

# Columbia District, Downtown San Diego

## Mobility Assessment and Recommendations Report



November 2021



DOWNTOWN  
**SAN DIEGO**  
PARTNERSHIP

**COLUMBIA  
COMMUNITY  
FOUNDATION**

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## Downtown San Diego Partnership

Sean Warner, *Director of Community Enhancement*  
Carlos Escalante, *Placemaking Coordinator*

## Columbia Community Foundation

Eric Jones, *President*

## Circulate San Diego

Colin Parent, *Executive Director and General Counsel*  
Morgen Ruby, *Assistant Planner*  
Octavio Garcia, *Assistant Planner*

*A special thanks to former employees for their assistance:*

Danielle Berger, *Director of Planning*  
Angelica Rocha, *Senior Planner*  
Jana Schwartz, *Senior Planner*  
Kimberly Kantrud, *Assistant Planner*

*Prepared for –*



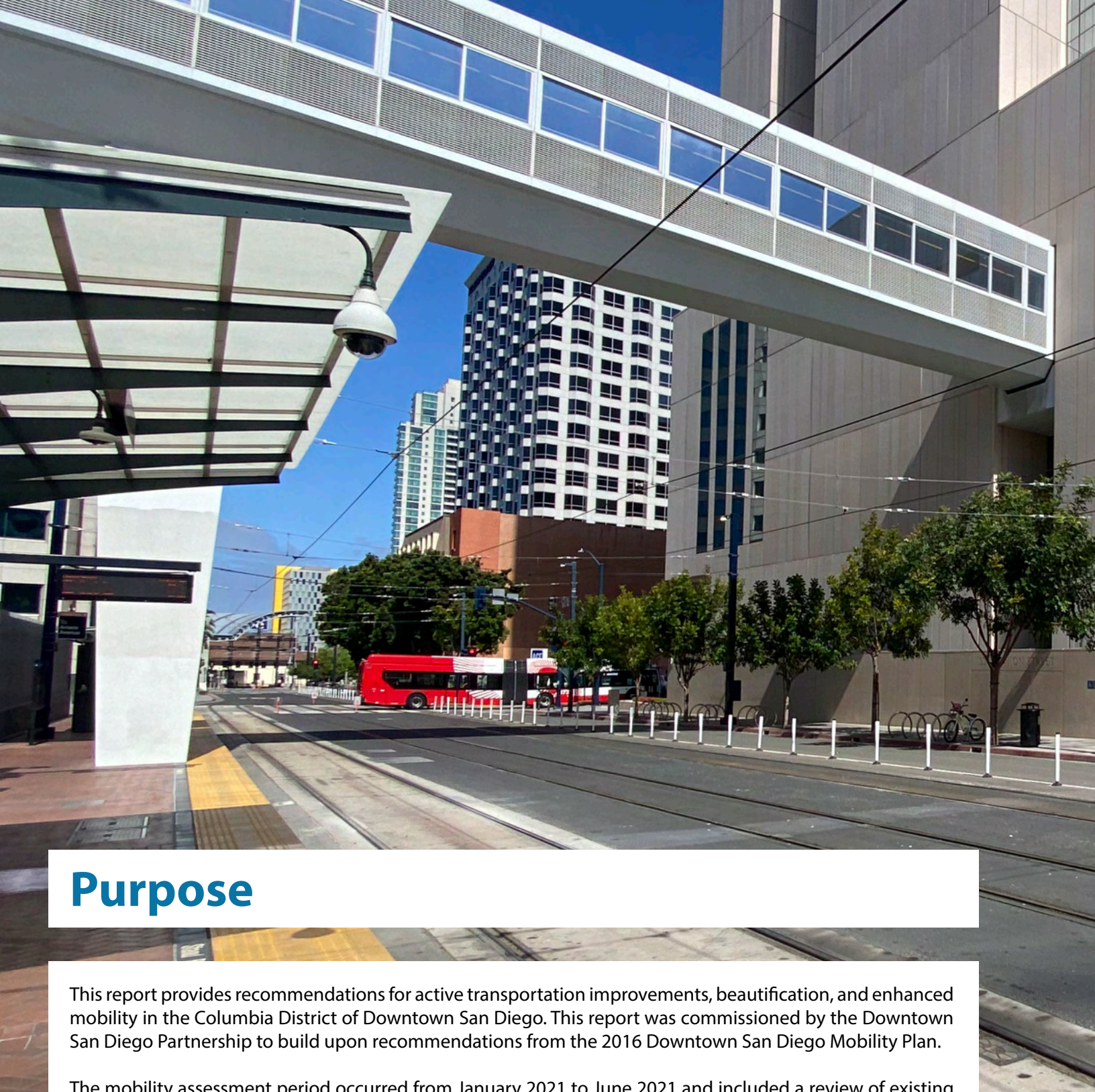
*Prepared by –*



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## Purpose

This report provides recommendations for active transportation improvements, beautification, and enhanced mobility in the Columbia District of Downtown San Diego. This report was commissioned by the Downtown San Diego Partnership to build upon recommendations from the 2016 Downtown San Diego Mobility Plan.

The mobility assessment period occurred from January 2021 to June 2021 and included a review of existing documents and community feedback opportunities. Findings and recommendations from that assessment period are included in this report. The recommendations presented in this document are to support the existing and continued efforts of the Downtown San Diego Partnership, Columbia Community Foundation, and community stakeholders to improve pedestrian safety and increase mobility options. This document serves as a record of the community's input received during the mobility assessment period and provides evidence of the community's concerns and preferences.





## Neighborhood Mobility Overview

The Columbia District (Columbia) is located in the west-central portion of Downtown San Diego, bordered on the west by Pacific Highway, the east by Union Street, the north by Ash Street, and the south by E Street. Columbia has several major transit areas including the Metropolitan Transit System (MTS) Rapid service along the Broadway corridor and the Santa Fe Depot/America Plaza transit hub (Amtrak, MTS Trolley, Coaster).

With such a high-traffic transit hub in the neighborhood, Columbia is the main access point to and from downtown for non-vehicular commuters. It is important to create safe pedestrian and bicyclist connections around the transit hub and along primary corridors. The Downtown San Diego Mobility Plan (DSDMP) highlights where barriers exist for pedestrians and bicyclists today. The maps from the DSDMP illustrate high collision and high demand areas that exist within Columbia for pedestrians, bicyclists, and transit users, which impact the travel experience these users have.







## Neighborhood Needs

The mobility assessment is a review of alternative transportation in Columbia and includes walking, biking, micromobility, transit, and other modes, like rideshare. A summary overview of these mode types as they exist today in Columbia is listed below. This summary is based on information from resource documents, initial input from community members and partner organizations, and site observations.

### Walking

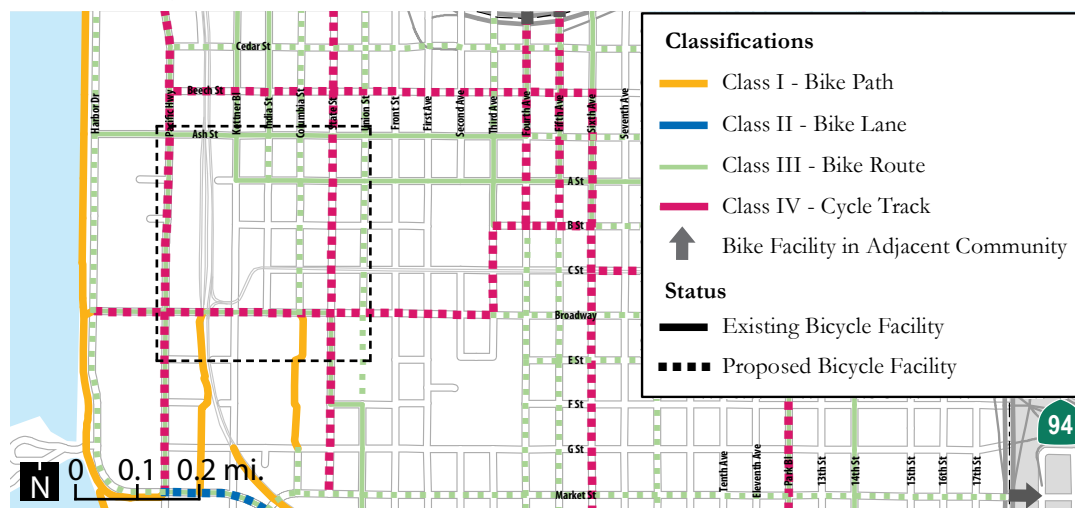
Home to the Santa Fe Depot station, Columbia hosts a large number of commuters heading to and from the transit hub. Residents of Columbia have desirable amenities within the neighborhood and are a short distance away from popular destinations, such as Little Italy, Balboa Park, and the waterfront. The topography of the neighborhood is relatively flat, and many destinations can be accessed by foot. Despite the walkable proximity of destinations within and near the Columbia District, residents have expressed a need for safe walkable infrastructure.

MTS has embarked on the America Plaza/Santa Fe Depot Pedestrian Enhancement Project to improve the pedestrian experience in and around this important transit hub. Project objectives include improving pedestrian circulation between stations, providing wayfinding signage, and activating the area with urban design amenities.

### Micromobility

Micromobility refers to bicycles, e-bikes, scooters, and any small vehicle operating under 25mph, following the same rules of the road as a bicyclist. Columbia has existing Class III bicycle lanes, where bicyclists share the lane with motorists, on Pacific Highway, A Street, and along most of Broadway. The Broadway bicycle lane ends at the intersection of Broadway and Union, which the DSDMP identifies as a high collision intersection for bicyclists. The DSDMP proposes a two-way cycle track along State Street and one-way cycle tracks on both Pacific Highway, which were recently installed and on Broadway. This component of the DSDMP remains unfunded at the time of

### Proposed Bicycle Network



Map is from the Downtown San Diego Mobility Plan, 2016

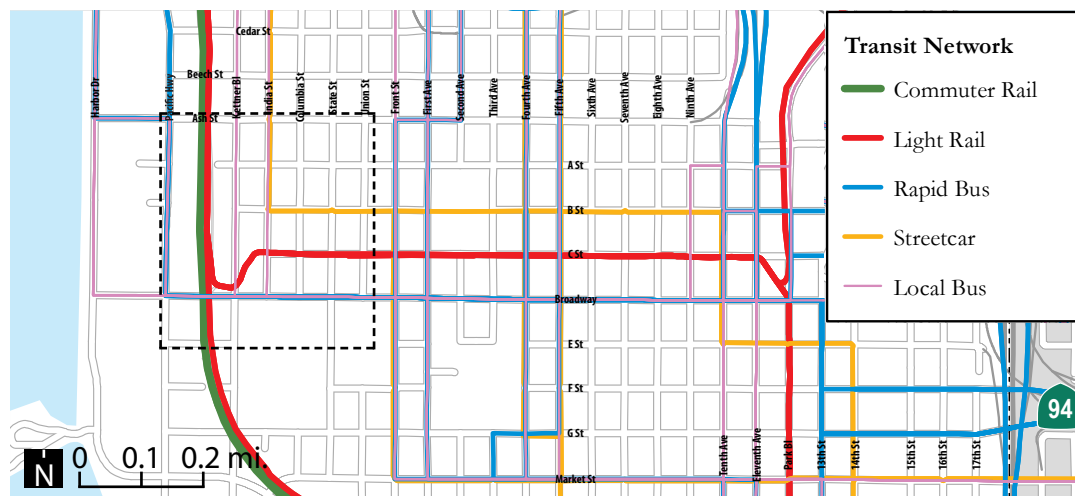
Note: bicycle facilities have been constructed since 2016.

----- Columbia boundary line

## Transit

The Columbia District enjoys some of the highest quality bus, trolley, and rail services in the San Diego region. The Santa Fe Depot provides services to Amtrak, the COASTER, the San Diego Trolley, and several San Diego Metropolitan Transit System (MTS) buses. The Coaster and Amtrak trains connect the Santa Fe Depot transit hub to the North County San Diego. The Orange and UCSD Blue trolley lines provides service from America Plaza along C Street through downtown to East County San Diego and the U.S.-Mexico Border in San Ysidro. The Mid-Coast Trolley, scheduled to open in November 2021, will extend the Blue Line north through American Plaza to University of California, San Diego (UCSD) and University Towne Centre (UTC). The Sycuan Green Line provides services to the Convention Center and Petco Park to the South, Old Town to the North, and San Diego State University to the East. The SDG&E Silver Line runs in a circular loop along the tracks of the Blue, Green, and Orange trolley lines in downtown. The following eight bus routes run through Columbia: 83, 215, 225, 235, 280, 290, 923, and 992, four of which have 15 minutes or better frequency during weekday peak hours. Route 992 provides a connection to San Diego International Airport.

### 2050 Revenue Constrained Transit Network



Map is from the Downtown San Diego Mobility Plan, 2016  
----- Columbia boundary line

## Rideshare

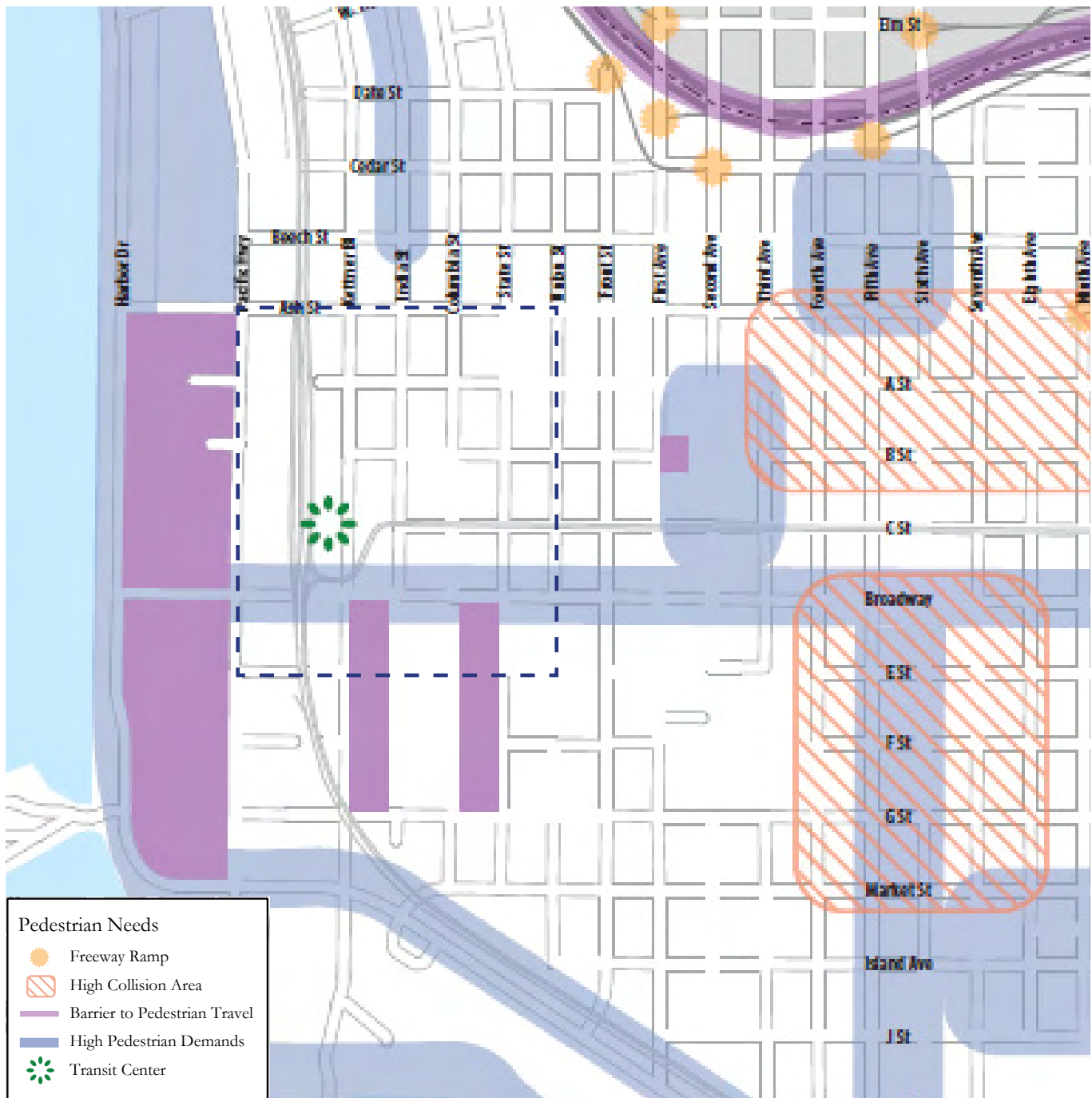
Rideshare is common in the downtown area and fairly accessible in Columbia. Rideshare options include Lyft or Uber, as well as the downtown rideshare option, FRED. FRED, or Free Ride Everywhere Downtown, is a city-subsidized shuttle using a ride-hail app Circuit, picking up and dropping off folks anywhere downtown. These are app-based options and provide on-demand service.

### Overview of Existing Columbia Transportation Options

Residents in Columbia are downtown dwellers, generally accustomed to living in a denser environment with resources nearby. These conditions allow alternative transportation options, walking in particular, to be a more feasible mode choice to make. However, people are less likely to walk or use alternative modes if there are safety or comfort concerns. Despite initial improvements made for alternative modes in Columbia, mobility challenges continue. The next sections document the concerns and preferences voiced by residents and recommendations for improvements.



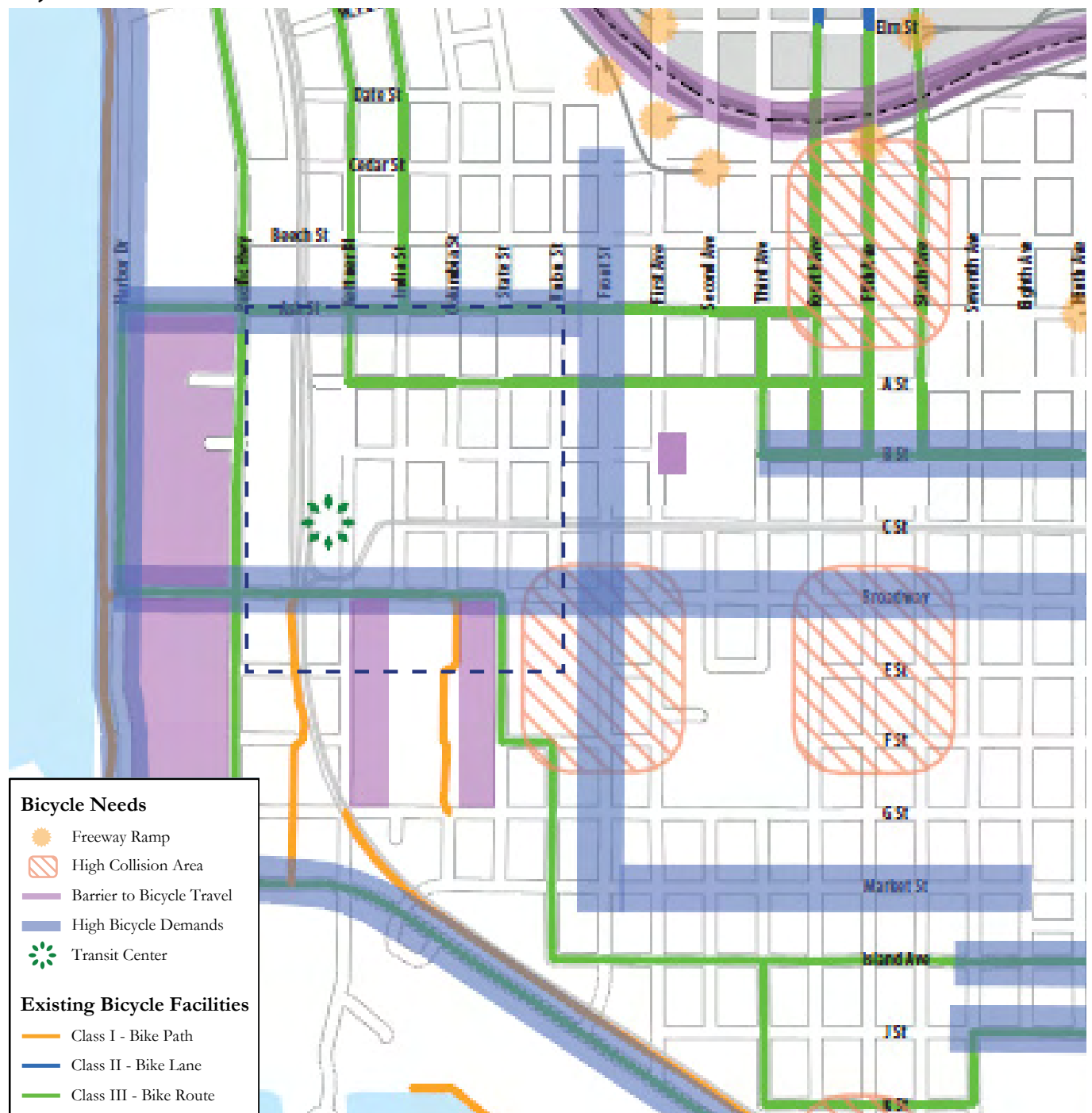
## Pedestrian Needs



Map is from the Downtown San Diego Mobility Plan, 2016

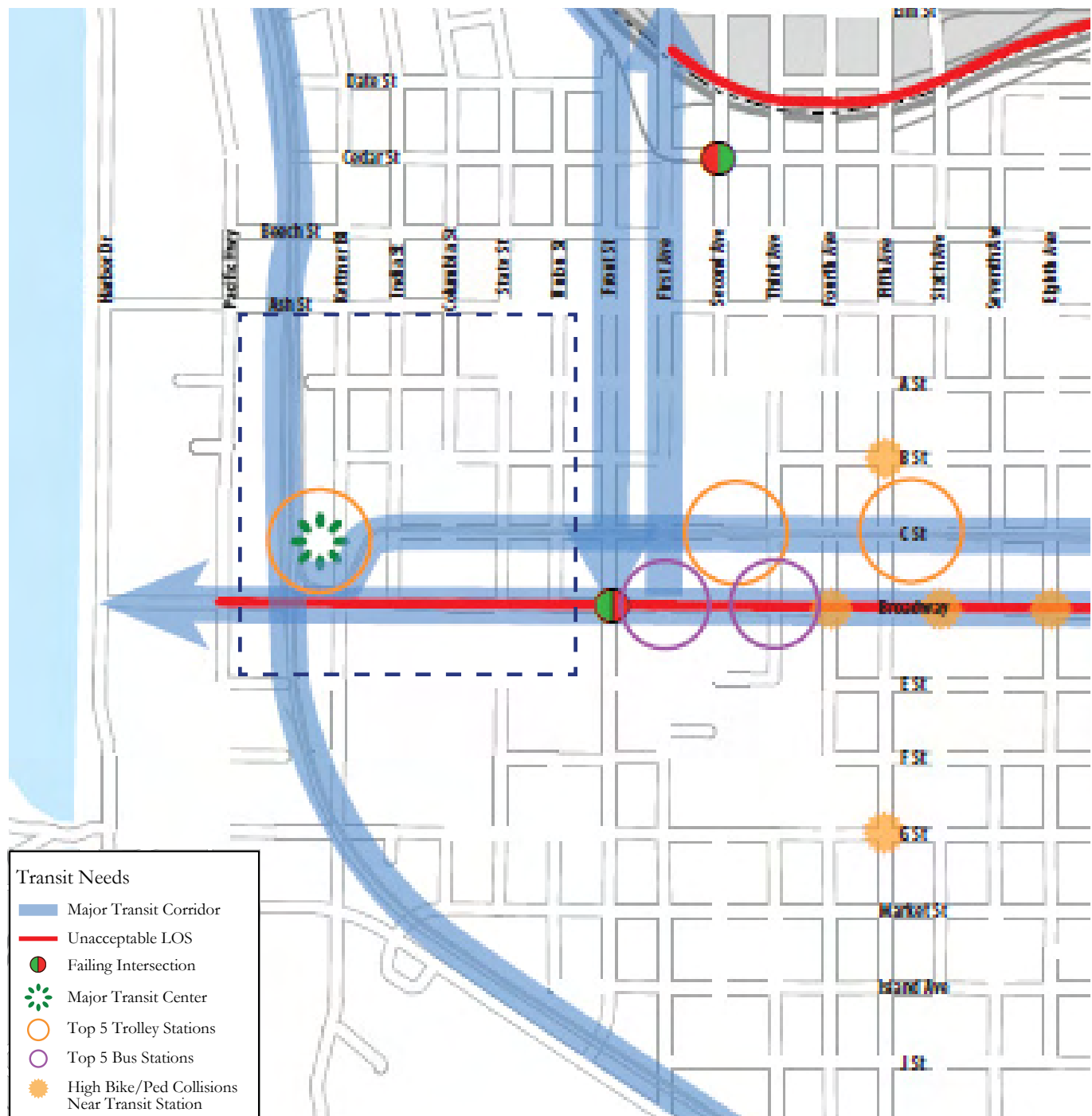
--- Columbia boundary line

## Bicycle Needs





## Transit Needs







## Community Outreach

In several phases of this mobility assessment, participants, including both residents and businesses, provided input. This input helped inform where challenges exist, the types of challenges residents face, and preferred improvement strategies. The input was gathered through an online community survey, webinar, virtual meeting of the Columbia Community Foundation, and a walk audit. Each phase of input gathered valuable insight from residents and guided the recommendation outcomes.



## Community Survey

An online survey was available to all residents and businesses within the Columbia boundary, shown in the map below. The survey contained eleven questions and was open from March 26, 2021 to April 15, 2021. The survey received 81 responses. A majority of participants were residents in Columbia. The next section provides a summary of the questions asked and answers received.



**Question 1: Which Intersection is nearest your home residence or place of business?**

It was a goal of the survey to be representative of the Columbia population. In the findings, survey participants were well-distributed throughout Columbia, as shown in Figure 1.

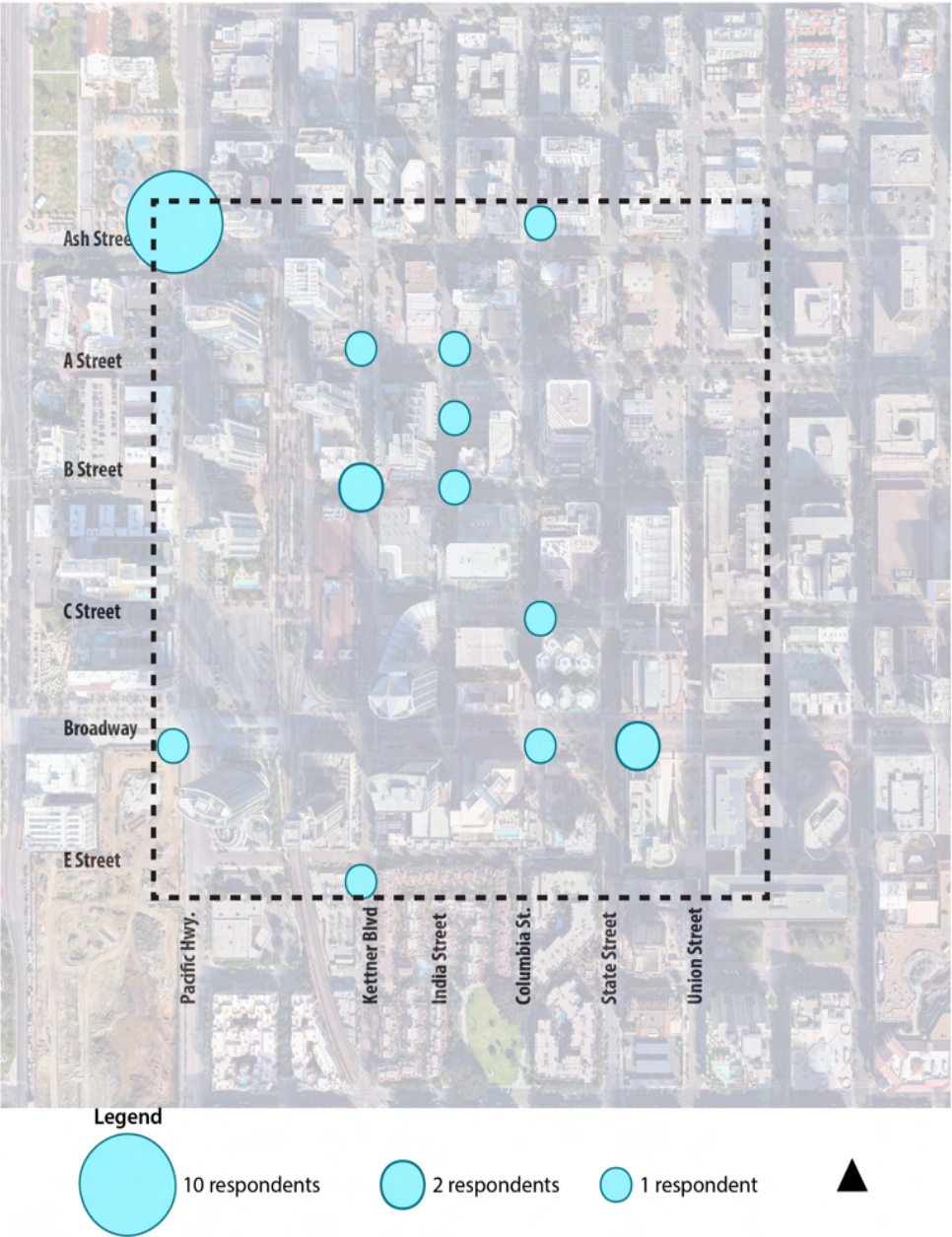


Figure 1: Question 1 Participant Distribution



## Question 2: Where in Columbia are there mobility safety concerns for pedestrians and bicyclists?

Not all participants provided geographic locations for their concerns; however, the map below shows locations that were brought up. Some participants also shared their mobility safety concerns for pedestrians and bicyclists. The most prevalent concerns include “lack of bike lanes,” “scooters on sidewalks,” “lack of safe intersection crossings,” “narrow sidewalk widths,” and “train tracks.”

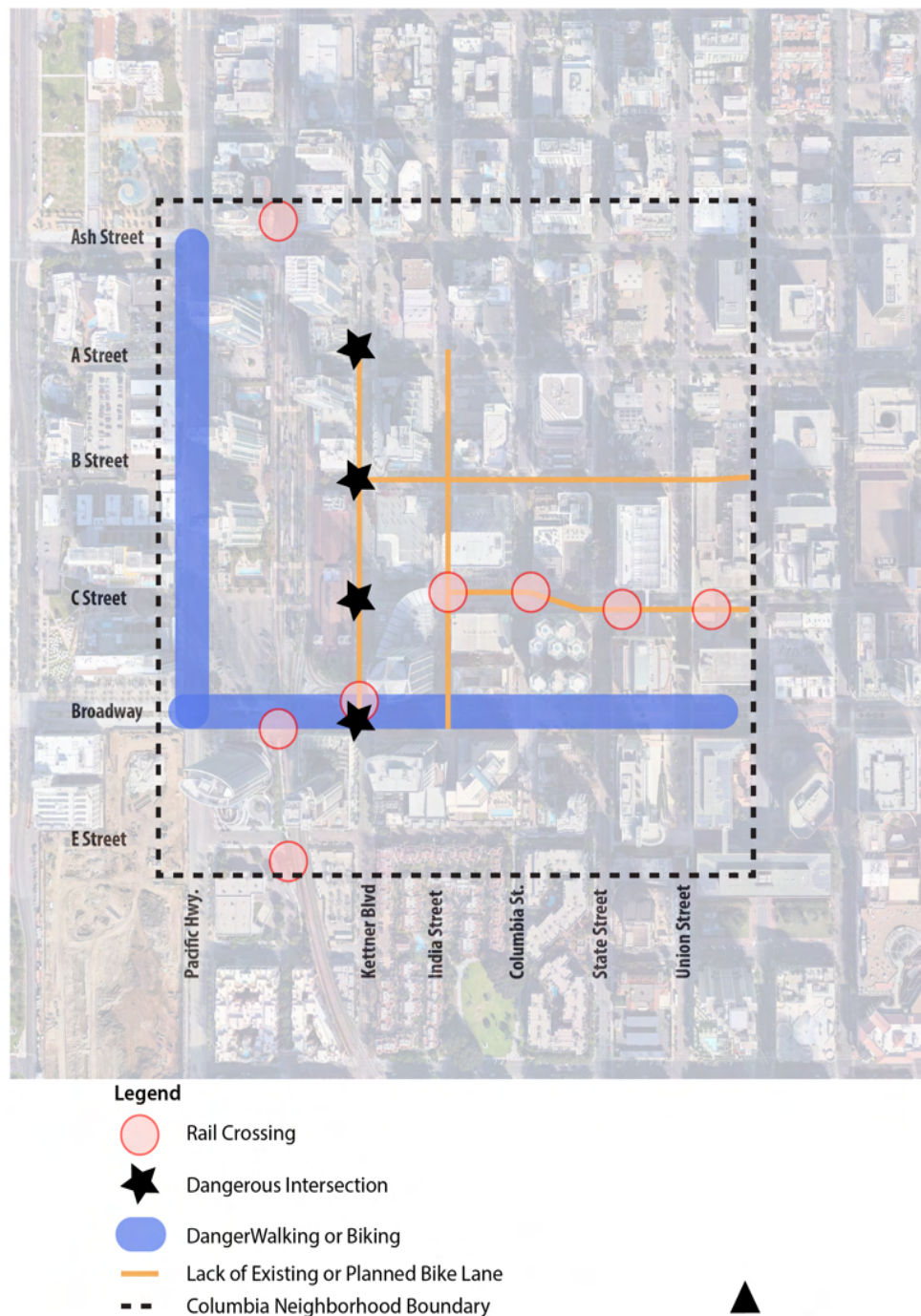


Figure 2: Question 2 Mobility Concerns

### Question 3: When you leave your residence or business, what are the top three destinations you travel to?

The most popular responses ranked in order were: “Little Italy” (54%), “Embarcadero” or “Waterfront” (46%), “Ralphs” (29%), “Seaport Village” (11%), “City Hall” (11%), and “Gaslamp” (11%).

### Question 4: How do you typically travel within Columbia?

83% of the survey participants said that “Walking” was their primary mode for getting around Columbia and 63% of the participants selected “Biking” as their secondary mode. 58% of participants said they travel by “Driving.” “Public Transit” and “Scooter” were participants fourth and fifth options, and “Rideshare” was the least typical choice.

### Question 5: How safe do you feel walking in the Columbia area?

Participants were asked to rate their safety level on a scale of 1 to 100 (100 being the best). On average, participants gave 50 out of 100.



### Question 6: How safe do you feel walking at night in the Columbia area?

Participants were asked to rate their safety level on a scale of 1 to 100 (100 being the best). On average, participants gave 43 out of 100. This question received a less favorable response than question 5 (above), suggesting that safety concerns arise at night.





#### Question 7: How safe do you feel biking in the Columbia area?

Participants were asked to rate their safety level on a scale of 1 to 100 (100 being the best). On average, participants gave 46 out of 100. This received a less favorable response than Question 5 (above), suggesting that participants feel less safe biking than walking.



#### Question 8: How would you rate public parking availability?

Participants were asked to rate parking availability on a scale of 1 to 100 (100 being the best). On average, participants gave 49 out of 100.



#### Question 9: Which mobility enhancement measures do you support the most? (Select up to 3)

Participants were asked to prioritize their top three improvement strategies. The top response was “High-Visibility Crosswalks” (65%), followed by “Lighting” (61%), and “Widened or Improved Curb Ramps” (55%). The measure that participants supported the least is “Corner Landscape Planters” (13%).

#### Question 10: Is there anything else you would like to share with us about mobility in the Columbia area?

Participants were asked to share any other thoughts or concerns they had about Columbia mobility. Answers ranged from concerns of homeless and encampments on sidewalks, scooter riders on sidewalks and disobeying traffic laws, and a request for more signalized intersections.

## Community Discussion

On April 20, 2021, a virtual webinar was held over Zoom and on May 5, 2021, a community discussion was held during a Columbia Community Foundation Board of Directors meeting. The purpose of the meeting was to recap findings from the Columbia mobility survey and discuss potential recommendations to improve pedestrian safety and the user experience in Columbia. The webinar was recorded and shared with all survey participants and community partners. Feedback, concerns, and recommendations were received from residents throughout the Technical Analysis phase, including responses from Question 10 of the survey shared above.

## Walk Audit

A walk audit took place on May 27, 2021, from 9:00 am to 11:00 am, with both Circulate and Downtown San Diego Partnership staff. While the initial plan was to conduct a walk audit with residents, staff members from both Circulate and Downtown San Diego Partnership conducted the walk audit without additional guests to maintain a safe environment due to COVID-19. Two participants from each organization conducted the inventory through every block within the Columbia District. Along each block and at each intersection, staff recorded findings from the following three categories: Pedestrian Safety and Comfort, Beautification and Wayfinding, and Lighting and Transit.

Images taken from the walk audit are shown to the right. Descriptions for these images are listed below.

- 1 Incomplete pedestrian crosswalk striping.
- 2 Curb ramps worn down to the point of mere remnants remaining.
- 3 Patching and broken sidewalk creating an unlevel surface for pedestrians.
- 4 Recently implemented parking-protected bike lane.
- 5 Curb ramps that direct pedestrians into the intersection.
- 6 Pedestrian crosswalk striping worn down and missing.









# Findings & Project Recommendations

Input collected from the community survey, community meeting, and walk audit helped prioritize preferred improvements and the locations of these changes. Site-specific resources were also considered to complement existing or parallel planning efforts. These resources are included in the Appendix and are listed here:

- Columbia Community foundation FY22 Neighborhood Parking Program Budget
- Downtown PBID Boundaries and Zones, March 12, 2019
- Downtown San Diego Mobility Plan, June 2016

From the resources and input, recommendations were created and categorized into five groups.

## ***Pedestrian Safety and Comfort***

- High-visibility crosswalk
- Audible crosswalks
- Extended pedestrian crossing times
- Lead Pedestrian Interval (LPI)
- Creative crosswalk
- No-turn blank-out signs
- Pedestrian crossing island

## ***Lighting and Transit***

- Well-lit transit stops
- Enhanced lighting
- Missing lighting

## ***Bicycle and Scooters***

- Complete bicycle network
- Additional dockless bicycle/scooter parking
- Additional bike racks

## ***Wayfinding and Signage***

- Pedestrian wayfinding
- Street name imprinting
- Signage near train tracks
- Columbia District gateway

## ***Beautification***

- Public seating and rest areas
- Public art
- Decorative planters
- Street trees



### Pedestrian Safety and Comfort

- High-visibility crosswalks along primary pedestrian corridors: C Street, Broadway, Kettner
- Audible Crosswalks along primary pedestrian corridors: C Street, Broadway, Kettner
- Extend pedestrian crossing time where too short, such as along Pacific Hwy at Broadway and C Street
- Lead Pedestrian Interval (LPI) at the intersection of Broadway & Kettner and Ash & Kettner
- Creative crosswalk at Columbia and B Street
- No-turn blank-out signs on Ash at Kettner
- Pedestrian crossing island with pedestrian curb ramp at southeast corner of Kettner & Ash

### Wayfinding and Signage

- Place more wayfinding signage for pedestrians along primary pedestrian corridors: C Street, Broadway, Kettner as well as existing and DSDMP-proposed bicycle routes: Ash, Columbia, and Union.
- Street name imprinting into the curb along primary pedestrian corridors: C Street, Broadway, Kettner
- Signage near train tracks, to draw attention and remind pedestrian traffic to stop
- Columbia District gateway at Kettner and Broadway

### Lighting and Transit

- Well-lit transit stops at all bus stops
- Enhanced lighting at all bus stops
- Complete missing lighting along Union, Ash, and C Street

### Bicycle and Scooters

- Complete the bicycle network in the DSDMP
- Add additional dockless bicycle/scooter parking in front of Santa Fe Depot
- Add additional bicycle racks near transit stops and along bicycle network

### Beautification

- Introduce more public seating and rest areas along Kettner and Columbia
- Introduce public art through utility box art
- Place decorative planters in front of Santa Fe Depot and along primary pedestrian corridors: C Street, Broadway, Kettner
- Shade trees throughout the district

A map was created for each of these categories to illustrate the recommendation at the suggested location. Greater description of the recommendation type has been included adjacent to the related map.

# Pedestrian Safety and Comfort

Pedestrian safety and comfort is a priority of this report and of the community. Recommendations include features for sidewalks and crossings that enhance the pedestrian experience and improves safety.



## Lead Pedestrian Interval

LPI's give pedestrians a head start when entering an intersection, enhance the visibility of pedestrians in the intersection, and reinforce their right-of-way over turning vehicles.

\$



## Audible crossing signal

An integrated device that communicates information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats.

\$



## Extended crossing time

The crossing time given at a signalized intersection is extended to better accommodate slower-moving travelers, such as those with mobility challenges, those in wheelchairs, or those with strollers.

\$



## High-visibility crosswalk

High-visibility crosswalks are preferred over parallel line crosswalks and should be provided at signalized and all-way stop intersections, especially in high-collision areas and near freeway ramps.

\$



## Creative crosswalk

Creative crosswalks help foster a sense of community while keeping pedestrians safer by drawing drivers' attention to them and slowing down traffic speeds.

\$\$



## Pedestrian crossing island with pedestrian curb ramp

An elevated crossing island to help make pedestrians more visible to cars in an intersection, specifically at the southeast corner of Kettner & Ash.

\$\$



## No-turn blank-out sign

These signs are designed to alert motorists of changing traffic patterns. At Kettner & Ash, cars will not be allowed to turn south onto Ash from Kettner.

\$\$

### Priority

Low Priority

Moderate Priority

High Priority

### Cost estimate

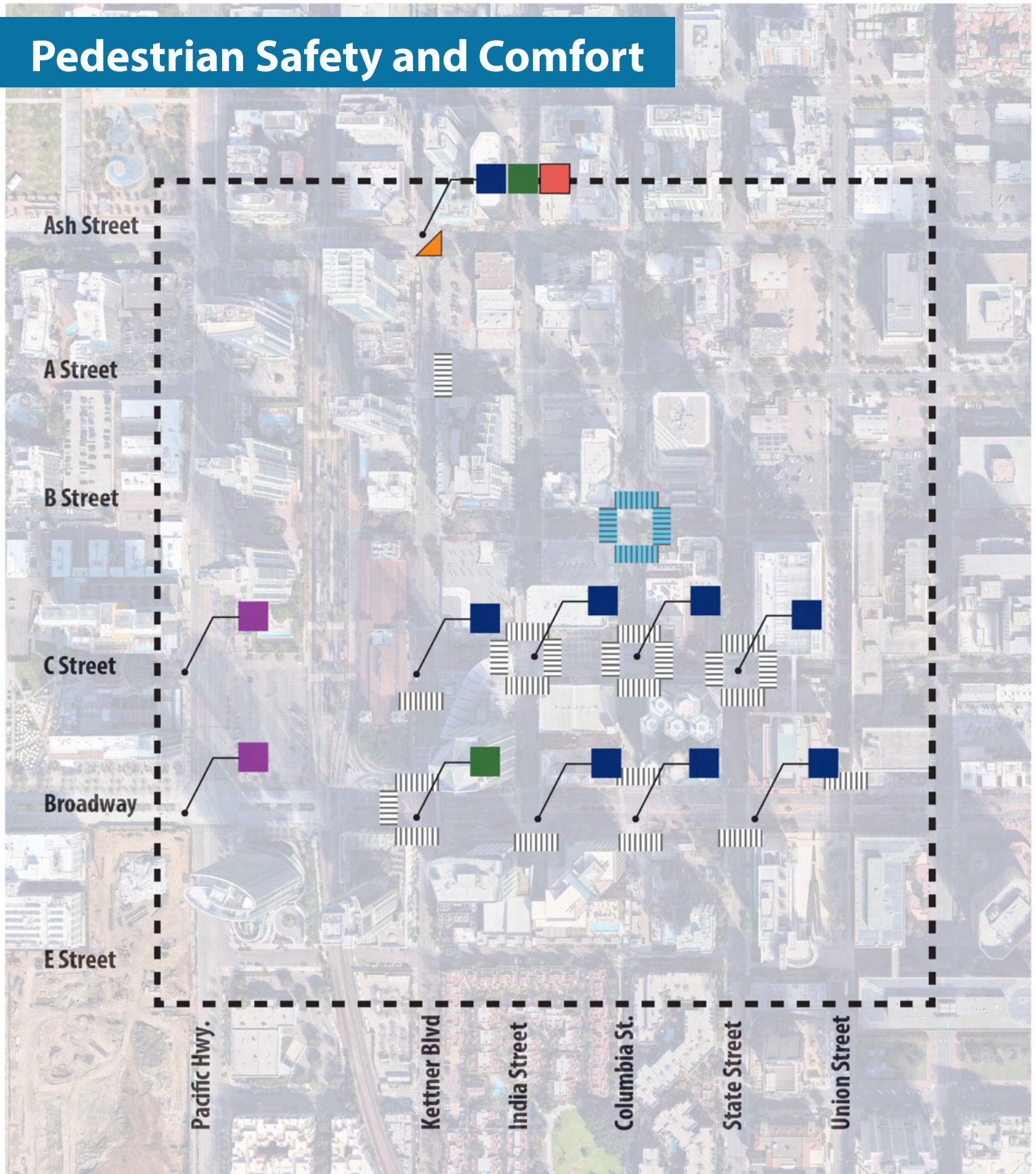
\$ Low Cost

\$\$ Moderate Cost









\$\$\$ High Cost



# Pedestrian Safety and Comfort



## Legend

- |   |  |   |                                       |
|---|--|---|---------------------------------------|
|  | Recommended extended crossing time                               |  | Recommended high-visibility crosswalk |
|  | Recommended Lead Pedestrian Interval                             |  | Proposed creative crosswalk           |
|  | Recommended Audible crossing signal                              |  | Recommended No-Turn Blank Out Sign    |
|  | Recommended pedestrian crossing island with pedestrian curb ramp |  | Columbia Boundary                     |



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# Wayfinding and Signage

Wayfinding and signage provide navigational tools for pedestrians, bicyclists, and other road users and provides the opportunity for neighborhood branding and education. Wayfinding is an on-going effort that the Downtown San Diego Partnership is a part of, and the recommendations here reinforce these efforts and provide additional concepts.



\$

## Educations/infrastructure improvement signage

Implementing signage at improvement areas provides education about the changes and how to engage with the change.



\$\$

## Street name imprinting

Street names stamped into the pavement and on above signage on all corners helps with pedestrian wayfinding and builds community character.



\$

## Pedestrian wayfinding

Pedestrian wayfinding helps increase foot traffic and encourages different transportation choices. It also Improves a sense of community in an inclusive way.



\$

## Bicycle wayfinding

Bicycle wayfinding consists of detailed signing and/or street markings to guide cyclists to their destinations and are placed at decision points and key locations.

### Priority

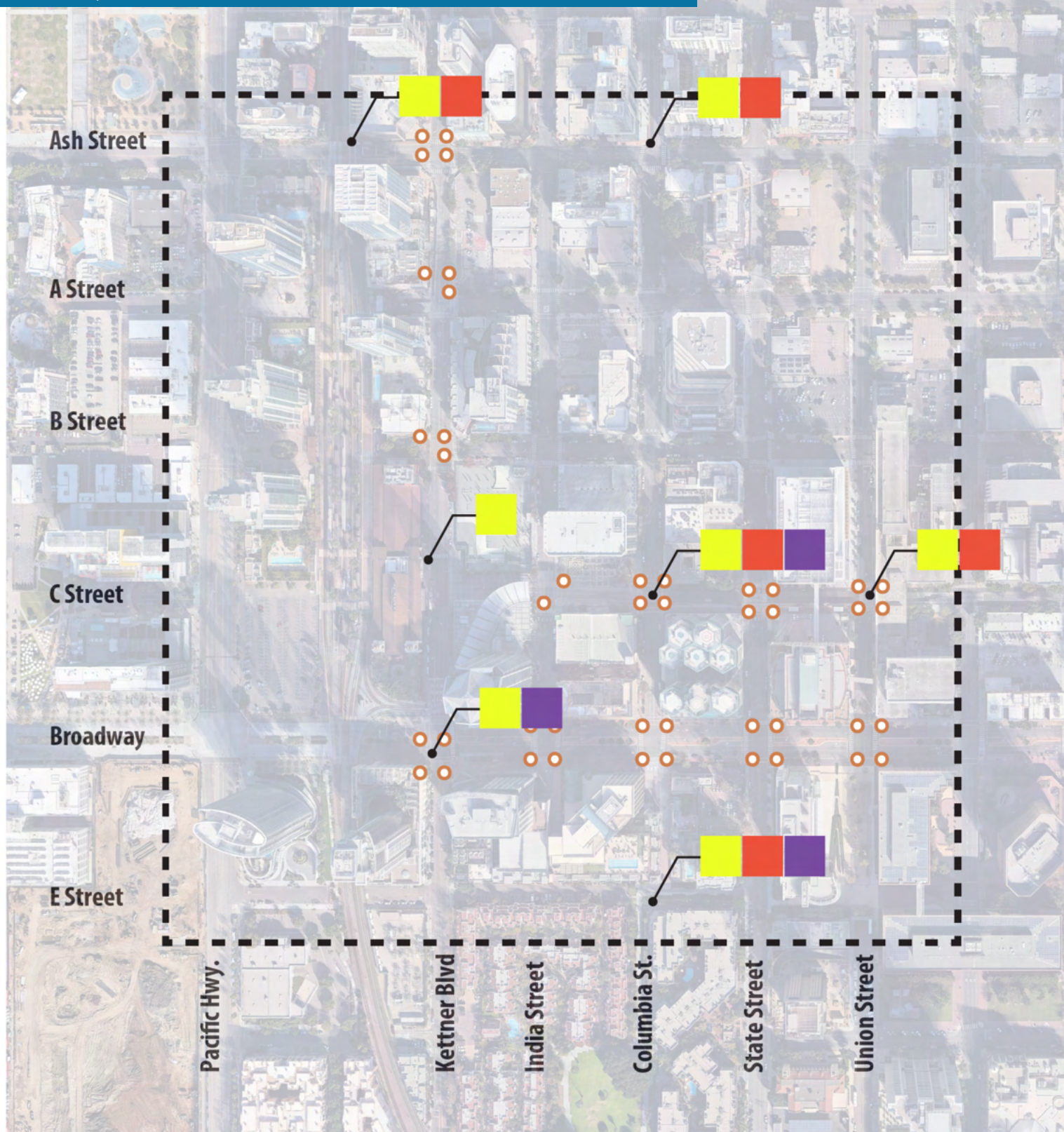
- Low Priority
- Moderate Priority
- High Priority

### Cost estimate




- \$ Low Cost
- \$\$ Moderate Cost
- \$\$\$ High Cost





# Wayfinding and Signage



## Legend

-  Street name wayfinding
-  Pedestrian wayfinding
-  Educational/infrastructure improvement signage

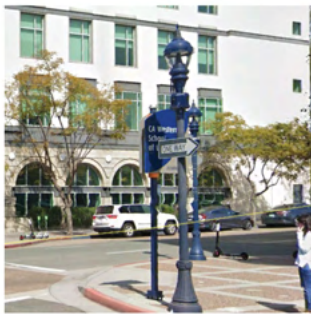
-  Bicycle/Scooter wayfinding
-  Columbia Boundary



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# Lighting and Transit

Enhancing lighting and transit stops will enhance the user experience and improve safety. Lighting should be added where there are gaps, and all transit stops should be shaded and well-lit to boost transit use and pedestrian safety and comfort.



\$\$

## Lighting to be added or enhanced

Pedestrian lighting exists in many parts of Columbia and around high pedestrian demand areas, but there are some gaps in the northeast corner of the neighborhood. Lighting improvements can help increase the perception of safety and comfort.



\$\$

## Well-lit transit stop




Columbia has several transit stops in the neighborhood. Well-lit transit stops encourage transit use and improves conditions of safety. It is recommended that all transit stops have adequate lighting and are maintained.



\$\$

## Shaded transit stop

Columbia has several shaded stops in the neighborhood. Shaded transit stops encourage transit use and improves conditions of comfort. It is recommended that all transit stops have adequate shade and are maintained.

Priority		Cost estimate	
	Low Priority	\$	Low Cost
	Moderate Priority	\$\$	Moderate Cost
	High Priority	\$\$\$	High Cost



# Lighting and Transit



## Legend



Recommended Shaded transit stop



Recommended Lighting to be added



Recommended Well-lit transit stop



Columbia Boundary



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# Bicycle and Scooter Safety

Bicycle and scooter safety and comfort help increase the availability of different modes of transportation outside of the personal use vehicle. Effective regulations and dedicated scooter parking also can enhance neighborhood image. Recommendations include additional infrastructure changes to further enhance the usability and safety of these facilities.



■ \$

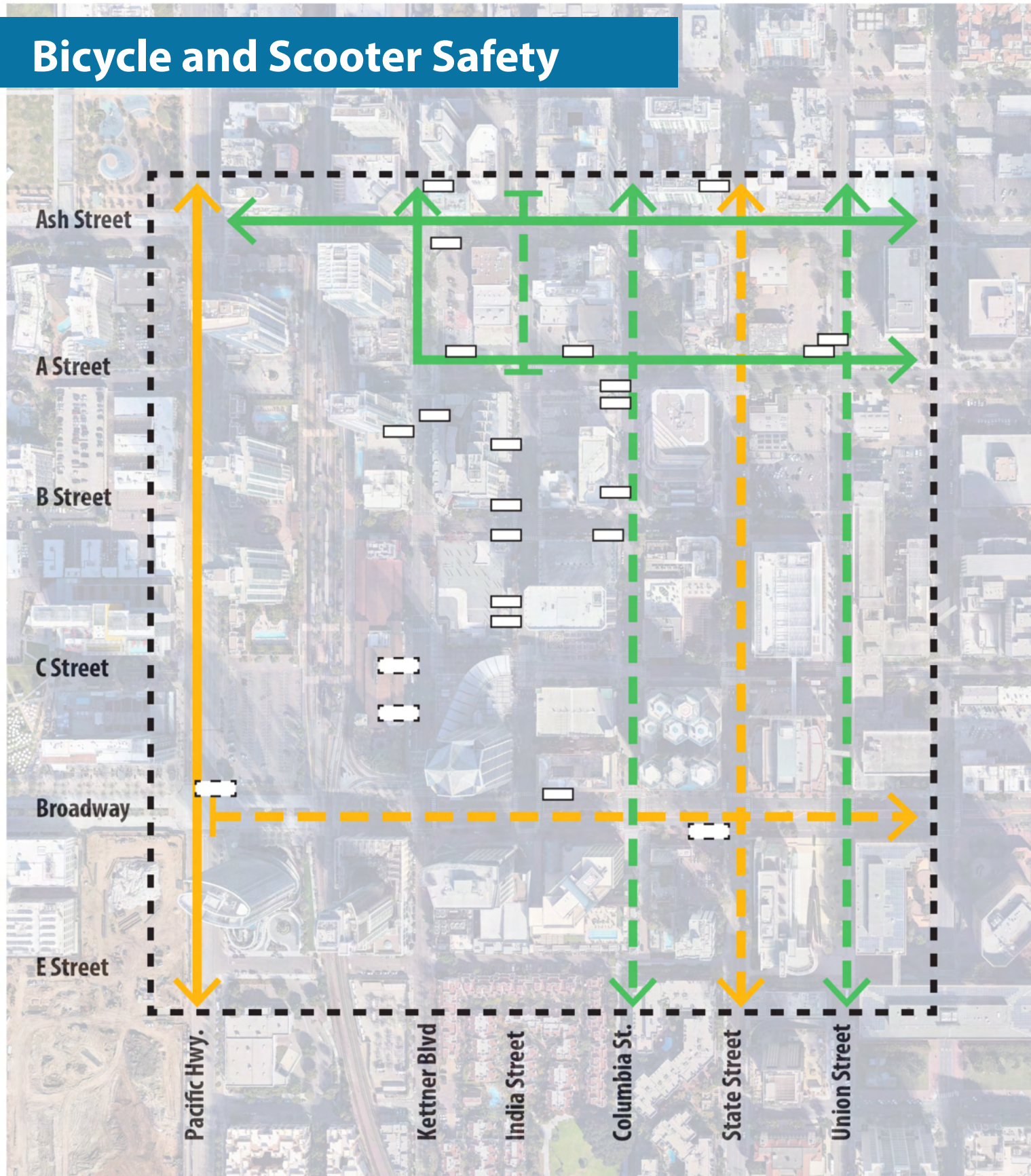
## Dockless bicycle/scooter parking

These are designated zones stenciled on the roadway for riders to park their scooters and bikes. They are easily installed and inexpensive, typically carved out of red zones where cars are prohibited from parking. Columbia currently hosts several of these facilities, with more planned and recommended to be added. Having micromobility options like scooters, provides alternative transportation options and ways to make connections across the neighborhoods.

Priority		Cost estimate	
■	Low Priority	\$	Low Cost
■	Moderate Priority	\$\$	Moderate Cost
■	High Priority	\$\$\$	High Cost



# Bicycle and Scooter Safety



## Legend

- Existing parking-protected bike lane
- - - Additional parking-protected bike lane (*DSDMP*)
- Existing parking-protected bike lane
- - - Proposed bike routes/existing without bike lanes
- Recommended additional dockless bicycle/scooter parking
- Existing dockless bicycle/scooter parking
- Columbia Boundary



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# Beautification

Beautification introduces changes that enhance the livability and overall experience of traveling along a roadway. While these changes do not appear as imperative as other improvements, these changes offer high impact soon after installation.



## Streetscape planters

Additional corner planters are recommended in other parts of Columbia to provide beautification and pedestrian barriers at high-trafficked intersections.

\$\$



## Utility box art

Enhance neighborhood identity through interesting and aesthetic public art on existing utility boxes.




\$



## Rest areas

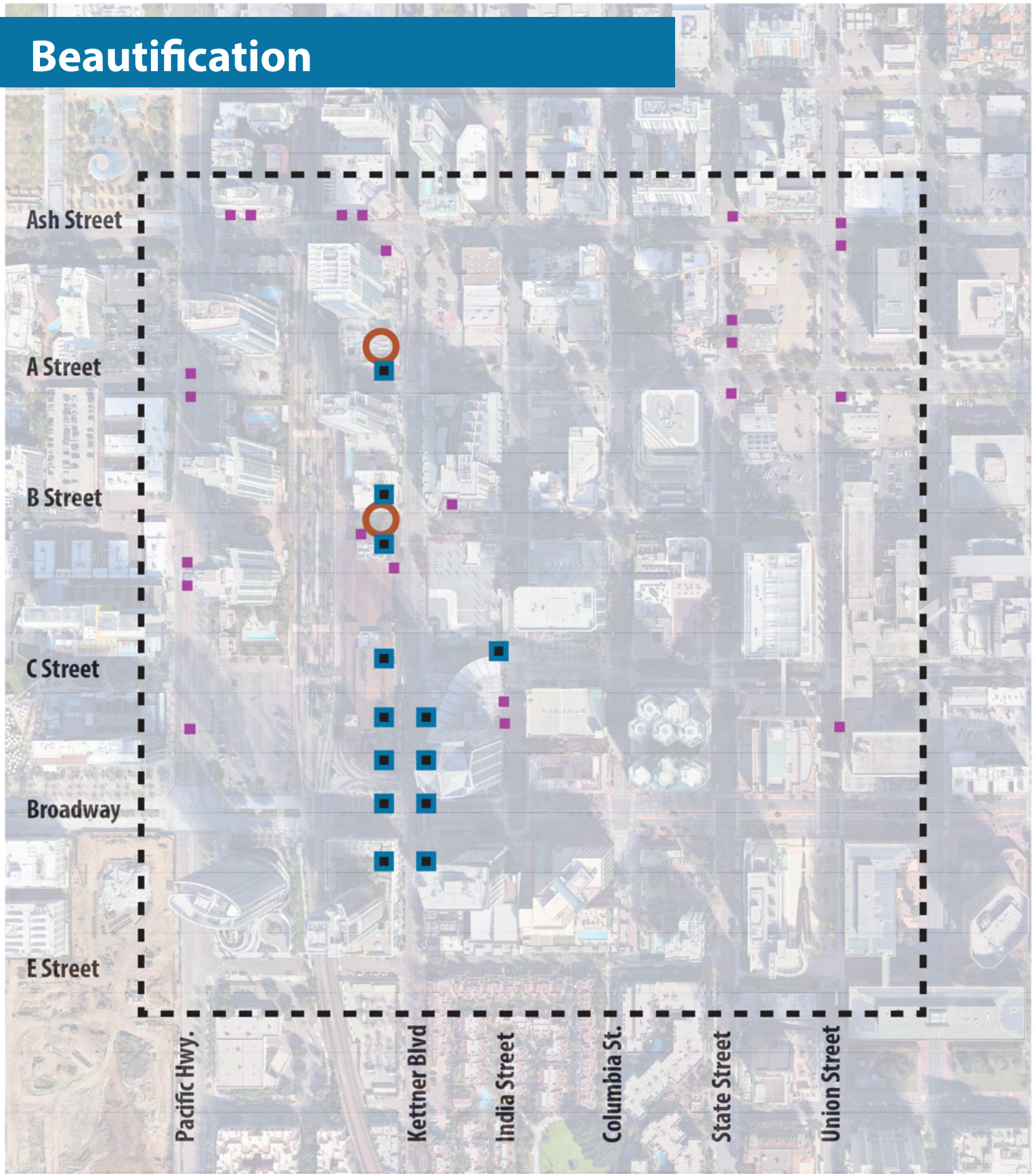
Pedestrians need opportunities for seating to allow rest or somewhere to relax. This can range from benches to picnic tables. Shade is preferred.

\$\$

Priority		Cost estimate	
	Low Priority	\$	Low Cost
	Moderate Priority	\$\$	Moderate Cost
	High Priority	\$\$\$	High Cost



# Beautification



## Legend



Recommended Streetscape Planters



Recommended rest areas



Opportunity for Utility Box Art



Columbia Boundary



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# Implementation








## Priorities

This document provides recommendations for changes that would occur gradually, and based on available funding. It is recommended to conduct additional evaluations of feasibility and suitability of the suggested infrastructure. It is also recommended to prioritize mobility interventions and focus on the highest priority items for implementation.

Of the recommendations listed in the previous section, the following table shows the highest priority items suggested for implementation at the initial stages. These items were chosen based on feedback collected, cost implications, and professional recommendations. Improvements that fall within a high pedestrian demand area, a high collision area, along a freeway ramp corridor, or within an existing improvement project area should be prioritized for implementation. These locations are illustrated on the following map.



Table of Highest Priority Items





<b>Recommended change</b>	<b>Location</b>	<b>Timeframe</b> Short = 1 – 2 yrs Medium = 2 – 3 yrs Long = 3+ yrs	<b>Responsible Party</b>	<b>Estimated Cost* (per item)</b>	<b>Potential Funding Source</b>	<b>Symbols</b>
Wayfinding and educational signage (pedestrian and bicycle)	Along primary pedestrian and bicycle corridors: C St., Kettner, & Broadway	Short term	Consultant, DSDP, City	\$100 - \$2,000	AARP Community Challenge	
High-visibility crosswalk	Ash St & Kettner; Broadway & Kettner	Short term	City	\$10,000	ATP; City Capital Improvements Program; TransNet SGIP	
Audible pedestrian signal	Ash St & Kettner; Broadway & Kettner	Medium term	City	\$8,000	ATP; City Capital Improvements Program; TransNet SGIP	
Pedestrian lead phase with blank-out sign	Ash St & Kettner; Broadway & Kettner	Medium term	City	\$2,500	AARP Community Challenge; TransNet SGIP	
Extended crossing time	C St & Pacific Hwy; Broadway & Pacific Hwy	Medium term	City	\$2,500	AARP Community Challenge	
Street name signage	Along primary pedestrian corridors: C St., Kettner, & Broadway	Short term	Consultant, DSDP, City	\$2,500	AARP Community Challenge; TransNet SGIP	
Lighting to be added or enhanced	One block on C street and Ash, two blocks on Union	Short term	Consultant, DSDP, City	\$25,000	ATP; City Capital Improvements Program	

*\*All cost estimates should be reviewed by the responsible party.*

# Priority Improvement Areas



## Legend

-  High pedestrian demand area (DSDMP)
-  Transit Center
-  Existing cycle track corridors
-  Columbia Boundary



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## Next Steps

The next steps are to secure funding to begin the process of implementation. Continued involvement from Columbia Community Foundation and others from the Columbia resident and business community is imperative. The recommendations included in this document are to be revisited and thoughtfully designed to address the needs and preferences of the community. This document serves as a record of the community's input as of June 2021, and should be amended when appropriate and as improvements are addressed. Circulate recommends the Downtown Partnership advocates for the desired infrastructure to be adopted in relevant planning documents such as the Downtown San Diego Mobility Plan and Community Plan for Downtown.



## Appendix

- **Kettner and Ash Special Study Area**
- **Potential Funding Sources**
- **Downtown PBID Boundaries and Zones, March 12, 2019**
- **Downtown San Diego Mobility Plan, June 2016**



## Kettner and Ash Special Study Area Recommendations

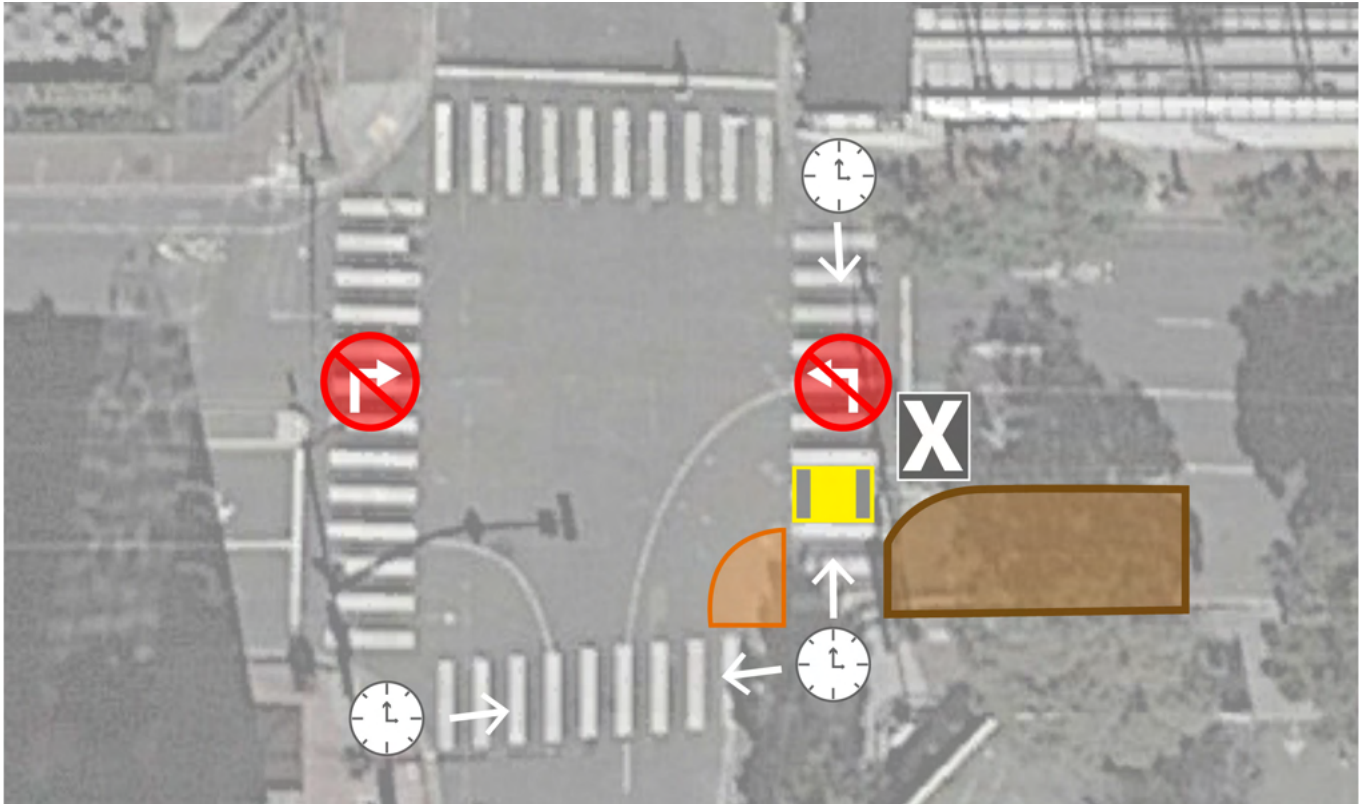
Based on direction from the Columbia Community Foundation board, Circulate San Diego assessed the Kettner & Ash intersection closely and found several mobility challenges primarily along the southern and eastern ends. Below are pedestrian safety-oriented solutions recommended in a hierarchical format from low cost and short term to high cost and long-term implementation goals.

Along the southern crosswalk, pedestrians risk cars turning south on red lights, while the pedestrian walk sign is on. Currently, cars are allowed to turn onto Kettner from both the east and west sides of Ash at red lights, while pedestrians are crossing. For a near-term, low cost solution to respond to this concern, Circulate proposes adding No-Turn Blank Out Signs to prevent cars turning south onto Kettner at red lights to allow pedestrians to use the crosswalk without additional risk as well as Lead Pedestrian Intervals to give pedestrians the priority in the intersection. A more time-intensive and high cost recommendation is to implement curb extensions on the southwest and southeast corner to give pedestrians an additional safety barrier from cars turning south onto Kettner from Ash.







The eastern crosswalk has several mobility challenges as well. The existing traffic signage present at the median blocks the line of sight between cars and pedestrians approaching the crosswalk. Circulate proposes to remove or relocate this signage to clear the line of sight. Another safety concern is that pedestrians use the scooter parking as a refuge island and encroach into the crosswalk prior to their crossing. Circulate proposes adding a Lead Pedestrian Interval along the eastern crosswalk to prioritize pedestrians crossing before cars can travel into the intersection as a low-cost option, and a pedestrian crossing island with pedestrian curb ramp at the location of the median, as a higher cost item.

The Downtown San Diego Partnership should explore the City of San Diego's proposed Spaces as Places program for the scooter parklet recommendation. The purpose of the program is to transition temporary pandemic-response outdoor spaces to permanent spaces that safely bring people together to dine, play and gather. Spaces as Places was approved by City Council in November 2021 and would allow for a permanent parklet at Kettner and Ash. The addition of a parklet would not only allow a raised platform for the existing scooter corral, but also serve as place for people with opportunities to foster social interaction and community building through seating and public art. The parklet would also help to prioritize the pedestrian at this intersection, naturally slowing down traffic.

Please refer to the following page for a graphic representation of Circulate recommendations for the mobility concerns at the Kettner & Ash intersection.



### Kettner & Ash Recommendations

Priority	Cost	Infrastructure	Symbol
#1	\$	Lead Pedestrian Interval	
#2	\$	No-Turn Blank Out Sign	
#3	\$	Sign Removal	
#4	\$\$	Pedestrian Crossing Island with Pedestrian Curb Ramp	
#5	\$\$	Curb Bulb-Outs	
#6	\$\$\$	Scooter Parklet	

**Cost Legend:**  
 \$ - Low: < \$5,000      \$\$ - Medium: \$5,000 - \$15,000      \$\$\$ - High: \$15,000<sup>+</sup>



## Potential Funding Sources

Circulate San Diego prepared a list of potential private, federal, state, local, and other funding options for use by the City of San Diego and other potential interested parties to implement infrastructure and non-infrastructure active transportation projects. A portion of the Downtown Community Parking District's share of parking meter funds are intended to be the primary source of funding for active transportation improvements. If this funding is not available, or additional funds are needed, a list of potential grants is provided below.

The following funding sources are organized categorically and alphabetically. Some sources have websites, e-mail addresses and/or phone numbers, while others do not. Not all funding sources apply to every stakeholder group or agency. This document is also intended to be an advocacy resource to encourage the appropriate entities to apply for grants that would benefit the Columbia District in the City of San Diego. All of the information in this guide is subject to change. None of the following sources have guaranteed funding. Please contact each funding source directly before soliciting funding.

### FEDERAL

#### List of Federal Grants

<http://www.grants.gov/>

Visit the website for up-to-date information about grant programs in all federal agencies.

### STATE

#### Active Transportation Program (ATP)

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

The purpose of the ATP is to encourage an increased use of active modes of transportation, such as biking and walking. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. Eligible projects can be infrastructure (capital improvements), non-infrastructure (education), or a combination of the two.

#### Bike Transportation Account (BTA)

The State of California awards grants to local jurisdictions for projects that directly promote increased commuting by bicycle. The grant awardee must provide at least 10 percent of the project cost. Eligible projects include new bikeways, bicycle parking facilities, traffic calming elements that increase bicyclist safety, and bikeway maintenance.

#### Safe Routes 2 School Program (SR2S)

To be eligible for Safe Routes 2 School funding, a project must directly increase safety and convenience for students to walk or bicycle to school. Students must be the primary beneficiaries of the project. Projects must be within two miles of the school boundary or at a school bus stop. Eligible projects include intersection crossing improvements, bicycle improvements, traffic calming interventions, and traffic control devices.

### **Sustainable Transportation Planning Grants**

<https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Sustainable Transportation Planning Grants seek to foster sustainable communities and strategic partnerships to enhance the state's transportation system. MPOs are awarded \$12.5 million, while the rest will be distributed by Caltrans. Applications are due by Fall 2021. Contact Caltrans at (916) 653-0913 or [dotp.public.info@dot.ca.gov](mailto:dotp.public.info@dot.ca.gov) for questions.

### **LOCAL**

#### **City of San Diego Capital Improvement Program (CIP)**

<https://www.sandiego.gov/cip/about>

The Capital Improvement Program (CIP) is the long-range plan for all individual capital improvement projects and funding sources. The CIP budget allocates available revenue for capital projects to rehabilitate, improve, or build new public infrastructure, such as streets, libraries, parks, and transportation infrastructure.

#### **TransNet Active Transportation Grant Program (ATGP)**

<https://www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail>

Like the SGIP, SANDAG funds the ATGP with a mixture of allocations from the programs listed above, TransNet funds, and The Transportation Development Act (TDA) funds. The ATGP allocates funding to projects that improve pedestrian and bicyclist safety and accessibility to transit, schools, retail centers, parks, jobs, and other gathering spaces. Contact Tracy Ferchaw of SANDAG with questions at [tracy.ferchaw@sandag.org](mailto:tracy.ferchaw@sandag.org) or (619) 699-1977.

#### **TransNet Smart Growth Incentive Program (SGIP)**

<https://www.sandag.org/index.asp?classid=12&projectid=491&fuseaction=projects.detail>

SANDAG provides funding for active transportation throughout the region with a mixture of funds from the programs listed above and TransNet, the regional half cent sales tax. The SGIP allocates funding to projects that support compact, walkable, bikeable, mixed-use, transit-oriented development in Smart Growth Opportunity Areas. Contact Tracy Ferchaw of SANDAG with questions at [tracy.ferchaw@sandag.org](mailto:tracy.ferchaw@sandag.org) or (619) 699-1977.

### **PRIVATE**

#### **AARP Community Challenge**

<https://www.aarp.org/livable-communities/community-challenge/info-2021/2021-challenge.html>

The 2021 AARP Community Challenge provides small grants to fund "quick-action" projects to help make communities more livable for people of all ages. Accepted projects include improvements to public spaces, housing, transportation, civic engagement, coronavirus recovery, diversity and inclusion, and more. Grants range from several hundred dollars for smaller, short-term activities to several thousand or tens of thousands of dollars for larger projects. All grant applications must be submitted by April 14, 2021. Contact [CommunityChallenge@AARP.org](mailto:CommunityChallenge@AARP.org).



### Clif Bar Family Foundation

<http://clifbarfamilyfoundation.org/Grants-Programs/Small-Grants>

The Clif Bar Family Foundation awards grants to nonprofits that seek to build stronger communities, increase the physical activity of citizens, promote a healthy food system, and reduce environmental health hazards. Applications are reviewed regularly with deadlines on the first of February, June, and October. Funding cannot be used for capital construction costs.

### California Wellness Foundation Grants

<https://www.calwellness.org/money/apply-grant/>

The California Wellness Foundation awards grants to nonprofits that seek to create healthy and safe neighborhoods, improve healthcare, and promote academic and economic advancement. Grants may not be used for transportation justice or pedestrian and bicycling facilities. Contact Grants Management at (818) 702-1900 or [grants@calwellness.org](mailto:grants@calwellness.org) for questions.

### Fed Ex Cares 50 by 50 Grants

<https://fedexcares.com/>

The Fed Ex Cares 50 by 50 grant program awards funds to nonprofit organizations that support sustainable transportation, road safety, employment opportunities, entrepreneurship, and diversity and inclusion. Applications are reviewed regularly with deadlines at the end of January and June of each year. Grant sizes vary. Grants are typically under \$100,000, but more may be distributed if warranted.

### PeopleForBikes Community Grant Program

<https://peopleforbikes.org/grant-guidelines/>

The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted advocacy initiatives that make it easier and safer for people of all ages and abilities to ride. PeopleForBikes accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally, up to \$10,000. The 2020 schedule of grant cycles in October 2019.

## OTHER FUNDING SOURCES AND OPPORTUNITIES

### Donations

Private companies and individuals sometimes make donations to causes they feel strongly about. These are not a reliable source of funding since they are often random and infrequent; however, these types of donations should still be considered a viable potential funding source.

### Volunteers

Volunteers are integral to our society and help better the community. Volunteers offer services free-of-charge and often have community buy-in, which motivates participation.

Downtown PBID Boundaries and Zones, March 12, 2019





## **Downtown San Diego Mobility Plan, June 2016**

<https://www.sandiego.gov/sites/default/files/downtown-san-diego-mobility-plan.pdf>

Circulate San Diego  
233 A St Suite 206  
San Diego, CA 92101  
(619) 544-9255  
[www.circulatesd.org](http://www.circulatesd.org)  
@CirculateSD

