

# Seniors, Sidewalks and the Centennial

## Final Report

January 24, 2012

City of Chula Vista

WalkSanDiego

Safe & Healthy Communities Consulting

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# Table of Contents

<b>I. INTRODUCTION .....</b>	<b>4</b>
<b>II. SENIORS, HEALTH AND WALKABILITY/ROLLABILITY .....</b>	<b>4</b>
<b>III. PROJECT METHODS.....</b>	<b>6</b>
<b>SELECTION OF FOCUS AREAS .....</b>	<b>6</b>
<b>OUTREACH, SENIOR ENGAGEMENT, AND WORKSHOPS .....</b>	<b>7</b>
PROJECT KICK OFF .....	8
FIRST NEIGHBORHOOD WORKSHOPS .....	8
PHOTOVOICE .....	9
SECOND NEIGHBORHOOD WORKSHOPS .....	9
REPORT UNVEILING AND CELEBRATION .....	9
<b>ANALYSES AND DEVELOPMENT OF RECOMMENDATIONS .....</b>	<b>10</b>
<b>IV. FINDINGS .....</b>	<b>11</b>
<b>LOCATION PRIORITIES AND INFRASTRUCTURE RECOMMENDATIONS .....</b>	<b>11</b>
NORTHWEST FOCUS AREA .....	11
NORTHEAST FOCUS AREA .....	12
SOUTH FOCUS AREA .....	13
<b>POLICY AND DESIGN RECOMMENDATIONS .....</b>	<b>14</b>
<b>V. STEPPING BEYOND INFRASTRUCTURE AND POLICY.....</b>	<b>17</b>
<b>VI. APPENDICES .....</b>	<b>18</b>
<b>A. INFRASTRUCTURE RECOMMENDATION MATRIX.....</b>	<b>APPENDIX A</b>
<b>B. POLICY AND DESIGN RECOMMENDATION MATRIX .....</b>	<b>APPENDIX B</b>
<b>C. PHOTOVOICE INPUT.....</b>	<b>APPENDIX C</b>
<b>D. WORKSHOP COMMENTS .....</b>	<b>APPENDIX D</b>
<b>E. OUTREACH MATERIALS.....</b>	<b>APPENDIX E</b>
<b>F. MEMORANDUM “ACCOMMODATING BICYCLES ON BROADWAY” .....</b>	<b>APPENDIX F</b>
<b>G. ATLANTA ORDINANCE 08-0-2427; SENIOR ZONE POLICY .....</b>	<b>APPENDIX G</b>



## I. Introduction

As part of their centennial year, the City of Chula Vista launched the “Seniors, Sidewalks and the Centennial” project in Spring 2011. Aided by the consulting team of WalkSanDiego and Safe & Healthy Communities Consulting, the project set out to identify the unique “walk and roll” needs of seniors and the disabled and provide the City with recommendations on policy and infrastructure improvements to increase senior and disabled mobility. The project used innovative strategies to engage seniors and disabled advocates and helped the City make significant in-roads in understanding and addressing the mobility needs of these important members of the community.

Specifically, the project focused on western Chula Vista, as this is the older part of the City that has more pedestrian deficiencies, lower incomes, and a higher density of senior residents than the eastern portion of the City. Western Chula Vista also offers more opportunity for improving the pedestrian environment because of its grid street layout, infrastructure improvements already being conducted by the City, and the City’s interest in focusing on senior specific issues through this project.

The City of Chula Vista received a Healthy Communities Planning Grant to implement the “Seniors, Sidewalks and the Centennial” project from SANDAG (San Diego Association of Governments) as part of Healthy Works<sup>SM</sup>, a countywide initiative making systems and environmental changes promoting wellness and addressing the nationwide obesity epidemic. Healthy Works<sup>SM</sup> administered by the County of San Diego Health and Human Services Agency, is funded through the U.S. Department of Health and Human Services, through the County of San Diego.

## II. Seniors, Health and Walkability/Rollability

Neighborhoods that are safe, pleasant, and accessible to walk for transportation or recreation can promote health and help reduce several major public health problems including: obesity, chronic diseases, injuries, asthma, and health disparities. Senior and disabled pedestrians, in particular, need

*“It’s impossible to walk or roll safely to Henry’s because of the up and down of the driveways.”*  
-Chula Vista Senior

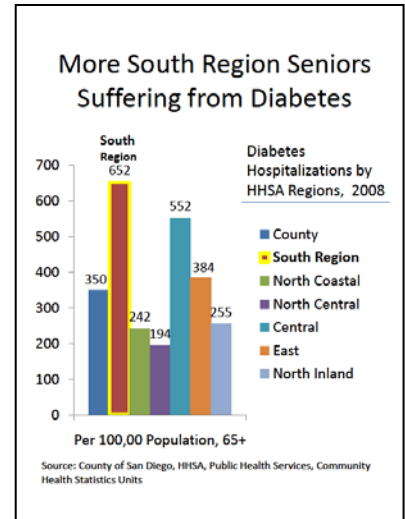


Project Team gets input from seniors at Centennial Event booth



a safe and accessible environment for walking and rolling. Seniors that walk and are physically active have greater flexibility, muscle strength, balance, and bone density -- all of which help them fall less often, recover more rapidly from illness and injuries, and live longer, healthier lives. A safe, walkable environment provides seniors with access to basic necessities, including healthy food options. It also increases mobility, which helps seniors and the disabled maintain their social networks and connections, and continue to live independently<sup>1</sup>.

Chula Vista’s seniors have a number of critical health issues that would benefit from improved pedestrian safety, walkability, and rollability. Seniors in the South Region of the County, which includes the City of Chula Vista, have the second highest rate of death due to heart disease compared to seniors in other regions of the County<sup>2</sup>. In 2007, the rate of death from heart disease among South Region seniors was 928.0 (per 100,000 population) compared to 829.2 (per 100,000 population) for the entire County<sup>3</sup>. South Region seniors also have the highest rate of death and the highest rate of hospitalizations due to diabetes in the County (see graph at right). Those living with diabetes are at significantly greater risk of going blind, having kidney failure, losing a limb, and dying.



Coronary Heart Disease Deaths Among San Diego County Residents Ages 65 Years and Older, HHSA Regions, 2007								
	South	North Coastal	North Central	Central	East	North Inland	Unknown	County
Count	454	483	470	371	564	505	29	2,876
Rate*	958.2	828.0	639.9	857.7	1038.7	714.9	-	829.2

\*Rates per 100,000 population Source: San Diego HHSA.

South Region’s seniors are also being injured from falls at one of the highest rates in the County. In 2008, South Region seniors were hospitalized for falls at a rate of 2,090.2 per 100,000 population

In 2008 alone, 1,574 South Region seniors were admitted to the Emergency Room due to a fall.

<sup>1</sup> Sources: Jackson & Kotchtitsky. Creating a Healthy Environment. Monograph. Sprawlwatch. 2002; Robertwood Johnson Foundation. Active for Life, Physical Activity Fact Sheet.; Centers for Disease Control and Prevention. Pedestrian Injury Prevention Fact Sheet.

<sup>2</sup> These statistics define seniors as those ages 65 and older.

<sup>3</sup> County of San Diego, HHSA, Public Health Services, Community Health Statistics Units.

compared to 1,950.2 per 100,000 for the County at-large<sup>4</sup>. This is the second highest rate in the County and translates to almost 1,000 seniors hospitalized due to a fall. In general, falls, and the injuries they cause, are one of the leading causes of death for seniors. They are also the main cause that triggers the cascade of events leading seniors into long-term care.

To improve walkability for seniors and the disabled, their unique pedestrian needs and issues must be considered. Decreasing vision and other physical impairments among seniors means they need sidewalks that are well lit, even and unbroken, wide enough for wheelchairs and walkers, and appropriately placed curb ramps. Seniors are more likely to be hit in intersections, so longer crossing times and “no right turn on red” restrictions can be implemented to provide greater safety. Seniors and children are said to be the “indicator species” of a livable and walkable community. They are the most vulnerable members of the community when streets and neighborhoods are not designed to accommodate their unique needs and issues. Conversely, when a community is safe and accessible for seniors and other vulnerable pedestrians, it is safe and accessible for everyone.

### III. Project Methods

#### *Selection of Focus Areas*

The project was designed to further narrow down the geographic area from all of western Chula Vista to three focus neighborhoods within that portion of the City. This focused methodology allowed the Project Team to hone in on locations where there were large numbers of senior residents and where there was high need, with the goal of helping seniors live healthy lifestyles and maintain their independence by becoming more mobile.

The three focus neighborhoods were selected through an in-depth geographical analysis of western Chula Vista, including where seniors live, where they might walk to based on daily needs, and an

The South Region has the 2nd highest rate of seniors hospitalized due to a fall versus other regions in the County.

*“People fall because of cracks between sidewalk slabs and the sidewalk is not straight, very dangerous.”*  
- Chula Vista Senior

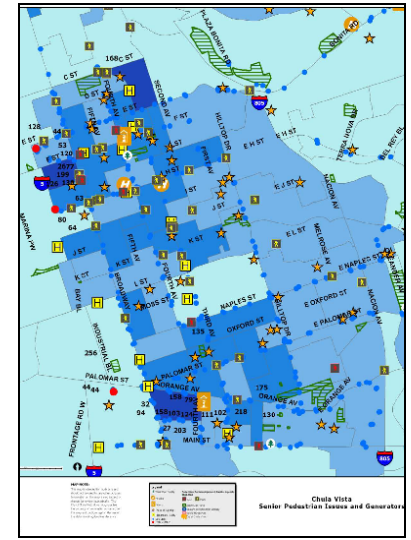
<sup>4</sup> County of San Diego, HHSA, Public Health Services, Community Health Statistics Units.

analysis of collision data to determine where it may be unsafe to walk or roll. More specifically, the analysis involved the mapping of senior residential density (a pedestrian generator) and parks, senior centers, healthcare facilities, libraries, places of worship, and public transit stops, which are considered pedestrian attractors, or factors that would lead seniors to walk or roll in that area. The Project Team mapped these generators and attractors along with five years of data on pedestrian injuries and death among seniors 65 years of age and older.

Using the map (see right), the team identified areas with the most potential for high numbers of senior pedestrians, areas where there have been numerous collisions involving seniors, and locations with public gathering places that are easily accessible for seniors and disabled residents. Based on these factors, three neighborhoods were selected as the focus areas, but outreach efforts were also conducted to engage seniors and disabled residents from outside of these focus areas. The selected focus areas include: the northwestern neighborhood bounded by Interstate 5 to the west, E St to the north, Fourth Avenue to the east, and J Street to the south; the northeastern neighborhood bounded by Fourth Avenue to the west, E Street to the north, First Avenue to the east, and L Street to the south; and the southern neighborhood bounded by Interstate 5 to the west, Palomar Street to the north, Hilltop Drive to the east, and Main Street to the south. Please note, the terminology used for the focus areas herein is also used in the General Plan and the Urban Core Specific Plan, but are defined by different boundaries than these other City documents.

***Outreach, Senior Engagement, and Workshops***

To identify and engage key organizational stakeholders, the Project Team researched and gave presentations or communicated with a variety of public agencies and community-based organizations that work with or provide services to local seniors and disabled residents. This included, for example, the South Region Community Action Network (SOCAN), the regional office of San Diego County Health and Human Services Agency, and the local chapter of AARP.



**Kick-Off Event held at Norman Park Center**

## Project Kick Off

On July 14, 2011, the project was launched with a workshop at the Norman Park Senior Center. Over 30 participants made up of seniors, community organizations, the health department, and senior advocates attended the event. Participants learned about the purpose and scope of the project, the characteristics of a walkable community, and the physical and mental health benefits that seniors and those with mobility impairments receive from living in communities that are safe and accessible to active transportation. Assertive Healthcare Services generously sponsored a lunch for attendees. All project workshop presentations and materials were provided in both Spanish and English.

## First Neighborhood Workshops

The project reached out to seniors where they live, work, and play. Over 120 seniors and caretakers of persons with disabilities participated in the first neighborhood workshops, or roving mapping workshops, held at six residential, recreational, and day care sites in western Chula Vista. Locations included the Salvation Army Church Senior Lunch, Seniors on Broadway Apartments, Silvercrest Senior Apartments, Our Lady of Guadalupe Church Senior Lunch, The Arc of San Diego Starlight Center, and Pacific Pointe Senior Apartments. Participants were presented with a brief introduction to the benefits of walkable and rollable neighborhoods and the elements that make a community walkable/rollable. Participants were also educated about existing city plans, including the General Plan, the Pedestrian Master Plan, and the Urban Core Specific Plan for Downtown and the need to have the 'senior footprint,' or input specific to senior and disabled residents to ensure the City is more walkable and rollable for all residents. After the presentation, participants were given neighborhood maps and asked to record the barriers they personally encounter on their walking/rolling route as well as where they currently walk/roll. The Project Team worked with residents one-on-one and in groups during workshops to accurately capture where they have difficulty walking/rolling and what barriers make those routes difficult.



Using street maps of their neighborhoods, participants mapped their walking routes, key community destinations, and the walk and roll problems they encounter along the way.



## Photovoice

Five senior volunteers participated in an activity called “photovoice,” where they set out to photograph the way they see their neighborhood and to talk about the photos from their point of view, or using their “voice.” Armed with disposable cameras, the senior volunteers highlighted some of the most pressing issues in the walking, rolling, and transit environments in their neighborhoods and developed short descriptions of the safety, access and other walkability barriers they face on a daily basis. See Appendix C for the full set of Photovoice photos and comments.

## Second Neighborhood Workshops

In October, seniors and disabled residents and stakeholders were gathered for a second round of workshops to prioritize the locations and mobility issues identified during previous workshops and to learn about potential solutions to these walkability barriers and how to advocate for these solutions. Participants were educated on traffic calming techniques, infrastructure improvements, and programmatic strategies for improving walkability and then voted for their highest priority locations to show their support for improving the walking, rolling, and transit environments at these locations. Participants were also provided with a brief summary of steps to walkability advocacy and how to stay involved in the project.

## Report Unveiling and Celebration

On December 7, 2011, the Seniors on Broadway complex hosted a celebration where the project’s draft policy and infrastructure recommendations were presented to participants. Over 30 seniors, advocates of persons with disabilities, and community organizations attended and provided final input to the project. Participants learned about advocacy strategies and how to follow up regarding implementation of the project’s recommendations. As part of the celebration, participants learned about and practiced personal safety tips and how to stay safe when walking from the Chula Vista Police Department. Also, Ms. Kristin Smith from the County of San Diego Aging and Independence Services shared tips with participants on vital aging and how to live healthier and more physically active lifestyles.



Seniors participated in Photovoice to document their point of view



Over fifty-five seniors and disabled representatives provided individual input or attended the second neighborhood workshops



Police officers demonstrate safety techniques during the Celebration



Seniors review the process and draft recommendations at the Report Unveiling and Celebration

## ***Analyses and Development of Recommendations***

Based on all input received, the Project Team created a set of infrastructure and policy/design recommendations that reflect the needs of the senior and disabled populations and delineate solutions that make it easier to walk or roll.

The process of establishing infrastructure recommendations began by gathering community input regarding problem locations and general walkability barriers during the first neighborhood workshops and putting this information into a location/problem format for subsequent voting. On the maps used to collect the input, residents mentioned several barriers to walkability in the same location. Rather than grouping all of these issues together for prioritizing, the Project Team's method was to separate out the individual issues at that location so participants could vote based on the issue that was most important to them. If the issues had been grouped together by location, the voting would reflect the location more than the specific issue, which the Project Team felt did not serve to inform the policy and design recommendations created subsequently. The comments were also divided into several overarching themes for better organization and participants were asked to vote on their top priorities during the second neighborhood workshops.

Once resident priorities were established for each neighborhood, the Project Team developed recommended solutions based on community input and best practices and submitted this to the City to identify implementation measures that could be employed. Once the highest priority walkability barriers and their locations were established, they served to inform policy and design recommendations to be incorporated into several of the City's existing plans.

Establishing policy and design recommendations with the senior and disabled point of view involved an analysis of numerous existing city plans, policies, and design standards and comparing the existing language with the input received from residents and research on best practices for senior walkability and mobility. The Project Team made recommendations for amendments to City policies and design standards in cases where the existing language does not adequately, or could more comprehensively, consider the unique needs of the senior and disabled populations. Working with the City, documents

Once resident priorities were established for each neighborhood, the Project Team developed recommended solutions based on community input.

### CITY OF CHULA VISTA PEDESTRIAN MASTER PLAN

CHULA VISTA, CALIFORNIA



June 15, 2010



reviewed include a staff working draft of Complete Streets revisions to the General Plan Land Use and Transportation Element, the Pedestrian Master Plan, Draft Pedestrian Design Guidelines, Urban Core Specific Plan, and a Memo titled “Accommodating Bicycles on Broadway” stemming from a study conducted by outside consultants.

#### IV. Findings

While analyzing the locations and walkability issues heard during outreach activities, several themes emerged. Seniors and disabled residents grouped some walkability-related issues together under a broader theme as a way to analyze and organize into a bigger picture the types of barriers regularly faced. The themes uncovered throughout the workshops include: sidewalks, street crossings, landscaping maintenance, transit stops, behavior (of drivers, cyclists, and pedestrians), and neighborhood design, which encompasses elements such as pedestrian-scaled lighting, shade, and adequate seating for seniors to rest. The Project Team used these themes to organize community input and to determine the locations and issues to address when making recommendations to the City for design improvements and policy amendments. These overarching themes were also used to give context during the workshop voting exercise by organizing the comments under each theme and allowing participants to vote for their top priorities within each.

##### ***Location Priorities and Infrastructure Recommendations***

Below are the top priorities and recommended improvements for each focus area. The Infrastructure Recommendation Matrix, included as Appendix A, includes all top priorities and recommendations for each project area.

##### Northwest Focus Area

Based on voting by participants in the Northwest focus area (I-5/E St/Fourth Avenue/J Street), the top priority is speeding and high volumes of traffic along the Broadway corridor, with specific mention made of Broadway between K Street to L Street. Residents suggested speed bumps, but the



A Photovoice photo reveals missing sidewalks that are difficult to navigate for seniors and impassable for the disabled

*“There are no sidewalks on either side of the bus stop. No shade. It’s an ugly dirt lot with overgrown weeds. “*

*- Chula Vista Senior*

Project Team offered several other possible solutions to the City, including a road diet, striping the parking lane, adding a bike lane, and/or installing a landscaped median, all designed to slow cars down and make the street safer for pedestrians. The City mentioned that this specific location is addressed in the Urban Core Specific Plan (UCSP) as well. The improvements described in the UCSP include sidewalk and marked crosswalk improvements, the addition of bike lanes, and possibly narrowing the travel lanes or installing medians in some locations. These would support recommendations put forth in this report. The second highest priority that came out of the Northwest neighborhood was the need for a crosswalk on Broadway at the south leg of the intersection with Sierra Way. Residents indicated that vehicles often speed through this intersection and frequently make U-turns on Sierra Way where there is no marked crosswalk, making them feel unsafe. The Project Team suggested adding a marked crosswalk and signage making it illegal to make a U-turn on Sierra Way at Broadway. The City indicated that they will conduct a crosswalk study per Council policy to make a recommendation and potentially send this to the Safety Commission as well. Street crossings were frequently mentioned as a barrier to walkability throughout all of the neighborhood workshops.

### Northeast Focus Area

The highest priority for the Northeast focus area (Fourth Avenue/E Street/First Avenue/L Street) is the sidewalk along Third Avenue from H Street to K Street as utility boxes and plaques (utility lids) have caused breaks in the sidewalk and made the pavement uneven throughout the corridor. Undergrounding utility boxes and plaques and repaving the sidewalk will eliminate these barriers to walkability along Third Avenue. While this takes a considerable amount of time to accomplish throughout the City, staff has indicated that specific conflict locations for utility boxes can be mentioned to utility companies for relocation at the City staff's monthly meeting with the utility companies. This was reported back to the project participants at the December celebration and report unveiling as an encouraging indicator of walkability improvements to come. The second highest priority identified by residents is the intersection of Third Avenue and H Street. Participating seniors indicated that the street is very wide and the signal timing is too fast to provide enough time

*“No midblock crossing on Broadway between K and L St, I have to walk all the way down to cross at the light.”*

*- Chula Vista Senior*



Utility lids and boxes create uneven surfaces, making it difficult to walk and roll

to cross the street. In addition to increasing the signal timing, the Project Team suggests installing a landscaped median to shorten the crossing distance and provide a refuge for pedestrians who cannot cross the street in one walk signal cycle. The City indicated that Traffic Engineering staff will investigate the intersection.

### South Focus Area

Residents of the South focus area (I-5/Palomar Street/Hilltop Drive/Main Street) indicated a specific intersection with visibility issues as their highest priority. According to workshop participants, the stop signs at the intersection of Nolan Avenue and East Palomar Street are difficult for drivers to see because of an overgrown tree on one side and a bus stop covering up the stop sign on the other side. Residents suggested installing a traffic signal at this location, as the stop signs are difficult for drivers to see. The Project Team recommends installing a high visibility marked crosswalk at the intersection and trimming the tree in addition to conducting a study to determine the potential for installing a traffic signal, as suggested by the community. The City indicated that using the City Council adopted Crosswalk Policy, they would evaluate the location for potential improvements and refer the landscaping issue to the Public Works Yard. The neighborhood's second highest priority is a lack of frequent pedestrian crossings on Broadway between Oxford and Palomar Streets and on Oxford Street just east of Broadway. This area is a frequent destination for seniors and disabled residents, but requires pedestrians to walk all the way down to one of the lighted intersections to cross, increasing the trip length and making it difficult to walk or roll safely.

The South focus area includes the Palomar Gateway District where the City has already been conducting infrastructure and planning work, including a Mobility Study for the Palomar Gateway District Specific Plan. This study will include recommendations for improvements to mobility in that area that will benefit pedestrians. The draft study was discussed but not reviewed for this project due to timing.

*"Here coming from Palomar the cars enter very fast. You have to be very careful because the cars don't use their signal and drive as if they were on a freeway."*

*- Chula Vista Senior*



Draft policy and design recommendations were presented at the final workshop

## ***Policy and Design Recommendations***

The policy and design recommendations have been organized into a matrix for the City to review and incorporate into existing and future documents. The Policy and Design Matrix, included as Appendix B, includes the full list of recommendations.

The City is currently embarking on development of draft Complete Streets policy language for incorporation into the General Plan Land Use and Transportation Element. The Project Team reviewed an early working draft of the Complete Streets policy language (dated November 2011) and provided recommendations for addressing senior and disabled-specific needs, which will also serve to enhance the overall goal of Complete Streets and multi-modal transportation. In effect, a Complete Streets policy, if adopted, has the potential to greatly improve safety and mobility for Chula Vista's senior and disabled residents. Nevertheless, the report provides several recommendations for policies and language changes to the Complete Streets Land Use and Transportation Element working draft, including: update the City's Subdivision Manual and other relevant City roadway design standards to incorporate the unique issues and needs of seniors and include senior pedestrian design elements in the proposed Complete Streets Design Guidelines. Additionally, a key recommendation is to revise policies and language in the Southwest Area Plan to incorporate seniors/disabled pedestrian needs, such as safer and more frequent street crossings, safe sidewalks, and longer crossing times.

Amendments to policies contained within the Pedestrian Master Plan were also recommended to the City, including: instituting maps and directional signage designed for those with declining or impaired vision around major transit stops as public transit is often a primary form of transportation for seniors and disabled residents. Residents also suggested an innovative idea that would be new to Chula Vista: establishing a "Senior Zone" with additional regulations near senior facilities and senior centers. This recommendation is reflected in the policy recommendations for the Pedestrian Master Plan as a new objective (Appendix B - P.16) and it is an infrastructure recommendation (Appendix A – Northeast recommendation I.1) in the Northeast focus area's prioritized list. In a Senior Zone, sidewalk users would be required to be on foot or using an assistive mobility device and cannot

*"Intersection timers are not long enough to cross safely."*

*- Chula Vista Senior*

Residents suggested establishing a "Senior Zone" near senior facilities and centers.

bicycle, skateboard, or ride a scooter. Signal timings would be longer at street crossings, and speed limits would be lower. In addition, transit stops would have shelters to protect seniors as they wait, and intersection signals would have push buttons and pedestrian countdown timers. After learning from residents the routes they regularly take and destinations they regularly walk or roll to, the Project Team determined that the Senior Zone would extend for two city blocks, or one-half mile, around senior facilities and senior centers to increase the safety and comfort of older pedestrians near where they live and congregate. Although a Senior Zone policy would be new to the City of Chula Vista, it has been implemented in cities around the country, including Atlanta, Georgia<sup>5</sup>. Other cities are also implementing similar programs such as Portland’s Safe Routes to Senior Centers and New York City’s SafeSeniors that focus on short term solutions to improve safety, such as increased signal timing and paring back landscaping, in clustered areas near where seniors congregate. In addition to increasing safety, establishing a Senior Zone policy also assures that the City is in compliance with several Federal documents that outline procedures for creating senior-friendly transportation programs, including: FHWA Road Safety Audit Guidelines, Highway Design Handbook for Older Drivers and Pedestrians, the Manual on Uniform Traffic Control Devices for Streets and Highways, Safe Mobility for a Maturing Society: Challenges and Opportunities, and Travel Longer: A Pocket Guide to Improve Traffic Control and Mobility for Our Older Population. A Senior Zone policy could be established within the geographic boundaries of the Urban Core Specific Area, as the goals of each are similar.

A review of the Draft Pedestrian Design Guidelines and comments heard from senior and disabled residents also informed a set of design recommendations for the City to incorporate into their pedestrian policies and design standards. The Draft Pedestrian Design Guidelines, as part of the Pedestrian Master Plan, are intended to create a safe and inviting environment for pedestrians throughout Chula Vista. These guidelines are an improvement over the minimum standards, but it was not until this project that the City worked closely with senior and disabled residents and caretakers to determine what their unique mobility needs are and what locations, policies, and



A Photovoice photo indicating that there are no push buttons to activate the walk signal

“There are no buttons for the pedestrian signal.”

- Chula Vista Senior

<sup>5</sup> City of Atlanta Ordinance #08-0-2427; Senior Zone Policy

design standards should be addressed to eliminate barriers to walkability and rollability. The resulting policy and design recommendations include both amendments to existing language and proposals for new language. One of the new design recommendations is to include advance stop bars behind crosswalks at intersections with a large turning radii and diagonal curb ramps aimed at the center of the intersection, to help wheelchair users navigate the curb. At corners where other infrastructure changes such as curb extensions cannot be made, advance stop bars can be used to deter drivers from stopping in the crosswalk, which makes it difficult for wheelchairs to cross the street safely. By incorporating this design recommendation, the City can improve the pedestrian experience in many busy locations.

While the Urban Core Specific Plan was designed to create a walkable downtown, this report provides recommendations that, once implemented, will further enhance the pedestrian environment and, in particular, will ensure that the needs of senior and disabled pedestrians are addressed. Key recommendations call for ensuring safe sidewalks on F Street and H Street by reducing lane widths and using this saved roadway space to create separated bike lanes. Related to this, another recommendation calls for increasing the minimum sidewalk width to 8 feet for the pedestrian through-zone in commercial areas.

Although not an adopted plan as those above, the Project Team also reviewed a memo to the City of Chula Vista, “Accommodating Bicycles on Broadway,” because the recommendations in the memo relate to walkability issues on Broadway that were raised during workshops. The memo came as a result of a Healthy Transportation Network Technical Assistance Grant where a field visit was conducted by Healthy Transportation Network staff to determine the feasibility of accommodating bicycles on Broadway. Recommendations include installing class 2 bicycle lanes on Broadway from C Street to Main Street, based on the following observations:

“Bicyclists are already traveling along Broadway ... Traffic volumes and vehicle speeds are too high on Broadway for bicyclists to share the lane with motorists ... Therefore, bicyclists most often ride on the sidewalks which presents serious hazards at intersections and degrades the pedestrian environment.”

*“We need a flashing light because drivers don't see the stop sign on both sides of the street because the tree is covering one side and the bus stop covers the other side.”*

*- Starlight Center Staff*

**Bicycle lanes ensure sidewalks are used only by pedestrians.**



**Workshop participants reviewing draft policy and infrastructure recommendations**



According to community input, seniors experience difficulty walking on Broadway because of speeding cars, blocked sight lines due to on-street parking, infrequent pedestrian crossings, and bicycles on the sidewalks. Installing bicycle lanes as recommended could make Broadway safer for senior pedestrians by slowing cars down, removing some on-street parking, and ensuring that sidewalks are used only by pedestrians. While installing bicycle lanes on Broadway is consistent with the City adopted Urban Core Specific Plan from C Street to L Street, the City has indicated that implementation will most likely occur over time and in phases. Public input from the Broadway Business Association, the Safety Commission, and the City Council will also be an important aspect of implementation. While a phased approach to implementation is not ideal, it is appropriate and will still result in a connected corridor of bicycle lanes if done in a progressive manner. The Project Team recommends a connected approach to implementation wherein the City start at one end of the Broadway corridor and continue installation in consecutive phases and in as few phases as possible, ensuring the safety of cyclists throughout the corridor.

## V. Stepping Beyond Infrastructure and Policy

While a large part of improving walkability is focused on policy and infrastructure change as outlined above, there are also programmatic steps that can be taken to increase the number of people exploring the City on foot and improving the health of residents. Often it is these education and encouragement programs to get people walking that can begin right away while infrastructure and policy changes take longer. The Project Team worked with many engaged seniors who are interested in beginning regular walking routines in their Chula Vista neighborhoods to improve their health. Aside from uncovering walkability and safety concerns senior and disabled residents face, this Project has also educated residents about the importance of walking and how to walk and roll safely in their communities. The next step for the City in continuing these efforts could include creating city maps that outline suggested walking routes that comply with the needs of senior and disabled residents. Walking groups could also be seeded from workshop participants interested in walking with others

*“I’m not sure where it would be safe to walk.”*

*- Chula Vista Senior*



Walking Trail Map of Discovery Park in Chula Vista

for an increased sense of security. Outreach can be done utilizing sign-in sheets and contacts at each of the workshop locations to disseminate information about walking maps and to develop walking groups among participants. Continuing with these next steps could increase the number of seniors regularly walking in Chula Vista, therefore improving the health of the City's residents, one of the main goals of the Project.

## VI. Appendices

- A. Infrastructure Recommendation Matrix: Details the locations, issues, engineering solutions and implementation measures for each target neighborhood
- B. Policy and Design Recommendation Matrix: Details the recommended changes to existing policies and plans and/or new policies
- C. Photovoice Input: The photos and comments from five senior volunteers who photographed their walking environment
- D. Workshop Comments: A complete list of senior comments collected during all workshops
- E. Outreach Materials: A compilation of all flyers used for outreach
- F. Memorandum "Accommodating Bicycles on Broadway": The memo the Project Team responded to in Section IV Findings
- G. Atlanta Ordinance 08-0-2427; Senior Zone Policy: The ordinance from the City of Atlanta on their senior zone policy



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