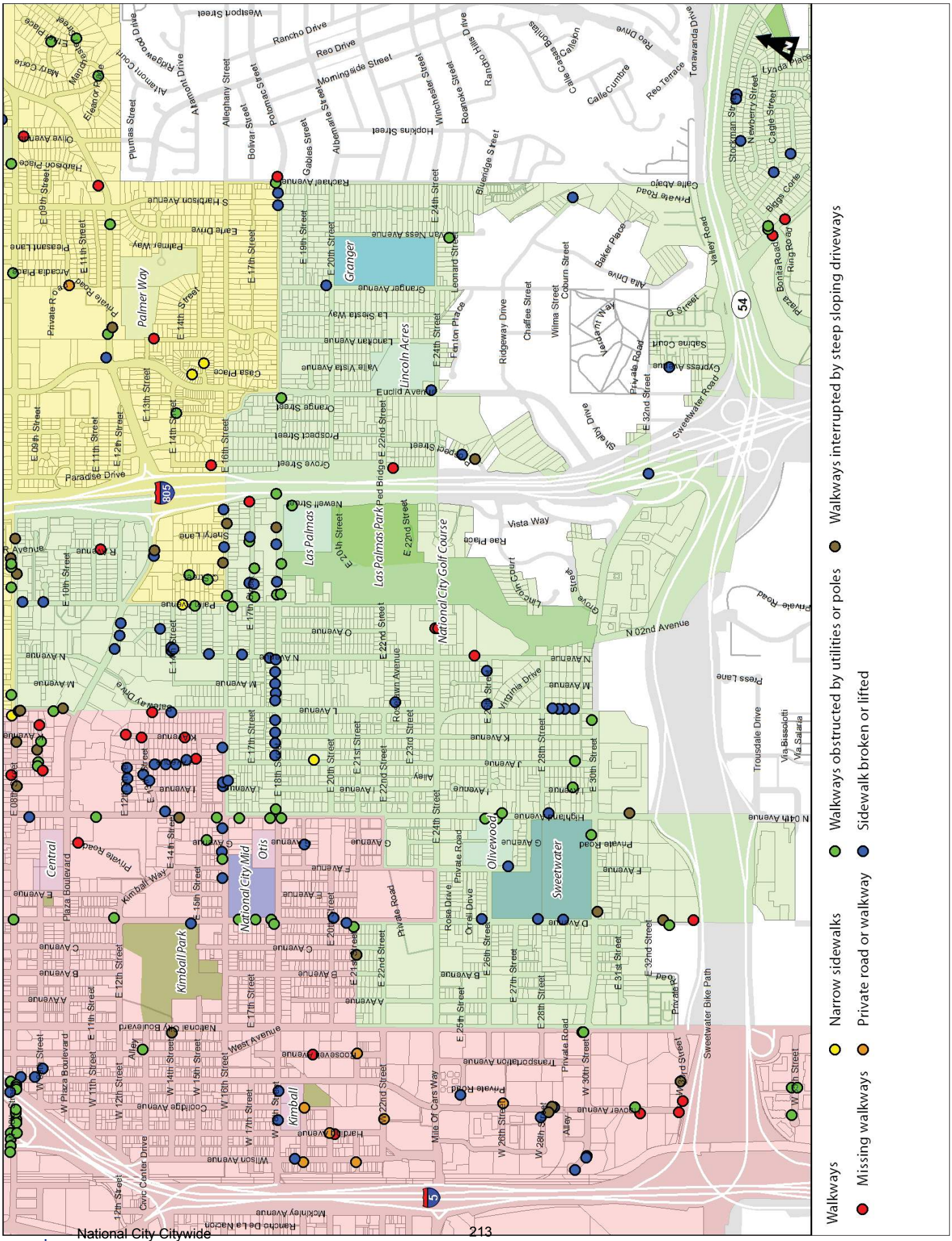


Figure A19: Lincoln Acres - Bicycling

Figure A20: Lincoln Acres - Comfort and Appeal

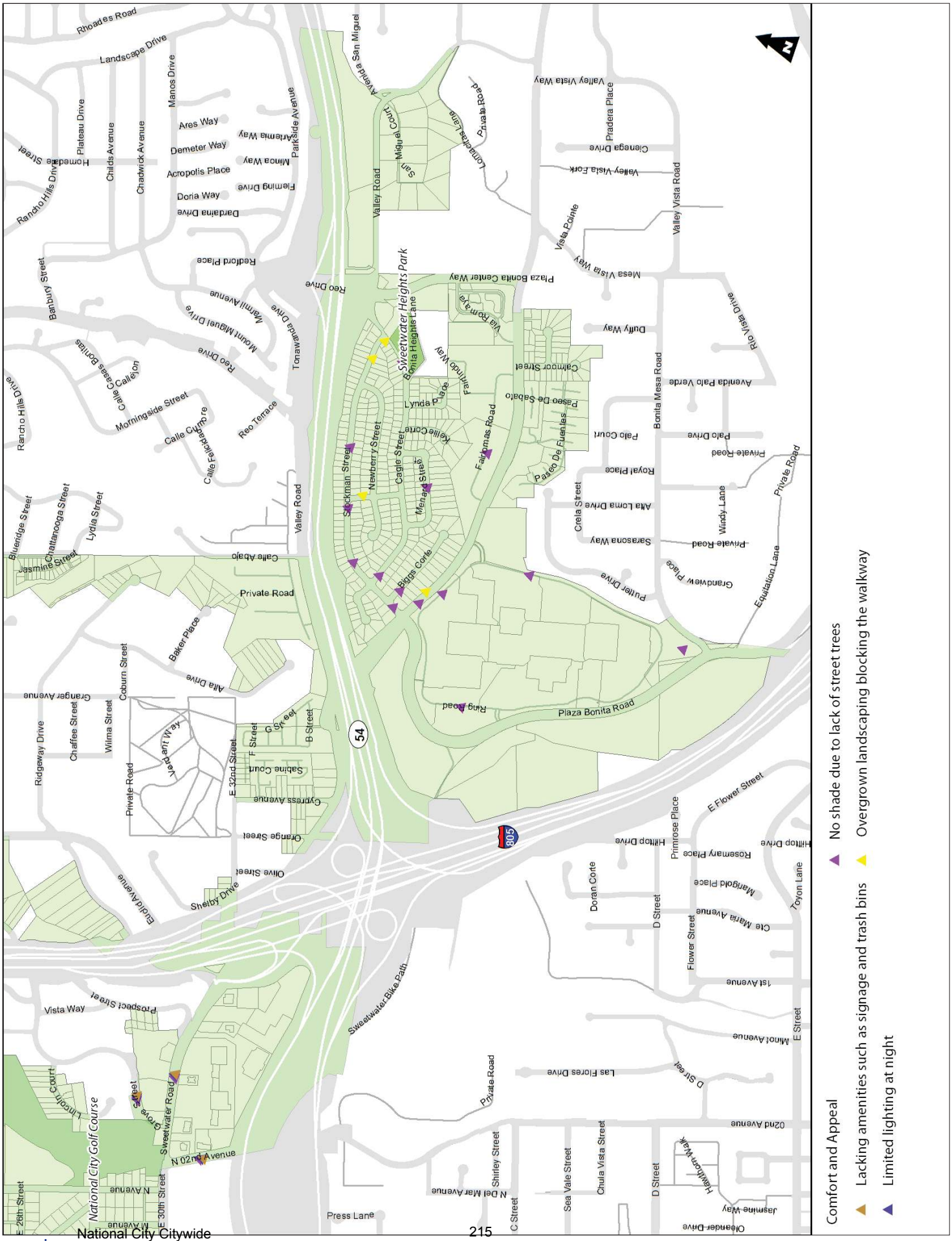


Figure A21: Lincoln Acres - Safety

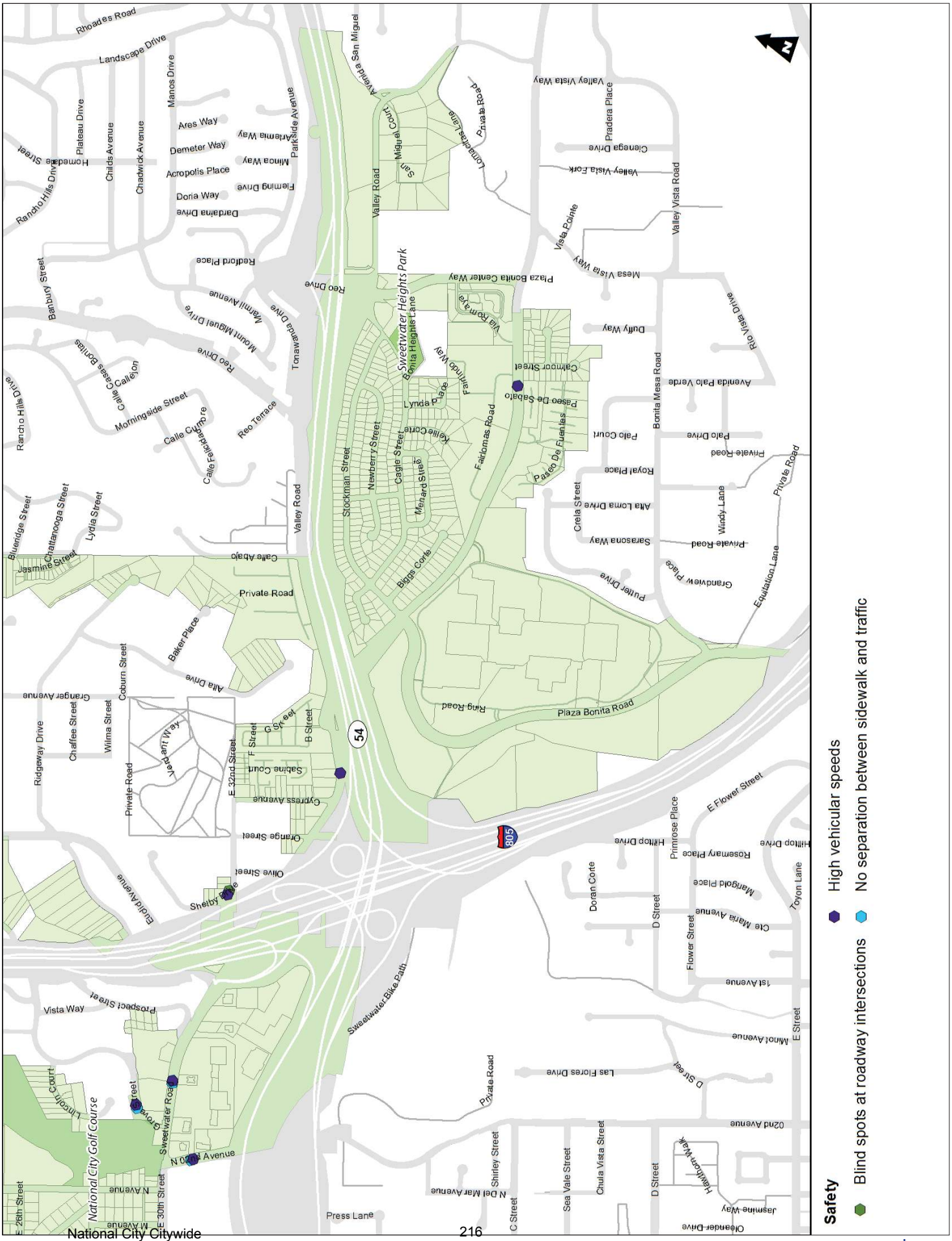


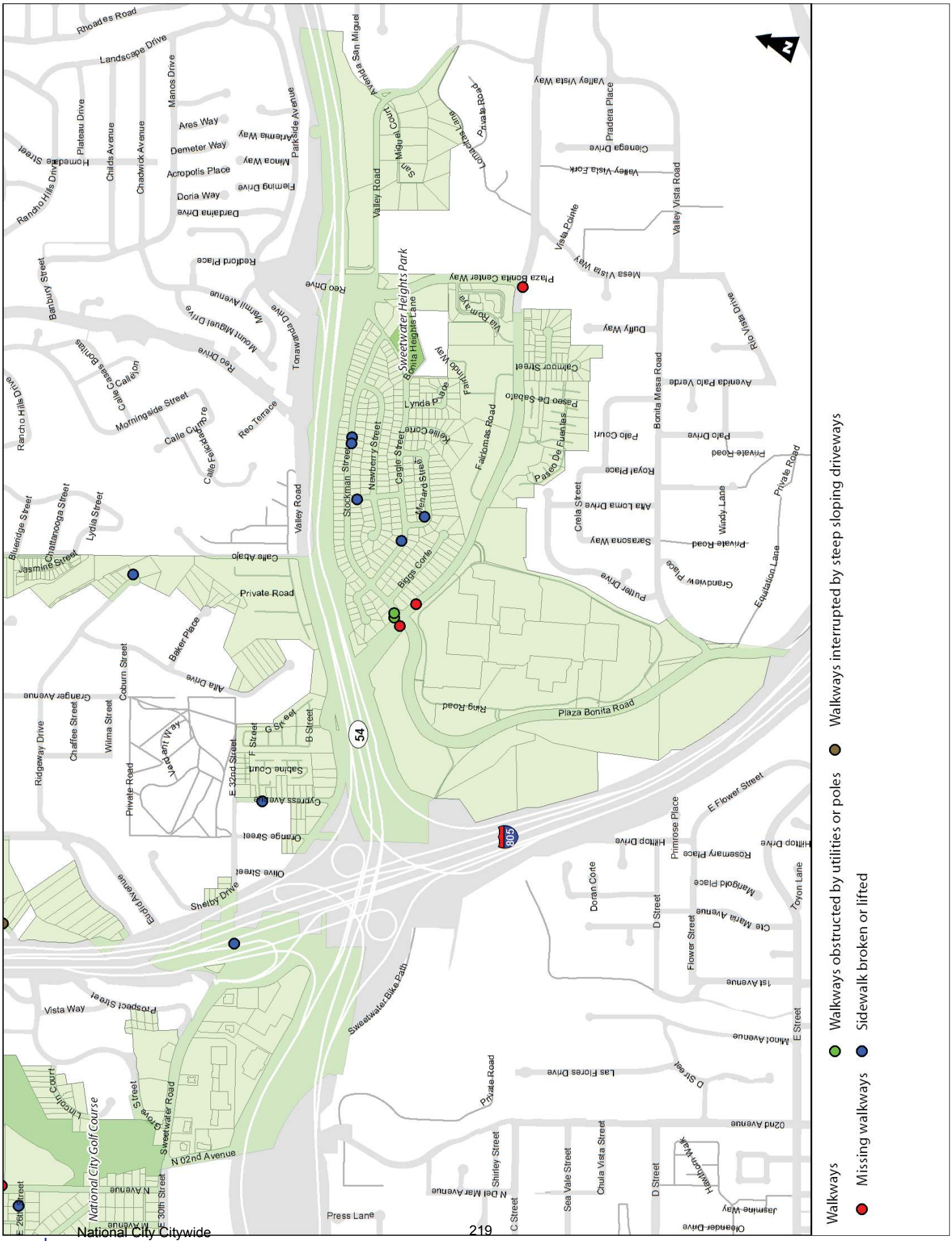
Figure A22: Lincoln Acres - Sidewalk Conditions

Figure A23: Lincoln Acres - Street Crossings

Street Crossings

No marked crosswalk

Figure A24: Lincoln Acres - Walkways



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

working
together
to shape a
healthy future

Call to Action: San Diego County Childhood Obesity Action Plan

was developed in partnership with the following organizations:

Coalition on Children and Weight San Diego

Community Health Improvement Partners

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

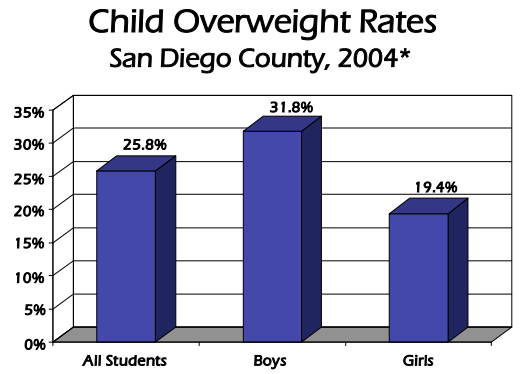
In October 2004, at the recommendation of Chairwoman Pam Slater-Price and Supervisor Ron Roberts, the San Diego County Board of Supervisors unanimously voted "to support the creation, coordination and implementation of a Childhood Obesity Master Plan to end childhood obesity." This effort was designed 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.



*From the California Center for Public Health Advocacy based onanalysis of data from the California Department of Education's 2004 Physical FitnessTest

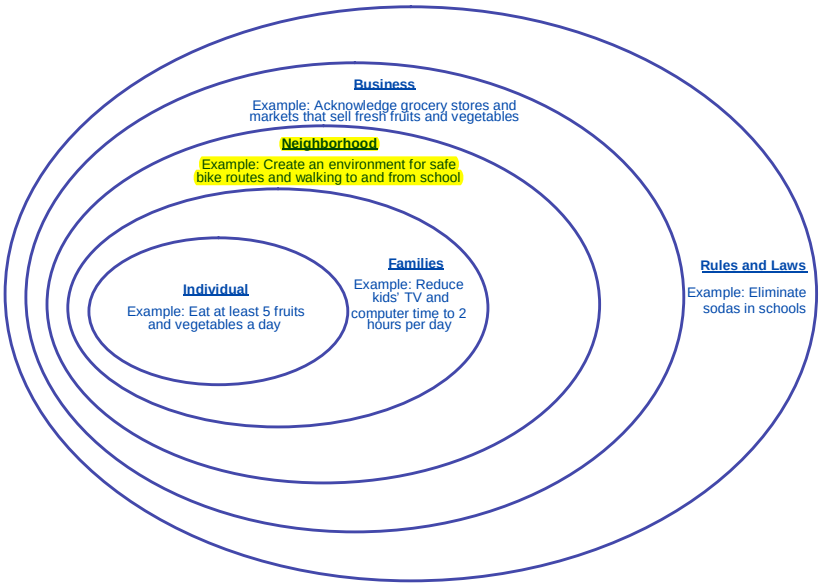
APPROACHING THE CHALLENGE

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
County of San Diego Health and Human Services Agency
(619) 692-8808
adrienne.yancey@sdcounty.ca.gov

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.

Our Community
Our Kids

working together to shape a healthy future

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.

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Community Conversation Partners

African American 5-A-Day

Community Engagement Action Forum

Mid-city Community Action Network

Nutrition Network News

Palomar Pomerado Health

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The Border Agency

Expert Work Group Meeting Participants

Over 700 Community Conversation Participants

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Additional Attachments

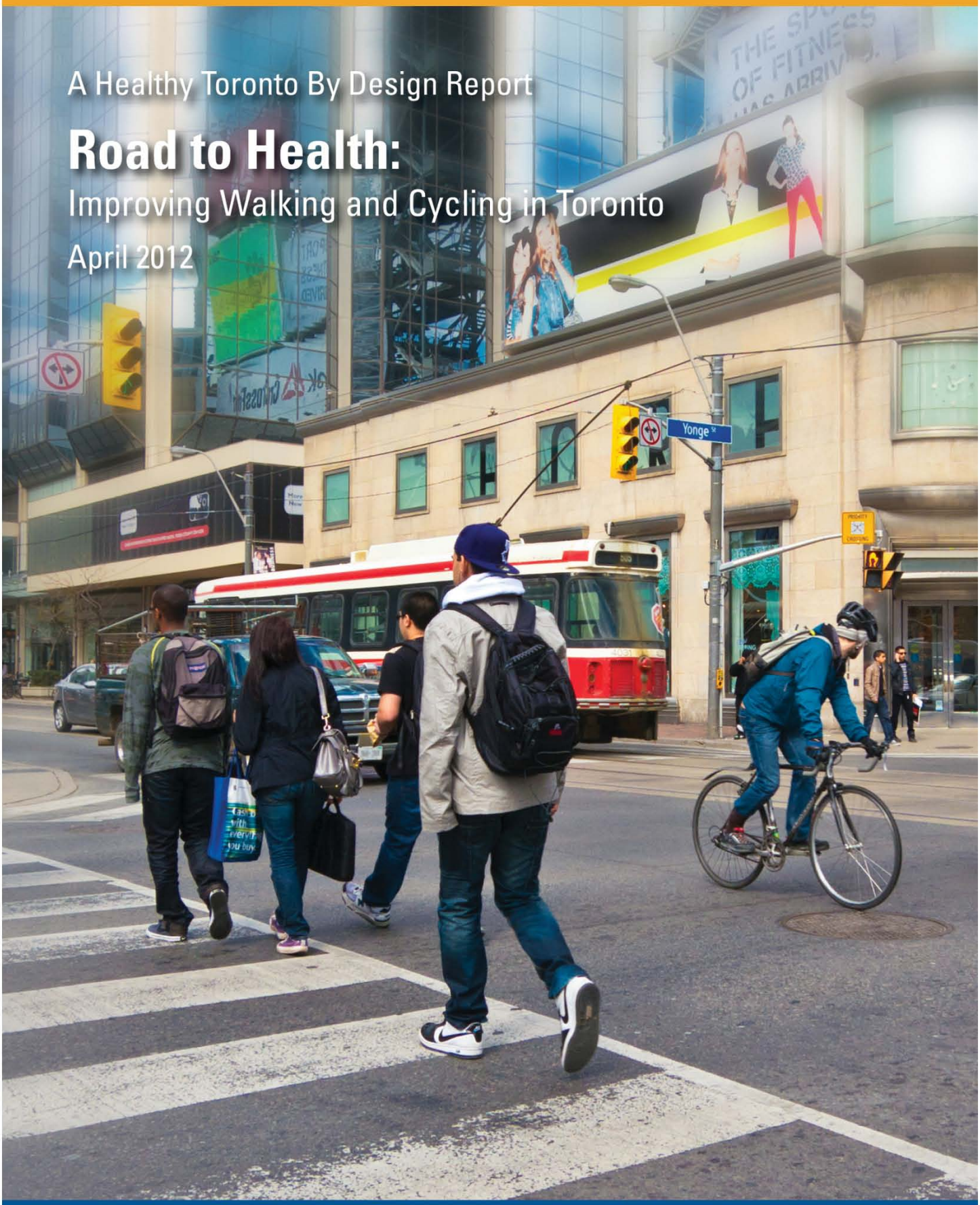
Road to Health (selected pages)

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.

Chapter1. 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 2007[1] – 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.

Additional Attachments

National School District Boundary Map

NATIONAL SCHOOL DISTRICT

Creating Successful Learners
Since 1871

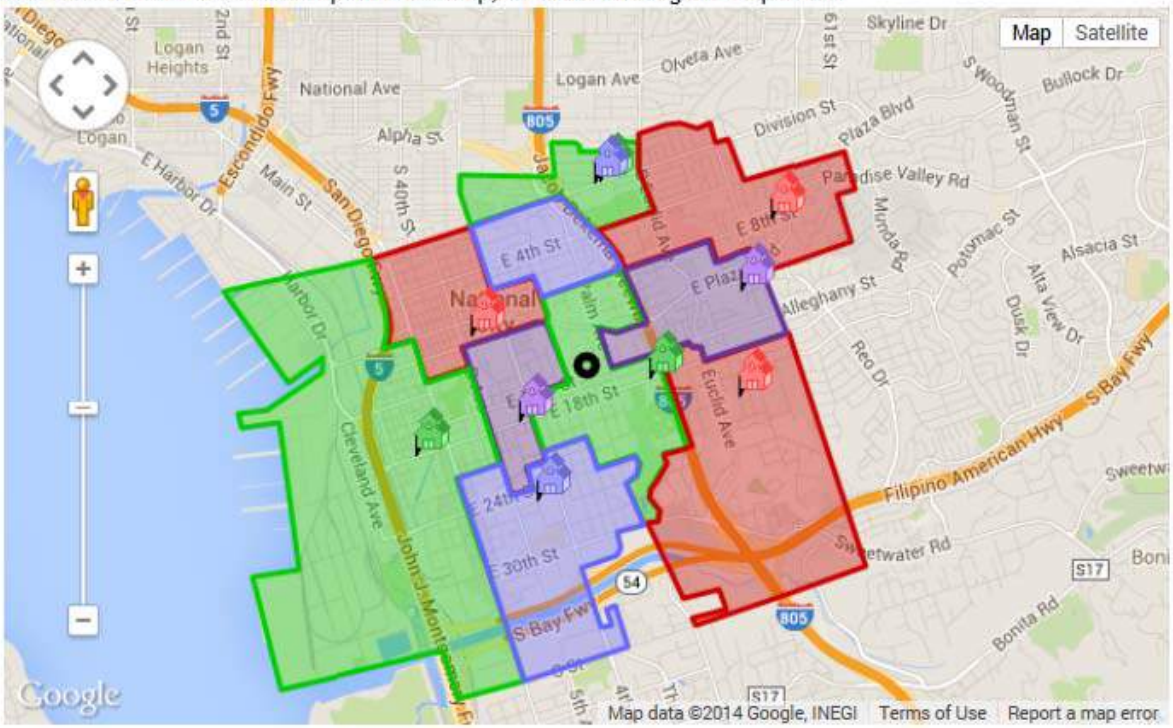
Home | District Info | Our Schools | Student Programs | Departments | For Parents/Students | For Staff

NSD > Our Schools > Boundaries / Maps

School Boundaries Map

Find which school you belong to using your address. If you have questions about a specific address, please feel free to call Rachel Pedregal at 619-336-7743.

Use the controls below to manipulate the map, or click and drag the map itself!



Additional Attachments

Rady Children's Hospital of San Diego

Safe Route to School Program Website

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 supersion 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 egineers, 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 educatonal 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 curriclum, incorporated in math class, enviromental 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 cardiovasular disease, diabetes and asthma in the county.

To address ths 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% improvment 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 elmentary 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 atdlotspeich@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

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