

Enhancing Walkability in the San Diego City College and East Village Neighborhood

*Prepared by WalkSanDiego in association with the Institute for Public Strategies
for the San Diego Community College District*



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Executive Summary

Recommendations for Improving the Pedestrian and Bicycling Environment in the City College/East Village Neighborhood

The San Diego Community College District engaged WalkSanDiego (www.walksandiego.org) to conduct walk audits of the City College/East Village area, in partnership with the Institute for Public Strategies (IPS) (www.publicstrategies.org). This was part of the District's Pedestrian/Bicyclist Safety Project funded by the California Office of Traffic Safety.

In a recent two-year period, this area reported vehicle collisions involving 34 pedestrians and 20 bicyclists. In two walk audit events, WalkSanDiego helped identify "hotspot" problem locations and general issues which the District and the City of San Diego should pursue mitigating as resources become available.

The walk audits were part of a multifaceted education and advocacy project involving faculty, staff, and students of San Diego City College, San Diego High Educational Complex, and Garfield High School. It also involved East Village residents and local media in addressing safe walking and bicycling behavior and the safety of particular locations.

All aspects of the project were assisted by a Traffic Safety Working Group comprised of the IPS consultant team, City College staff and students, the San Diego County Bicycle Coalition, and East Village residents. It also included representatives of the San Diego Police Department, San Diego Community College District Police, the Centre City Development Corporation, City Transportation Engineering, and San Diego City Councilmember Kevin Falconer's office.

This report describes safety issues and recommends pedestrian crossing improvements, traffic calming devices, bicycle lanes, and street space reallocations that should reduce the high number of collisions and facilitate a more pedestrian/bicyclist friendly environment.

The primary recommendations are as follows, in order of priority:

1 C Street, Park Boulevard to 17th Street

Frequent pedestrian crossings are observed in this segment, but there are very limited pedestrian crossing facilities. The city should seriously consider reducing the number of lanes from three to two. The freed roadway space could be converted to diagonal parking on one or both sides, widened sidewalks, and enhanced landscaping. Intersection bulb-outs, marked crosswalks, and a bicycle lane should also be considered. A model for this type of project is India Street in Little Italy.

2 Park Boulevard from I-5 to C Street

Fairly high-volume regional traffic and high volumes of students walking to and from the City College, San Diego High and Continuing Education Center (west side of Park Boulevard) campuses present a hazard for motorists, pedestrians, and bicyclists. The mid-block crosswalk at San Diego High School should be enhanced and traffic calming features installed. Other recommendations include:

- ▶ A monument sign at the north end of this segment should be considered to signal to motorists exiting the freeway that they are entering a school zone.
- ▶ At A Street, ADA curb ramps, visible crosswalk markings, and curb extensions should be evaluated.



India Street in Little Italy is a good example of reducing travel lanes to calm traffic, welcome pedestrians, and increase parking.

- ▶ At B Street, a right turn on red prohibition should be considered and audible signals and crosswalk markings installed.
- ▶ At C Street, the planned Pedestrian Scramble should be installed, with more effective signage and legends than used at the 5th and Market intersection. Curb extensions should be evaluated.

3 B Street, 17th Street to Park Boulevard

In the underpass area, lighting and perhaps public art should be installed. Signage should be considered to encourage pedestrians to use the overpass rather than crossing mid-block. Between 16th and 17th Streets, a solid lane line and plastic delineators for the right-most lane should be evaluated to prevent dangerous weaves.

4 East Village between C Street and Imperial Avenue

Universal design features should be installed throughout the neighborhood, including curb ramps, audible signals, and tree grates. The entire area should be evaluated for longer signal phases, marked crosswalks, countdown timers, sidewalk repairs, traffic calming, and additional law enforcement for speeding, intoxicated motorists and pedestrians, and vehicle violations.

5 Bicycling Facilities

Downtown San Diego currently lacks bicycling facilities despite ideal bicycling conditions. Bike lanes, bike parking, and other amenities should be considered.



Walk Audits Explore Ways to Increase Walkability

Introduction

The San Diego Community College District's San Diego City College is the most prominent educational institution in Downtown San Diego. City College serves approximately 15,000 students with plans for further growth. The 2005 Facilities Master Plan includes projects capable of increasing enrollment to 25,000, including an expansion of the campus south of C Street between 15th and 17th Streets. The adjacent neighborhood of East Village is experiencing a boom in residential and commercial buildings, and it is expected to continue its conversion from warehouses and low-density offices to denser mixed uses.

In 2005, San Diego City College obtained a grant from the California Office of Traffic Safety to, in part, work with campus users and residents to identify potential safety improvements for walking and bicycling in the City College/East Village neighborhood. The District engaged *WalkSanDiego* (www.walksandiego.org) to conduct walk audits, in partnership with the primary project consultant, the Institute for Public Strategies (IPS) (www.publicstrategies.org).



San Diego City College staff and students participate in a walk audit of streets and intersections surrounding the campus.



The walk audits were part of a multifaceted education and advocacy project involving faculty, staff and students of San Diego City College, San Diego High Educational Complex, and Garfield High School. It also involved East Village residents and local media in addressing safe walking and bicycling behavior and the safety of particular locations.

All aspects of the project were assisted by a Traffic Safety Working Group comprised of the IPS consultant team, City College staff and students, the San Diego County Bicycle Coalition, and East Village residents. It also included representatives of the San Diego Police Department, San Diego Community College District Police, the Centre City Development Corporation, City Transportation Engineering, and San Diego City Councilmember Kevin Falconer's office.

The Traffic Safety Working Group helped evolve the project, helped organize and participated in the walk audits and educational outreach events. Various members gathered crash data and made suggestions for improving the project as it proceeded during meetings held approximately bimonthly.

The San Diego County Air Pollution Control District assisted with aspects of the project, including the production of this report.

In a recent two-year period, this area reported vehicle collisions involving 34 pedestrians and 20 bicyclists. In two walk audit events, WalkSanDiego helped identify "hotspot" problem locations and general issues which the College District and the City of San Diego should pursue as resources become available.

This report describes these safety issues and recommends pedestrian crossing improvements, traffic calming devices, bicycle lanes, and street space reallocations that should reduce the high number of collisions.

Neighborhood Context

Downtown San Diego is one of the west coast's original grid-patterned, walkable downtowns, similar to San Francisco, Portland, and Seattle. It was designed to promote walking with short blocks, an easily navigated grid-street system, and wide sidewalks on both sides of the street. San Diego City College and San Diego High Educational Complex have been mainstays in the area for decades, generating thousands of daily pedestrian trips, as well as bicycle trips. Garfield High School was added in recent years, adding to the already large number of student pedestrians.

During the last century, East Village was dominated by industrial and warehousing uses, but it is rapidly redeveloping into a high density mixed-use neighborhood. It is also the expansion area for City College. With a sharp increase in residential population Downtown, increasing student enrollments, numerous new alcohol licensed establishments, and new destinations such as PETCO Park, traffic growth and risks have also increased. Yet, because of the traditional grid pattern, the street network readily absorbs additional traffic. Nonetheless, conflicts between pedestrians, bicyclists, and speeding vehicles encouraged by wide streets, make this area one of the most crash-prone areas in the San Diego region.

This area suffers today from dominance by automobile traffic, but there are many opportunities to modify streets and maintain necessary vehicle capacity while simultaneously increasing pedestrian and bicycling safety.



East Village residents help pinpoint pedestrian hazards.



Introduction

The Project

In late 2005, San Diego City College obtained a California Office of Traffic Safety grant to launch a Traffic Safety Project in conjunction with the Institute for Public Strategies. The goals established for the project were to:

- ▶ Promote pedestrian and bicyclist safety at City College, San Diego and Garfield High Schools, and in the nearby East Village community, including safety for persons with disabilities.
- ▶ Engage students and neighbors in efforts to increase safety awareness, skills, and advocacy.
- ▶ Reduce environmental risks by advocating for more pedestrian/bicyclist friendly walkways and streets.
- ▶ Advance safety policies and increase enforcement of traffic laws.

During August 2007, WalkSanDiego conducted two workshops/walk audits – one in the East Village neighborhood and the other studying the City College Campus borders – to identify ways to improve the pedestrian and bicycling environment. The Centre City Development Corporation and the City of San Diego Traffic Engineering Division are responsible for pedestrian safety in this area of the city, but neither agency has the resources to work with students, staff, and residents to determine the highest priority improvements. This report is intended to fill that gap.

Who We Are

WalkSanDiego (www.walksandiego.org) is a 501(c)(3) nonprofit membership organization dedicated to enhancing the livability of communities throughout the San Diego region by helping cities and neighborhoods make walking a safe and viable choice for people of all abilities. WalkSanDiego has approximately 150 members, an 8-member Board of Directors, and a 10-member Advisory Council of distinguished community leaders. WalkSanDiego's work includes advocating policy change at the national, state, regional and city level, increasing funding for pedestrian improvements and traffic calming, and working with neighborhoods to identify the highest priority needs for pedestrian safety improvements.

The Study Area

The area examined in this study includes the blocks bounded by Interstate 5, 10th Avenue, Imperial Avenue, and 17th Street. The report considers separately the streets around City College (including San Diego and Garfield High Schools) and the East Village.

Positive Walkability Features

The workshops brought out ways in which this area is a very walkable community:

- ▶ The neighborhood is compact, densely settled and with a growing population, and with many walking-distance destinations, including all of Downtown.
- ▶ With the exception of the City College campus itself, blocks are short, arranged in a grid pattern, and easily navigated on foot or by bicycle.
- ▶ Commercial and residential buildings have shallow or zero setback from the front property line. This provides interest for walkers, helps maintain “eyes on the street” for crime prevention, and slows traffic somewhat.
- ▶ The area is well-served by frequent bus and trolley services that reach nearby neighborhoods and Balboa Park.



City College/East Village Collision Data

Collisions (and near misses) are not reported for every incident. However, most injury collisions are recorded in the Statewide Integrated Traffic Records System database (SWITRS).

During the two-year period from May 2004 to April 2006, SWITRS reported 20 bicyclist and 34 pedestrian injuries in the study area. Thus, the City College/East Village area is among the highest pedestrian and bike injury areas in the San Diego region. Locations and collision factors are indicated in Tables 1 and 2.

These data confirm that, as occurs elsewhere in the region, arterial streets present a particular risk for pedestrians and bicyclists. The primary cause data shows the most frequent factor by far is the failure of motorists to yield to pedestrians and bicyclists at intersections. Therefore, intersection treatments should be examined as the most potentially effective safety interventions. It is also important to emphasize that other interventions, such as street trees, sidewalk maintenance, and bicycle lanes, may not reduce collisions but are important in encouraging more, and safer, walking and bicycling.

TABLE 1
Pedestrian and Bicycle Collision Locations
May 2004 - April 2006

Street	Pedestrians Injured	Bicyclists Injured
B Street	2	0
Broadway Avenue	6	2
C Street	2	1
F Street	4	0
Imperial Avenue	2	4
Island Avenue	0	1
K Street	0	1
Market Street	5	2
Park Boulevard	4	2
Russ Street	0	1
10 th Avenue	0	1
11 th Avenue	1	0
13 th Avenue	2	1
14 th Avenue	1	0
15 th Avenue	2	1
16 th Avenue	1	2
17 th Avenue	2	1
TOTAL	34	20

TABLE 2
Primary Collision Factors
Pedestrian and Bicycle-Involved Collisions
May 2004 - April 2006

Unsafe turn and/or without signaling	7
Failure to yield to vehicle (bike), turning right on red after stop	7
Failure to yield to pedestrians within crosswalks	7
Starting or backing when unsafe	5
Left turns or U-turns yield until reasonably safe	3
Unsafe speed for prevailing conditions	2
Stop sign, failure to stop at limit line, crosswalk, or entrance to intersection ..	2
“Don’t walk”, or “wait” or “upraised hand,” pedestrian crossing against	2
Pedestrian yield, upon roadway outside crosswalk	2
One-way street, driving against traffic	1
Driving when privilege is suspended or revoked	1
Bicyclist, failure to use right edge of roadway	1
“Walk” pedestrian failure to yield to vehicles already in crosswalk	1
Crosswalk, pedestrian running in front of vehicle	1



City College Priority Corridors

1 C Street, Park Boulevard to 17th Street

Traffic Characteristics/ADT: The segment of C Street between Park Boulevard and 17th Street is one-way eastbound and connects downtown commuters and City College students/staff to I-5 and the mid-city neighborhoods. Average daily traffic (ADT) is around 11,000 vehicles per day (last measured more than five years ago). This segment is rarely congested.

Issues: City College lies on the north side, and businesses, residences, and some City College buildings lie on the south side. Students park in this area as well.



C Street bisects the City College campus and neighboring businesses, and presents a particular safety hazard to students.

- ▶ Frequent pedestrian crossings are observed, but there are very limited pedestrian crossing facilities.
- ▶ Signals are provided only at Park Boulevard and 16th Street, despite heavy pedestrian crossing traffic at 13th, 14th, 15th, and mid-block.
- ▶ Vehicles pick up excessive speed due to the suddenly increased roadway capacity at Park Boulevard, three one-way lanes, lack of intersection controls, and a downhill grade west to east.
- ▶ The C and 14th Street T-intersection is of heightened concern given the pedestrian volume crossing between the Bee Hive Coffeehouse/Lounge and other retail on the south side and the City College campus on the north side.
- ▶ The 2005 City College Facilities Master Plan includes the development of buildings and parking south of C Street between 13th & 14th, 15th & 16th, and 16th & 17th. Each new facility will generate both vehicle and pedestrian traffic, increasing the potential for traffic and pedestrian conflicts.

Recommendations:

- ▶ The City should seriously consider reducing the number of lanes from three to two.
- ▶ The freed roadway space could be converted to diagonal parking on one or both sides, widened sidewalks, and enhanced landscaping.
- ▶ Intersection bulb-outs, marked crosswalks, and a bicycle lane should also be considered. A model for this type of project is India Street through Little Italy (pictured on page 3). In that project, bulb-outs and public art were used to calm traffic and decrease pedestrian crossing distance, while diagonal parking was introduced to provide additional spaces and further calm traffic. Reducing the barrier effect of C Street in this way would help knit together the current City College campus and the expansion area for the campus south of C Street.
- ▶ Additional recommendations are to repair sidewalks on both sides and to trim the street trees on the north side that obscure signs.



Park Boulevard is an important arterial that also serves thousands of high school and college students on foot every day.

2 Park Boulevard from I-5 to C Street

Traffic Characteristics/ADT: This segment of Park Boulevard serves primarily regional traffic to and from Downtown toward the north. ADT was last measured at 17,300 vpd (2004). One mid-block crosswalk and the major intersections in this segment are discussed in turn.

Mid-block Crosswalk & Bus Stop

Issues: This crosswalk includes a ladder pattern and raised medians delimiting a southbound bus pullout lane. Pedestrians walking to and from City College and San Diego High School use this crosswalk in large numbers at certain times of day. Yielding is sporadic, because of the speed of approaching vehicles.

Students felt the existing medians provide a large measure of safety and should be retained. However, the crosswalk could be improved by the use of curb extensions on one or both sides. Better signage is needed for the bus-only lanes, as general traffic sometimes mistakenly uses them. The crosswalk and sidewalk surfaces are uneven or crumbling and need to be repaired.

Recommendations:

- ▶ To improve yielding behavior and generally improve the safety of this area, southbound traffic should be calmed in some way. The southbound outside lane in the vicinity of the crosswalk is wider than necessary, and thus presents an opportunity to convert the unused space to other uses.
- ▶ Diagonal parking, curb extensions at the crosswalk, new landscaping, and painting out certain areas of the street with crosshatching could be used to calm traffic.
- ▶ Another idea raised in the course of this project is the installation of an entry way monument to signal to drivers they are entering an area with several schools (“Education Corner”) and should expect students (pedestrians).
- ▶ As the Park to Bay Link project proceeds, the west side sidewalk should be expanded and perhaps adorned with 3-dimensional public art and landscaping, which would enhance the walking environment and calm traffic, and could extend the Education Corner theme southward.



Issues & Recommendations

Russ Boulevard

Issues: Russ Boulevard is a minor street primarily serving the college campus (no traffic volume data are available). Vehicles turning onto Russ, particularly when making left turns whether southbound or northbound on Park Boulevard, must negotiate multiple collision threats, which reduces their attention to pedestrians and bicyclists in the crosswalk. Vehicles exiting westbound from Russ to cross Park Boulevard, to go to Highway 163, or to turn south onto Park Boulevard have multiple threats to watch for.

The Park and Russ Boulevards intersection has no traffic signals, turn controls or crosswalks, and sight lines are compromised by blind areas.

Recommendations: Signals, synchronized with those at A Street, could be installed at this location, but simpler treatments are more likely in the short term given the complexity, expense, and close proximity of the intersections. Consideration should therefore be given to restricting some movements to or from Russ Street. Any solution must take into account the users of the street, including school busses and delivery vehicles.

Traffic calming features should be employed to slow southbound traffic approaching the Park/Russ intersection, and at Russ Street itself. These could include:

- ▶ A monument feature on Park Boulevard just south of the I-5 off ramp. This feature should communicate the need to slow down and to expect students (pedestrians) in the area.
- ▶ A landscaped median sufficiently large to reduce the street width and discourage speeding.
- ▶ Painted cross hatching to effectively narrow the travel lanes to induce slowing.
- ▶ Curb extensions to make the mid-block crosswalk more visible.
- ▶ Corner bulb-outs extending into Russ Street at the intersection with Park Boulevard.
- ▶ Extensive use of diagonal paint and, eventually, contrasting pavement materials in much of the street where students typically cross.
- ▶ Prohibiting left turns from Park Boulevard during peak commute periods.



Pedestrians, bicyclists, busses and cars come together at the corner of Russ Street and Park Boulevard.



A Street Intersection

Issues: The McDonald’s restaurant, other retail, and the Smart Corner (C Street) trolley stop are important destinations for students leaving the campus via this intersection (and the reverse in the morning). There is an oddly placed curb ramp in the middle of the east segment of the intersection, several feet from the crosswalk. Students get impatient waiting for the crossing signal and routinely cross against the light.

Recommendations:

- ▶ Consideration should be given to adjusting the signal phasing based on crossing volumes. The cycle length should be shortened so that wait times are much shorter. (Many cities have discovered this increases pedestrian compliance.)
- ▶ An ADA curb ramp should be installed at the crosswalk on the eastern leg of the intersection.
- ▶ Curb extensions should be considered on both sides of the southern leg. Finally, the crosswalk should be marked, not with simple parallel lines, but a more complex pattern.
- ▶ We recommend the city consider creating a unique crosswalk pattern for this area, with the education theme highlighted, similar to the unique, automotive-theme pattern on Mile of Cars Way in National City.



B Street’s one-way configuration, parking maneuvers, and limited pedestrian visibility create safety challenges.

B Street Intersection

Issues: In general, this intersection lacks pedestrian amenities. Also, because B Street is one-way, vehicles turning right from westbound B Street onto northbound Park Boulevard are very close to the northeast corner, and any pedestrians waiting there. When making a Right-Turn-on-Red (RTOR), drivers do not look to their right and may cut off or endanger pedestrians attempting to cross.

Recommendations:

- ▶ The city should consider prohibiting RTOR at all times, or at certain times of day.
- ▶ Curb extensions should be considered to make pedestrians more visible to motorists.
- ▶ Audible signals should be installed, and the crosswalks should be marked.



Issues & Recommendations

C Street Intersection (Smart Corner and City College Trolley Station)

C Street includes the trolley for most of its length through Downtown. Current eastbound traffic volumes approaching the intersection at Park Boulevard number only 4,800, which is not significant for a major street. However, pedestrian volumes are high.

Issues: This intersection was recently reconstructed, with plans to create a pedestrian scramble. (A scramble is a pedestrian-only green for all movements while all vehicle traffic is stopped.) Currently, the crossing distance has acted as a barrier between City College and East Village. In addition, students frequently cross against the light to reach the trolley station on the southwest corner.

Recommendations: With the “Smart Corner” project reaching completion, there is an opportunity to make the intersection more pedestrian friendly, with bulb-outs, and well-timed signals. The planned scramble, if implemented, will be modeled after the one at 5th & Market. However, that intersection suffers from unclear signage, and pedestrians routinely cross at the wrong times. The city should investigate more effective scramble signage options used by other cities.



“Smart Corner”: Park Boulevard and C Street connects City College to the San Diego Trolley.



3 B Street, 17th Street to Park Boulevard

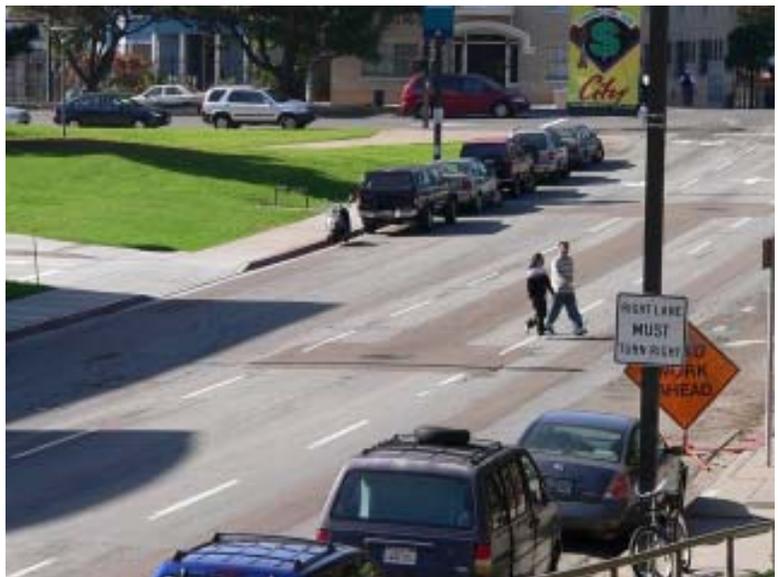
Traffic Characteristics/ADT: B Street serves westbound, one-way regional traffic entering downtown from the I-5 freeway and adjacent neighborhoods. Traffic volumes, measured in 2005, were 11,600 vehicles per day between Park Boulevard and 16th Street. Workshop participants reported that traffic delays occur regularly during the morning commute hours at the Park Boulevard intersection.

Issues:

- ▶ Traffic is fairly fast, and City College students using the on-street parking (particularly on the south side) frequently cross mid-block.
- ▶ Sidewalks on the south side are extremely narrow, around 1 foot wide, making it difficult for pedestrians to reach an intersection or the overpass bridge.
- ▶ People parking on the south side cross while in the dark underpass, making them more difficult to see at night or on bright days.
- ▶ Another issue is vehicles changing lanes in the short block between 16th and 17th Streets in order to make turns at 16th Street, in the vicinity of the Child Development Center and a faculty parking lot.
- ▶ The downhill walkway from the City College Learning Resource Center (library) that ends mid-block on B Street prompts students to frequently cross B Street away from its intersection with Park Boulevard.

Recommendations:

- ▶ WalkSanDiego recommends installing lighting and public art in the underpass.
- ▶ Signage should be installed to encourage pedestrians to use the overpass rather than crossing mid-block.
- ▶ Traffic calming options should also be considered, such as reducing the lane widths to 10.5-11.0 feet and installing bicycle lanes. The city should also analyze whether there is sufficient capacity to reduce the number of lanes east of the west end of the underpass, and install diagonal parking. Consideration should also be given to widening the south side sidewalk.
- ▶ To reduce dangerous lane-changing between 16th and 17th Streets, consideration should be given to converting 16th Street to one-way operation, or to maintaining a solid white line demarcating the right hand lane through the entire block. Plastic lane delineators mounted on the solid lane line may be needed to further discourage lane-changing.
- ▶ “No pedestrian crossing” signage should be considered at the location where the library walkway ends at B Street.



A City College sidewalk inadvertently invites students to cross B Street at a potentially dangerous mid-block location.



Issues & Recommendations

East Village's Top Five

The portion of the study area south of C Street (East Village) is in rapid transition, from warehouse and industrial uses to residential, retail, office, and the expansion of City College. Local residents observed that commuters and Petco Park/Gaslamp Quarter patrons are increasingly parking in and driving through this area. Speeding, lack of pedestrian facilities, neglected buildings, blank walls/fencing, and poorly maintained sidewalks are problems throughout the area. The residents prioritized pedestrian improvements as follows:

1 Universal Design Features

- ▶ **Curb Ramps** – Corner curb ramps required under the Americans with Disabilities Act are missing from many corners, including those in the vicinity of senior housing (e.g., the Potiker Center) where residents are especially likely to use wheelchairs and walkers.
- ▶ **Audible signals** – Vision impaired pedestrians are concerned about signalized intersections (e.g. 14th & Market Streets) lacking these auditory devices.
- ▶ **Tree Grates** – Many tree grates in the area are missing and need to be replaced and secured to eliminate the hazard presented by uncovered tree wells.
- ▶ **Longer signal phases** – This neighborhood has a large number of seniors and pedestrians with disabilities and warrants special attention to the signal phases to ensure there is sufficient time for all users to cross.

2 Crosswalks

- ▶ Pedestrians are at particular risk when crossing at intersections. Safety improvements to crosswalks are needed at most intersections in the area. In some cases, this means only crosswalk markings are needed.
- ▶ In others, bulb-outs, new signals, longer pedestrian phases, countdown timers, lead pedestrian indicators, and more visible crosswalks are needed.
- ▶ Residents also noted that uneven pavement and potholes in the crosswalk surface are a particular hazard for wheelchair users and for pedestrians with limited or no vision.
- ▶ WalkSanDiego recommends the city consider marking crosswalks at all intersections in the area and provide enhancements such as bulb-outs, ladder-style markings, or enhanced signals in more heavily used areas. Some cities (e.g., Salt Lake City) are installing countdown timers at all signalized intersections. This should be considered for all of Downtown, including the study area.



Most East Village intersections lack painted crosswalks, bulb-outs, and other signals to drivers to expect pedestrians.



3 Speeding

Drivers using the area are often on the way to and from State Route 163, Interstate 5, Highway 94 or the adjacent neighborhoods and tend to be careless while driving through East Village. This is particularly true on Broadway, Market, Island, and G Streets, as well as 10th & 11th Avenues and 13th & 14th Streets.

The City should examine ways to slow traffic, using the following techniques found elsewhere in the Downtown area:

- ▶ Install planted medians.
- ▶ Create bulb-outs (curb extensions).
- ▶ Plant street trees.
- ▶ Widen sidewalks.
- ▶ Encourage active ground floor uses, public art, and bus shelters, all of which add visual complexity.

4 Enforcement Issues

- ▶ **DUI** – The presence of PETCO Park, East Village’s growing number of dining and drinking establishments and the Gaslamp Quarter increase the presence of intoxicated drivers and pedestrians in the area. Enforcement should target these areas at key times for impaired drivers and public intoxication.
- ▶ **Vehicle Code Violations** – Drivers, pedestrians, and bicyclists are all required to follow traffic laws. Enforcement “stings” or regular targeted enforcement efforts in other cities show that such efforts can significantly increase compliance.
- ▶ **Speeding** – In addition to engineering features, enforcement can target speeding as law enforcement resources become available.
- ▶ **Crime** – Residents reported regular criminal activities such as drug transactions and vandalism that need to be better prevented.

5 Bicycles

Because of its density and flat terrain, bicycling Downtown should be relatively easy. Unfortunately, there are virtually no bicycle lanes or parking facilities available. In addition, many three-lane, one-way streets provide more traffic capacity than necessary and encourage speeding. Reducing some of these streets to two lanes, or returning them to two-way operation, could increase safety for everyone while providing space for bicycle lanes.



Other Participant Comments

East Village Walk Audit

August 4, 2007

In addition to the issues and recommendations already discussed, there were a large number of location-specific comments made at the East Village walk audit event. (All comments from the City College walk audit were incorporated into that section.)

- ▶ Replace trees grates (property owners) - block of 14th & Market to Island & 15th.
- ▶ Market, 14th to 15th - uneven sidewalk.
- ▶ 14th & Market - audible signals needed.
- ▶ 15th & Market - apex (corner) ramps vs. two ramps.
- ▶ 14th & Market - apex ramps vs. two ramps.
- ▶ 15th & Island - stop line too far out.
- ▶ Textured pads using “truncated domes” - very few installed.
- ▶ Meter cover missing (hole) on Island between 14th & 15th.
- ▶ Bicycle enforcement.
- ▶ Bicycle lanes missing.
- ▶ Pedicabs - poor driving habits.
- ▶ 10th & Island - good place for Yield to Pedestrians sign - failure to yield.
- ▶ No crosswalks at 10th & Island - crossing south side of Island is dangerous once one-way vehicles clear stop signs on the north side of intersection or turn from Island. Signals or other measures needed.
- ▶ Sidewalk cafes - difficult for wheelchairs to navigate around.
- ▶ Adequate space in the case of new sidewalk cafes.
- ▶ 4th & 5th - DUI enforcement needed before these drivers enter East Village.
- ▶ Railroad tracks - walker legs get caught in tracks.
- ▶ Curb ramps with > ½ inch edge difficult to mount with wheelchairs.
- ▶ G Street - Sidewalks lifted, no crosswalks.
- ▶ Construction zones not passable in wheelchairs.
- ▶ Dips in street reduce visibility.
- ▶ Trees blocking views and stop signs.
- ▶ 16th Street difficult in general.



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