



ACTIVE

TRANSPORTATION

PLAN



CITY OF
CHULA VISTA®

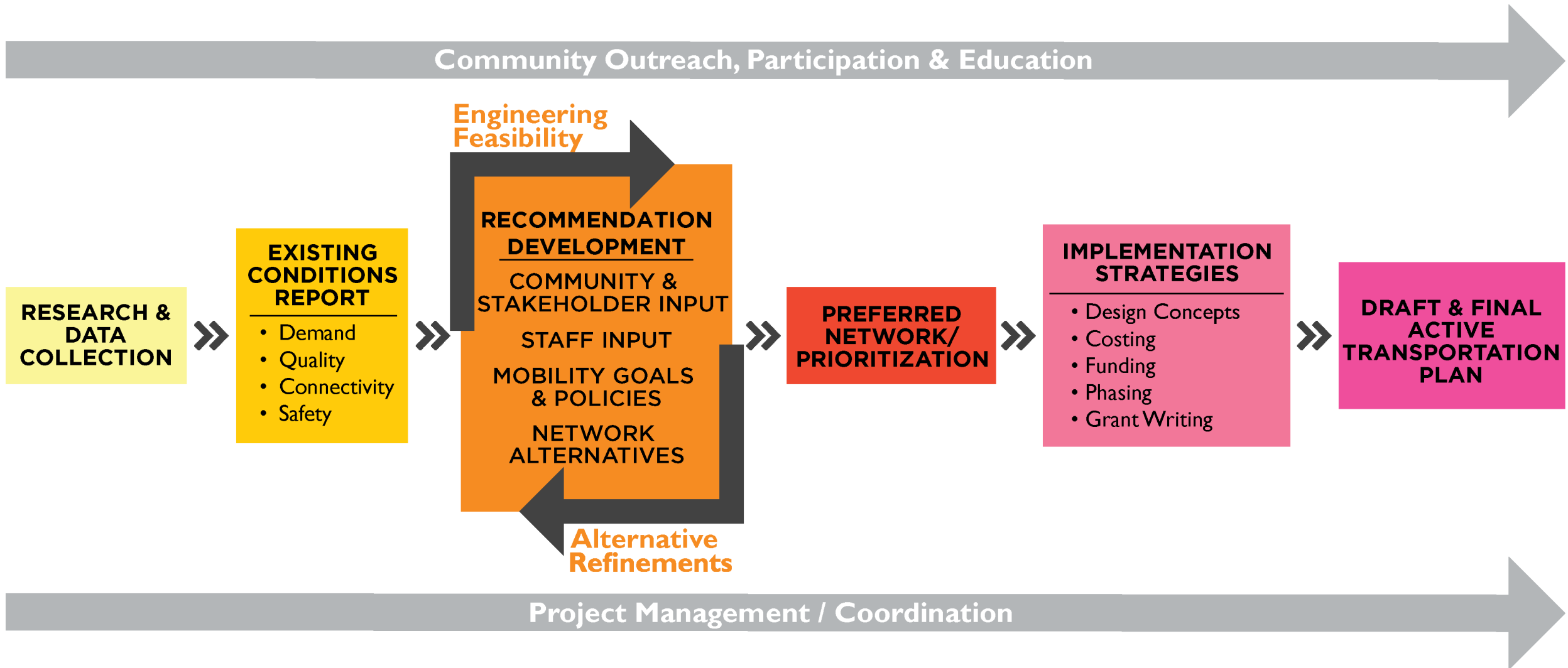
City of Chula Vista
City Council Hearing
May 12, 2020

Agenda



- Project Overview & Planning Process
- Community Outreach
- Existing Conditions
- Recommendations
- Prioritization Process
- High Priority Projects

ATP – Planning Process



Community Outreach



Approach

- Go to the people!
- Bilingual representatives/materials
- Equitable geographic distribution
- Utilize Stakeholder communication channels
- Phase I – Existing Conditions
- Phase II – Network Development

Community Outreach



CITY OF CHULA VISTA
 Residents | Visitors | Businesses | Services | Departments | I Want to...
 Search... 60

Departments > Equipments > Master Plans

Active Transportation Plan

Overview

The City of Chula Vista is developing an Active Transportation Plan (ATP) to help guide future pedestrian and bicycle improvements. The ATP will build off of the City's recent efforts, such as the Pedestrian Connectivity Plan and the Bikeway Master Plan, and propose approaches to accommodate emerging technologies such as scooters and electric bike share.

In 2017, the City was successful in receiving Active Transportation Grant Program funding from the San Diego Association of Governments (SANDAG) for the development of the ATP. City staff with the support and guidance of their consultant team are utilizing a detailed approach and methodology to conduct an integrated technical planning and public participation process. Chen Ryan Associates (CRA) is the lead technical consultant to the City in developing the ATP, with public participation support provided by MIQ, Inc.

Public participation will be an important part of the process for development of the ATP, with activities closely informed by the technical planning process. The results of these activities will provide meaningful input from the breadth and diversity of City residents, employers, and related stakeholders. The ATP development is currently underway with completion anticipated at the end of 2019.

Click here for the [Chula Vista Active Transportation Plan Fact Sheet](#).
[Chula Vista Active Transportation Plan Fact Sheet \(Spanish\)](#)

HOW CAN I GET INVOLVED?

The ATP team recently completed the Existing Conditions stage and recommendations were developed based on the input received from the public and various stakeholders. At this time, the ATP team will be presenting these recommendations to the public for review and comments.

Please visit us at [Chula Vista Harborfest](#) on Aug 17th or at the [Otay Ranch Farmers Market](#) on August 20th, where we will have a booth dedicated to present the proposed ATP recommendations. Details of each event can be found here: [English](#) [Spanish](#)

DOCUMENTS
[Existing Conditions Report](#)

FOR MORE INFORMATION

Please contact:
 Patrick Moneda, Senior Civil Engineer
 City of Chula Vista - Engineering Department
pmoneda@chulavista.gov
 (619)407-3512

Webpage

ACTIVE TRANSPORTATION PLAN

PLAN DE TRANSPORTE ACTIVO

VISIÓN GENERAL

La Ciudad de Chula Vista está desarrollando un Plan de Transporte Activo (PTA) para guiar futuras mejoras para peatones y ciclistas. El PTA seguirá los recientes esfuerzos de Chula Vista como el Plan de Conectividad Peatonal (Pedestrian Connectivity Plan) y el Plan Maestro de Ciclovías (Bikeway Master Plan), y propondrá métodos para apoyar la adaptación de las tecnologías emergentes como scooters y bicicletas eléctricas.

LÍNEA DE TIEMPO

El Plan de Chula Vista está programado a ser completado en otoño 2019.

WINTER/Primavera 2019

- Assessment of existing conditions
- Public meetings on existing conditions

Summer/Fall 2019

- Develop recommendations
- Refine recommendations
- Plan development and adoption

COMPLETED IN FALL 2019.

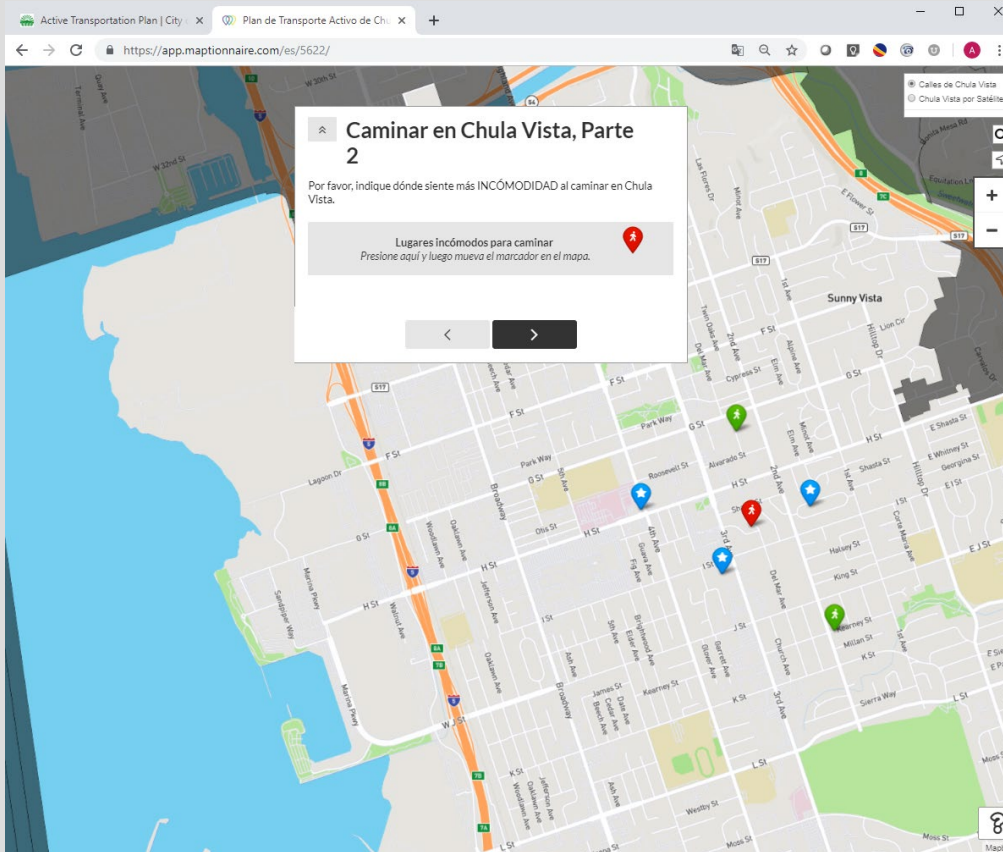
Develop recommendations | Refine recommendations | Plan development and adoption

PLEASE VISIT: <http://bit.ly/ActiveChula>
 Civil Engineer, City of Chula Vista Engineering Department
 (619) 407-3512

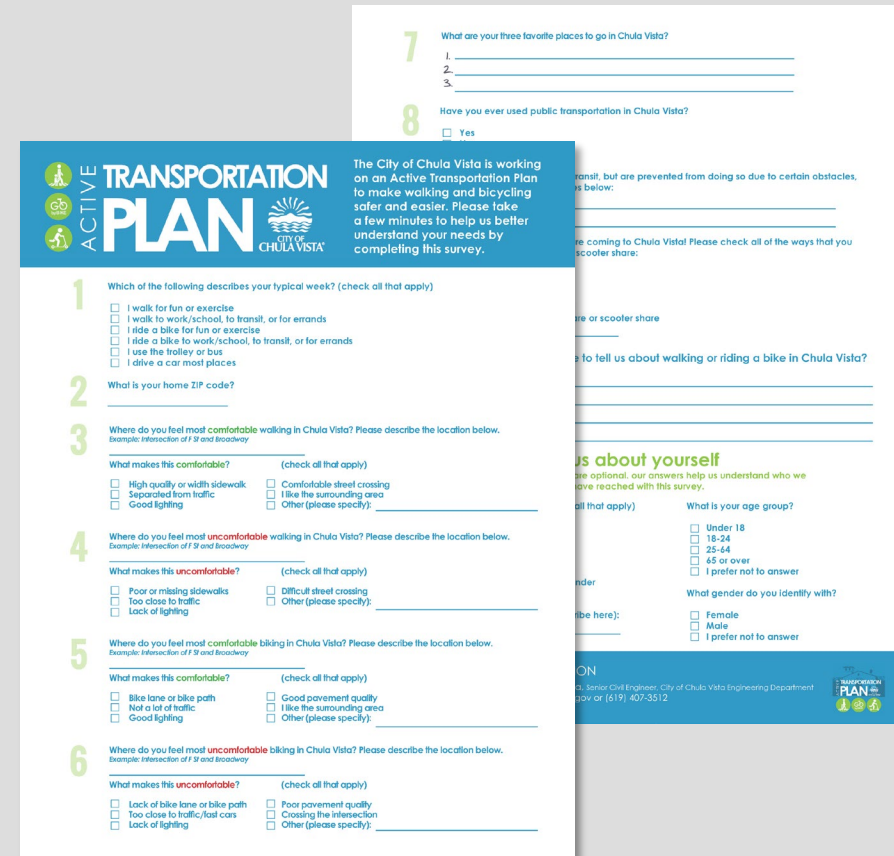
PARA MÁS INFORMACIÓN POR FAVOR VISITANOS EN: <http://bit.ly/ActiveChula>
 o contactar: Patrick Moneda, ingeniero Civil, Departamento de Ingeniería de la Ciudad de Chula Vista
 PMoneda@chulavista.gov or (619) 407-3512

Fact Sheet

Community Outreach



Mapping Exercise
1,354 pins placed



Questionnaire
226 completed

Community Outreach

Phase I Pop-Up

- Where do you like to walk and bike?
- Where are problem areas?
- What should the project achieve? (vision)
- Kids: What would make your neighborhood better for walking and biking?



Community Outreach



Phase I Pop-Up – Existing Conditions



Earth Day
April 6, 2019



Day of the Child
April 27, 2019



Otay Ranch Farmers Market
May 14, 2019



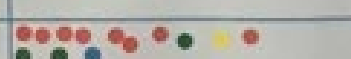
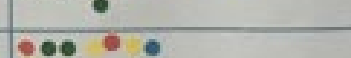

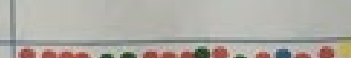
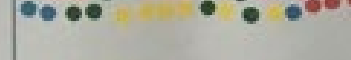
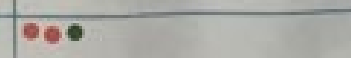
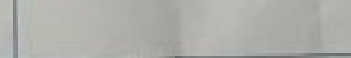
Community Outreach

Phase II Pop-Up

- Are the networks appropriate?
- Which prioritization criteria are most important?
- Kids: What would make your neighborhood better for walking and biking?

WHICH OF THE FOLLOWING SHOULD BE PRIORITIZED IN DECIDING WHICH PROJECTS TO BUILD?

In the future, the ATP will identify many projects to build over many years. Place a sticky dot next to your top 2 priorities

Schools: Connects to a school	
Transit: Connects to a major transit stop	
Parks: Connects to a park	
Vulnerable Communities: Serves a community with poor air quality, low income levels, low public health, and similar	
Collisions: Improves a location with a high number of collisions	
Regional Significance: Improves a location that serves the larger region	
Connect Infrastructure: Fills gaps by connecting pedestrian or bicycle routes	
Cost: Addresses multiple priorities for the cost (i.e., a good return on investment)	
Other: Are there additional priorities that you believe are important?	

Community Outreach

Phase II Pop-Up: Network Development



HarborFest
August 17, 2019



Otay Ranch Farmers Market
August 20, 2019

Community Outreach

Three Stakeholder Working Group Meetings

- **Meeting #1** – Discuss priorities, finalize outreach approach, review existing conditions
- **Meeting #2** – Draft goals and policies, initial network ideas
- **Meeting #3** – Finalize network and prioritization inputs



Community Outreach



Draft ATP Review

- Stakeholder Working Group and constituents
- Project distribution list
- Available on City website
- Presented to Safety Commission
- Presented to Sustainability Commission
- Presented to Bike Walk Chula Vista

Community Outreach



Draft ATP Comments Received

- Residents
- Stakeholder Working Group
- Various City Departments
- Climate Change Working Group
- Bike Walk Chula Vista
- SANDAG

From: Clifton, City <clifton@chulavista.gov>
Sent: Friday, January 31, 2020 2:33 PM
To: Cory Downs <CDowns@chulavista.gov>
Subject: RE: DRAFT Alternative Transportation Plan

Hello Cory,

The draft ATP looks very comprehensive and good. I just biked 13+ miles from home to 7447 Street two weeks ago. The bike path part in Chula Vista bordering the freeway was the best part. Harbor Drive near Naval Station San Diego was not as fun.

Answers, good job on the report. I guess my only question would be in regards to the map on page 8 (unsafe areas for biking) what does the report specifically recommend to make these areas safer? Maybe the answer was in there and I missed it.

City of Chula Vista
 Director of Public Works
 clifton@chulavista.gov
 619-425-4862
 Information | Understanding | Opportunities | Action

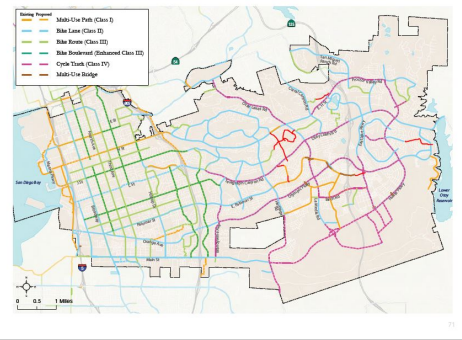
From: Cory Downs <CDowns@chulavista.gov>
Sent: Tuesday, January 28, 2020 11:25 AM
To: Cory Owens <COWens@chulavista.gov>
CC: Cohen Whitnolds <CWhitnolds@chulavista.gov>
Subject: DRAFT Alternative Transportation Plan

Hello Climate Change Working Group Members and interested Parties,

I wanted to let you know that the DRAFT Alternative Transportation Plan was released for public comments and can be found at: <https://www.chulavista.gov/department/engineering/design-and-planning/transportation>

The plan is scheduled for tomorrow night at the Safety Commission. The meeting begins at 6:00 PM.

Figure 4-3: Planned Bicycle Network



From: Matt Lowery <mattlowery@gmail.com>
Sent: Thursday, January 30, 2020 11:34 AM
To: Frank Rivera <FRivera@chulavista.gov>; Patrick Morada <PMorada@chulavista.gov>
Subject: Review of the draft ATP

Hello,

Upon review of the draft ATP I would like to provide my feedback on the following items:

There are schools missing on the map. Here are a few I noticed from the area I am most familiar with: [WALKING STRIP Charter School](#), [CHULA VISTA Charter School](#), [CHULA VISTA Learning Community Charter Middle School](#), [INNOVATION High School](#), [Naval Station San Diego Chula Vista High School](#), [Bay View High School](#), [Chula Vista High School](#), [San Diego High School](#).

An annual bi-annual review of [bifurcated](#) pedestrian collisions would help identify patterns and troubled locations thus preventing serious injuries or deaths.

Traffic Diverters should be added to the list of traffic calming features.

It's great to see one multi-use bridge crossing [I-15 and Ada Street](#). However the community would greatly benefit from at least two more multi-use bridges especially as the Bay Front is developed.

It is good to see the multi-use path through SODO Park, however it would ideally extend from Ada Street to crossing to the Release street Transit Station and continue to the East National Forest Station.

I Street is an essential connection, the draft ATP assigns most of I Street very high "bicycle project prioritization points". But there is a section of I Street (Broadway to 15) with prioritization points. The community would benefit greatly by having the design of I Street section as whole. The I Street Promenade is a great example.

Thanks for your time and all your work.

Matt Lowery

Comments from SANDAG:

From: Patrick Morada
To: Frank Rivera
Date: Monday, February 3, 2020 9:03 AM
Subject: Review of the draft ATP

Warning: Hi Patrick!

Thanks for sending the plan Allison Moses, Medie Ferris, and I took some time to review and have the following comments. Please feel free to reach out if you have any questions or would like to discuss any of these comments further.

Section 3 - Community Profile

- When discussing speed on pg 19, we suggest there be some discussion about the impact speed has on safety and rates of collisions, similar to what is shown in the graphic at this link: <https://www.fhwa.dot.gov/publications/2002/03/0311/02-311.pdf>
- DO Trade to more fully support biking for all ages and abilities and not rely solely on people with mobility impairments. I suggest that in the description on page 34, there be some discussion about this topic. Some items on pg 64.
- Suggest some discussion in where and where sharrows are appropriate. The FHWA Bikeway Selection Guide shows that sharrows are really only an OK solution on roads with less than 14 vehicles per day and speeds of 25 MPH or less. Other guidance sets those numbers even lower. This can help highlight where existing facilities are not adequate for the roadway type.
- There is a difference in level of comfort for people biking when there is or isn't a buffer on a traditional bike lane. It is suggested Table 2-3 be updated to show buffered v. unbuffered bikeways. The FHWA guide referenced earlier shows bike lanes (buffered preferred) are appropriate on streets with less than 14 vehicles per day and speeds of less than 35 mph. After that, it suggests separated bikeways or shared use paths.

Section 3 - Community Engagement

- The maps on pages 46 and 62 are interesting in that the most comfortable places often overlap the uncomfortable places. We suggest some discussion of that point.

Section 4 - Chula Vista Tomorrow

There are a lot of great policies included in the plan. However, it will be difficult to implement them all at once. Consider selecting 5-10 for suggestion to City Council for immediate implementation that City staff can get started on right away.

higher level bike facilities. We also suggest that some discussion on pg 73 be given to the importance of, and preference for, buffers. In general, the streets with bike lanes or buffered bike lanes should be re-evaluated using speed and volume thresholds to determine if they should actually be lower speed/buffered bikeways.

create more significant injuries for bike riders due to the difference in weight and size between the two vehicle types. This becomes pronounced when NEVs, which may move faster than traditional bikes in many scenarios, are to pass people biking (especially on higher speed roads). While NEVs may be appropriate on slow/low speed streets where all vehicles are on the same level (e.g., a street with no street lighting, a street with no street lighting, a street with no street lighting, etc.), they should be avoided on streets with higher levels of traffic, such as streets with higher levels of traffic, such as streets with higher levels of traffic, etc.

Community Outreach



Major Comments Received and Reflected

- Better connection to East Palomar Transit Station
- Better connection to the Bayfront
- Bike facilities along Fourth Avenue
- Specify Buffered Bike Lanes in Planned Bicycle Network

Community Outreach



Major Comments Received and Reflected

- Inclusion of traffic diverters as bicycle boulevard tool
- Green conflict paint as a tool and reflected in project sheets
- Display Charter Schools and Religious Institutions on Relevant Maps
- Refinements to policies and supporting programs

Existing Conditions Analysis

Topics Covered

- Connectivity
- Demand
- Safety
- Quality



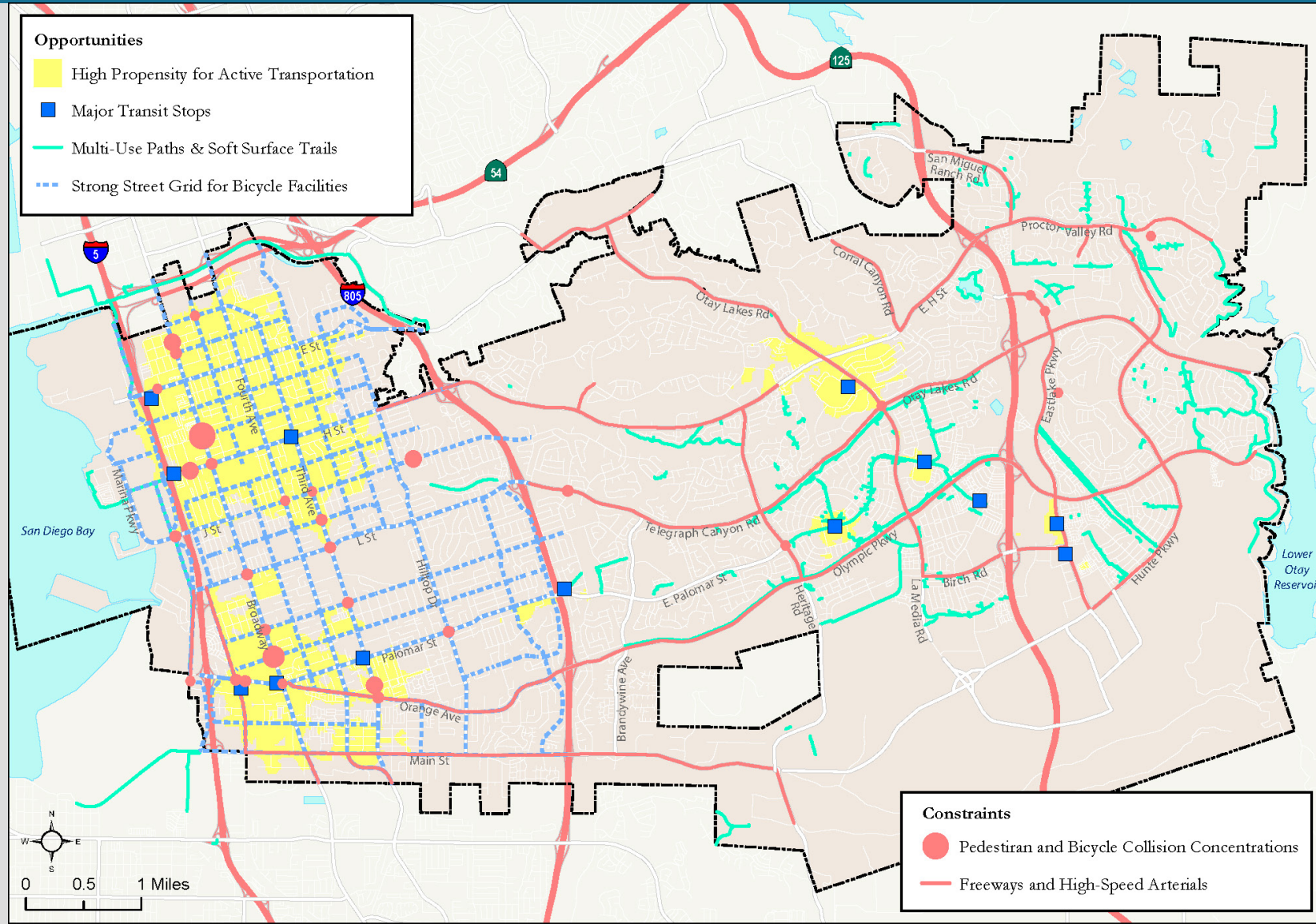
Existing Conditions Findings

Opportunities

- Transit investments
- Strong street grid in western Chula Vista
- Wide street widths in eastern Chula Vista

Constraints

- Built out environment (western)
- High speed arterials (eastern)
- Limited freeway crossings



Recommendations



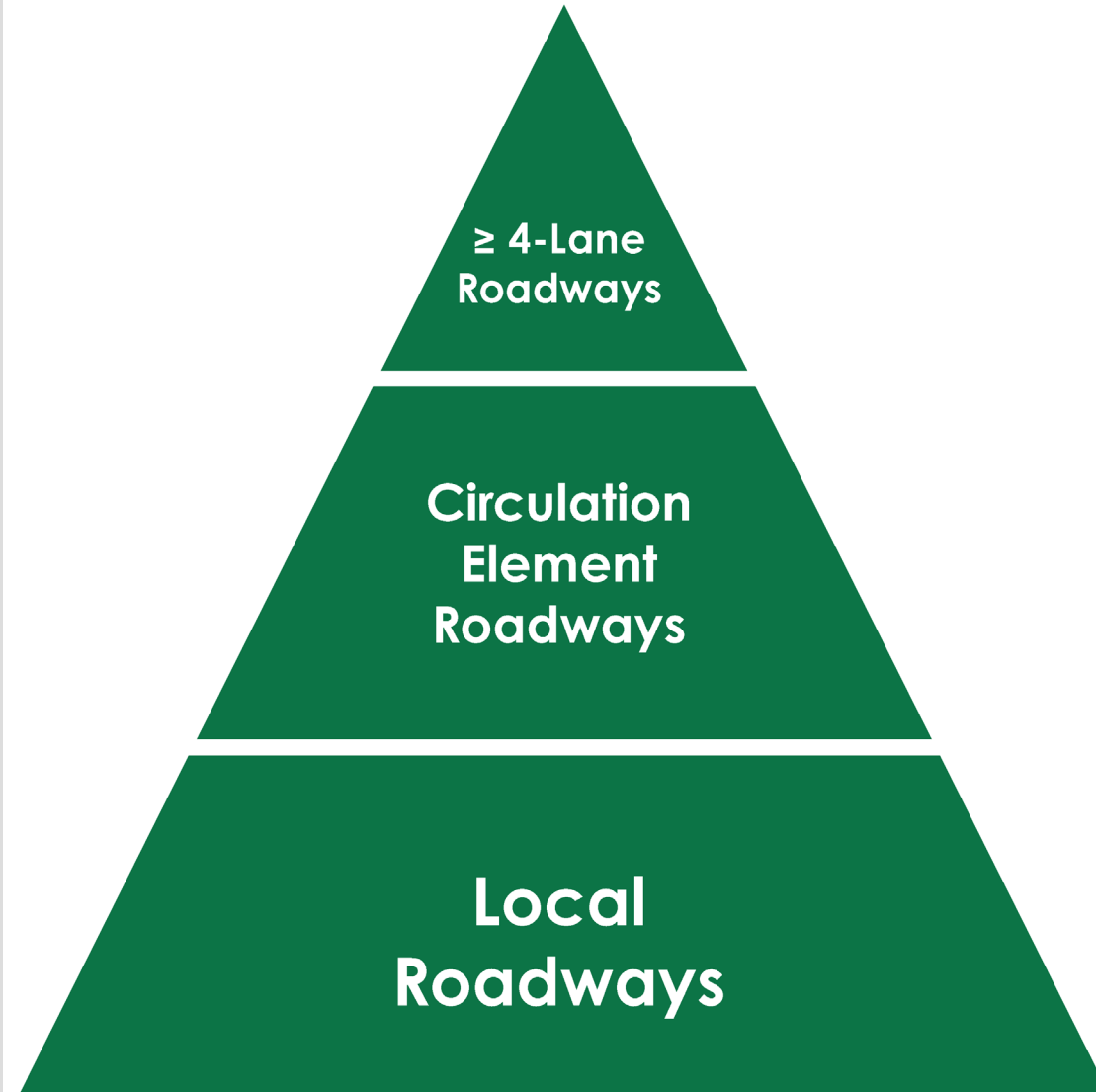
- Goals and Strategies
- Sidewalk Infill Hierarchy
- Pedestrian Route Types
- Bicycle Network
- Emerging Mobility Trends
- Supporting Programs

Recommendations



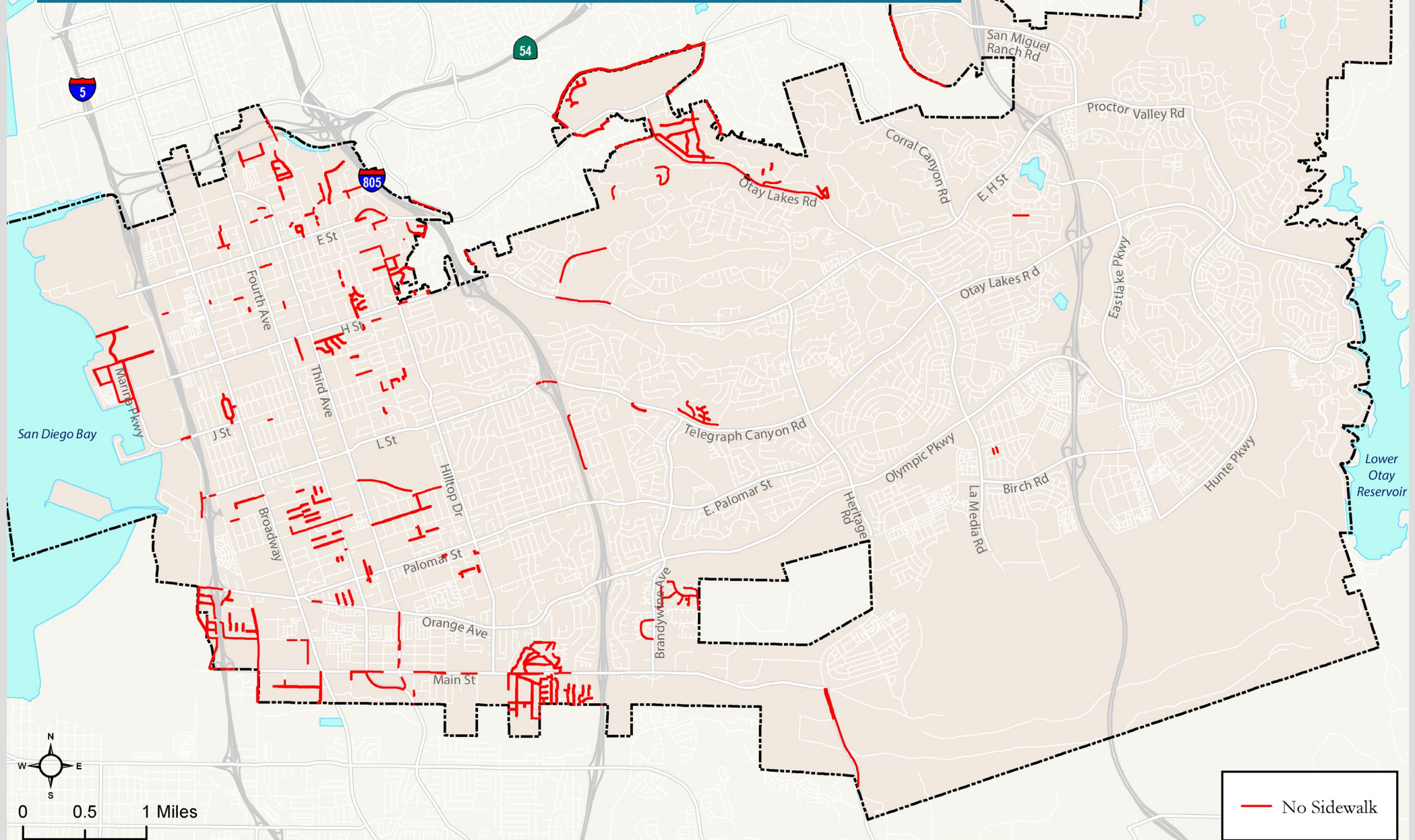
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Sidewalk Infill Hierarchy

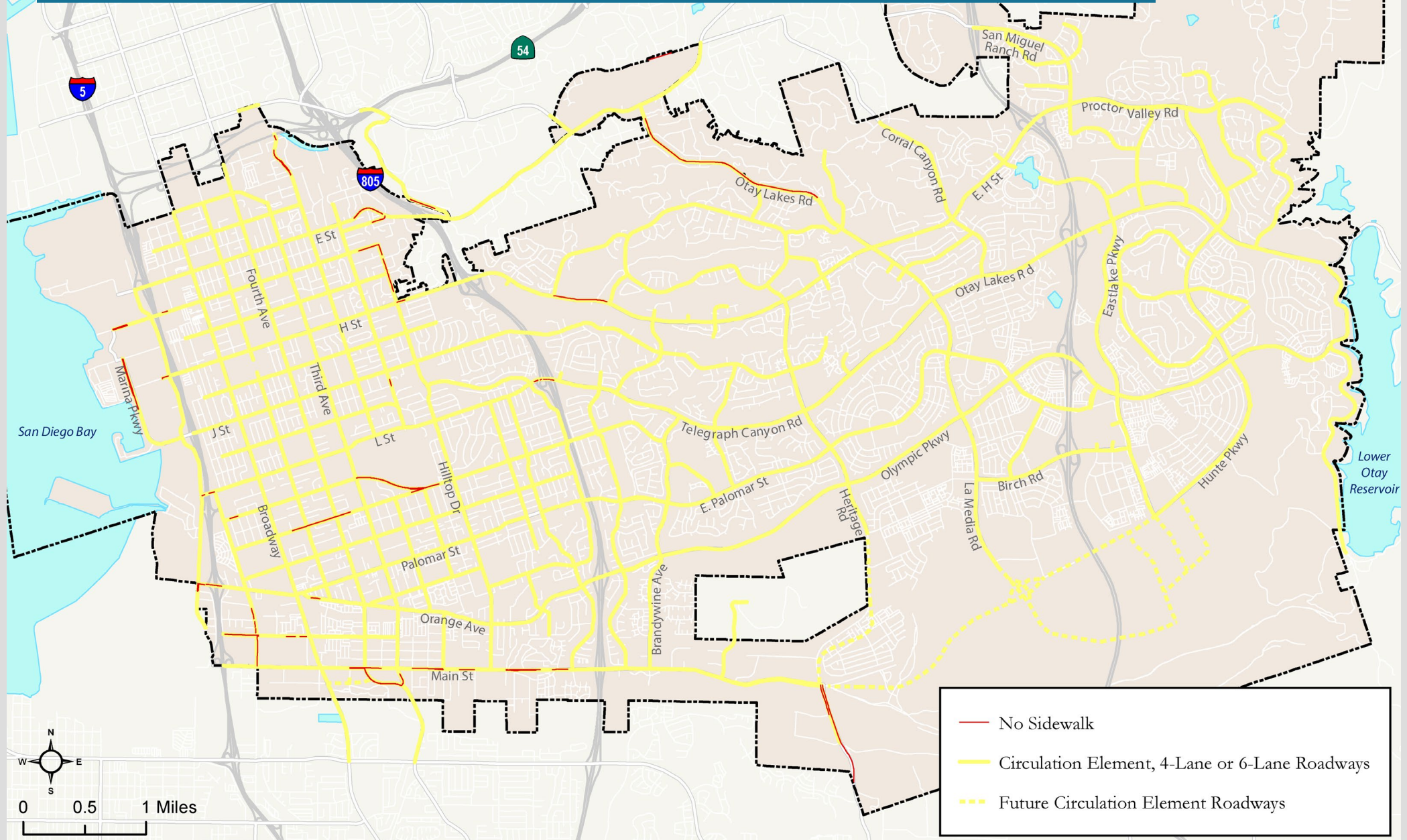


Sidewalk Inventory Results

Source: Chen Ryan Associates (2019)



Priority Sidewalk Infill Locations



Pedestrian Route Types

Classification System

- Connectors
- Corridors
- Districts

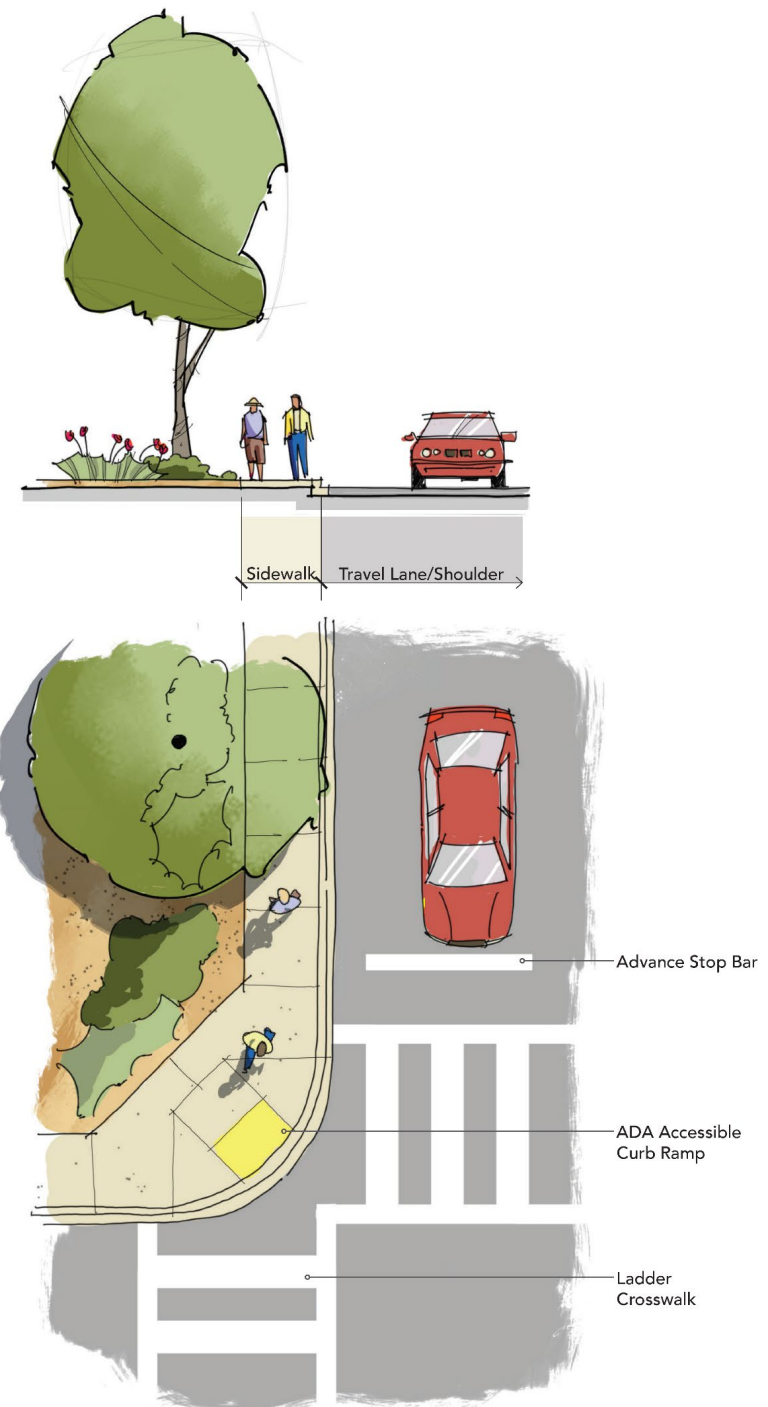
Key Considerations

- Adjacent land uses
- Destinations served
- Existing/desired characteristics

Pedestrian Route Types

Connectors

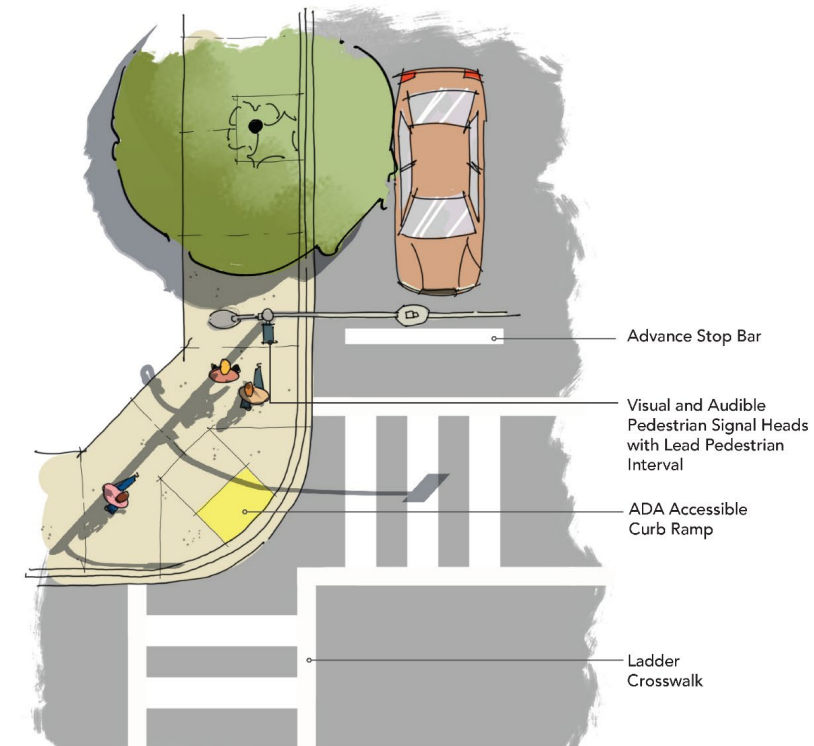
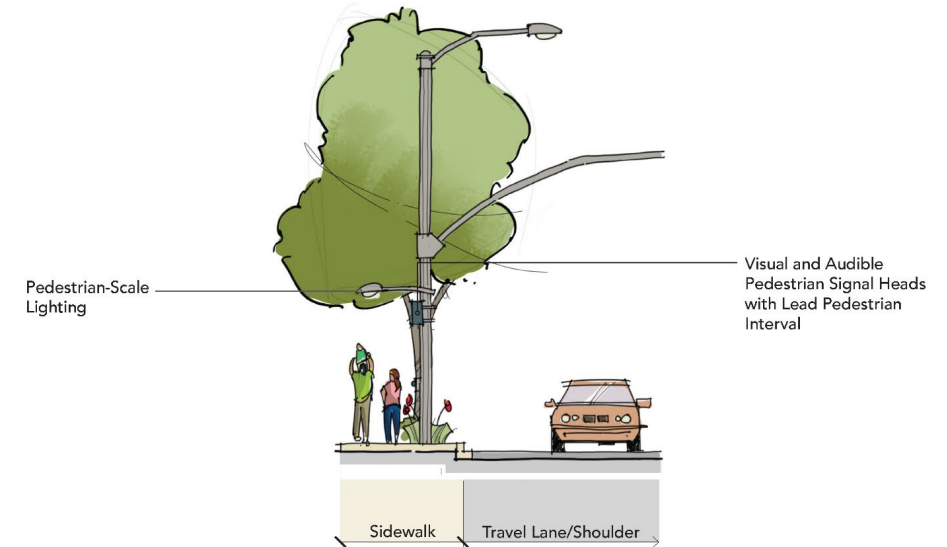
- Low pedestrian activity
- Moderate/high vehicular traffic
- Connect residential areas to Corridor Route Types or neighborhood destinations



Pedestrian Route Types

Corridors

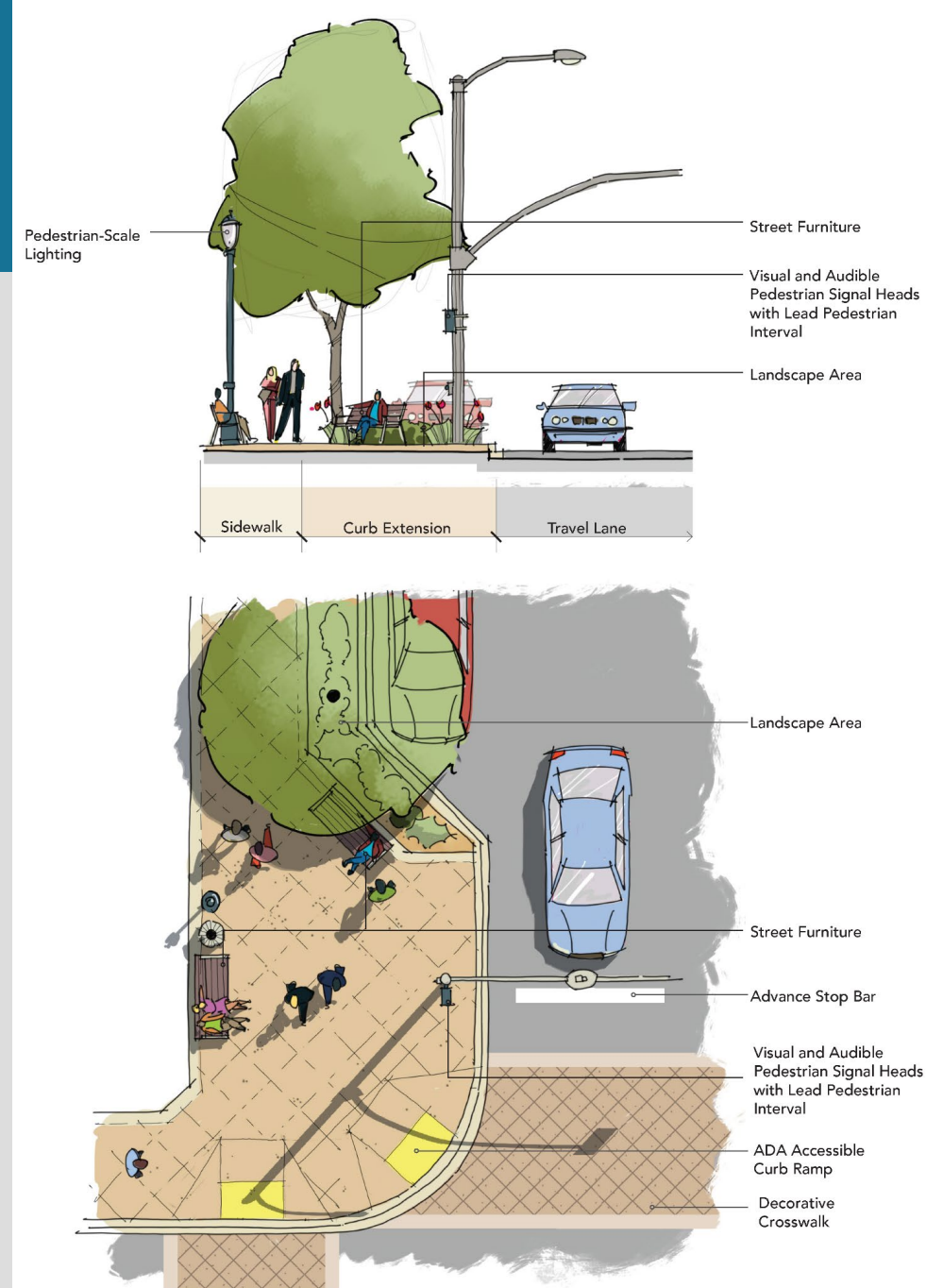
- Moderate pedestrian activity
- Support commercial uses, schools, parks
- High quality transit stations



Pedestrian Route Types

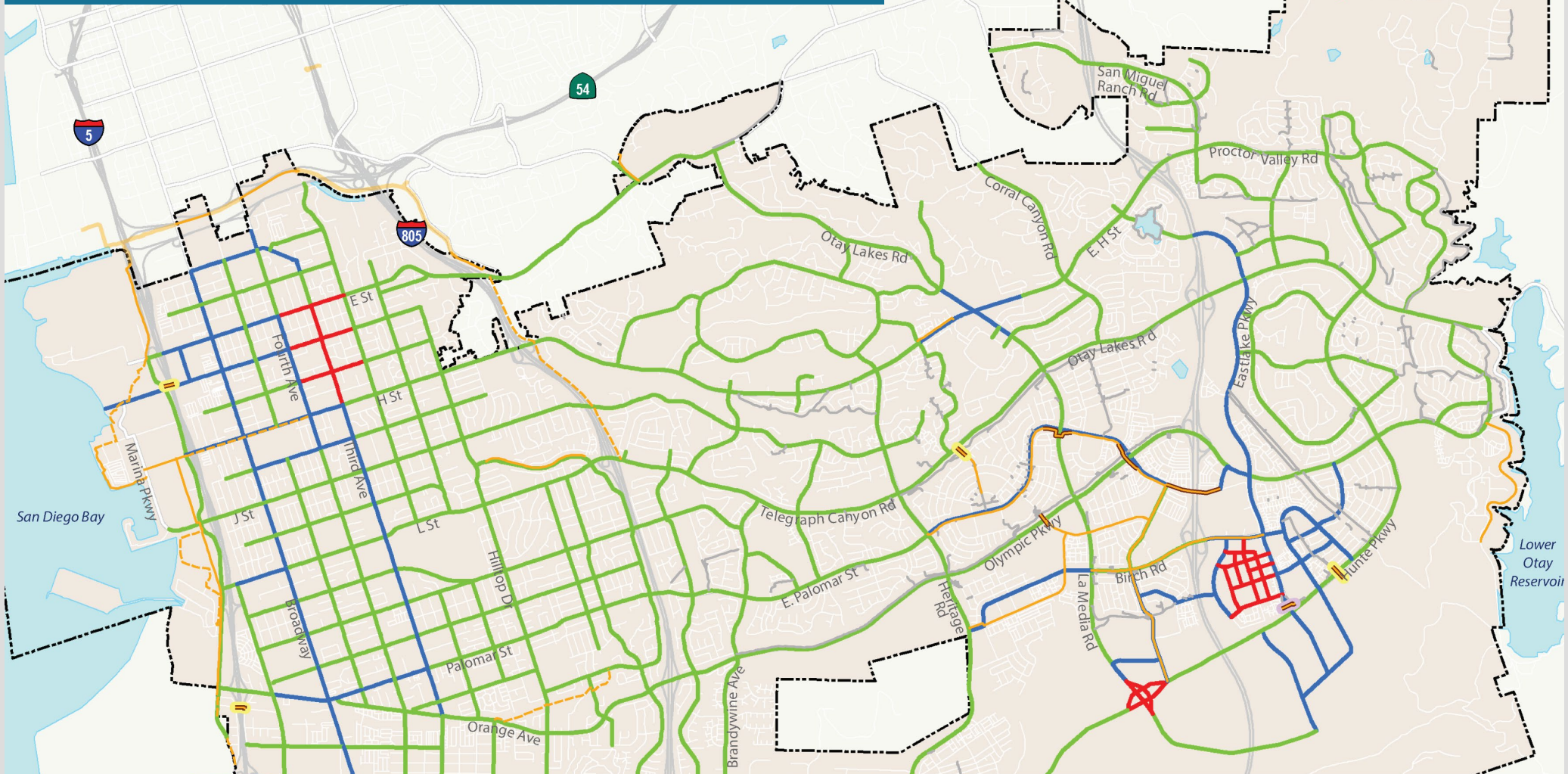
Districts

- Highest pedestrian activity
- Urban core areas, mixed use developments
- Give pedestrians greatest priority

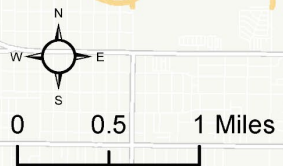


Pedestrian Route Types

Source: Chen Ryan Associates (2019)



Pedestrian Route Types Additional Facilities			
	District		Multi-Use Bridge
	Corridor		Multi-Use Bridge (Future)
	Connector		Multi-Use Bridge (Under Construction)
	Multi-Use Path		
	Proposed Multi-Use Path		
	Other Pathway		



What's New Since 2010 BMP?



Green Conflict Paint



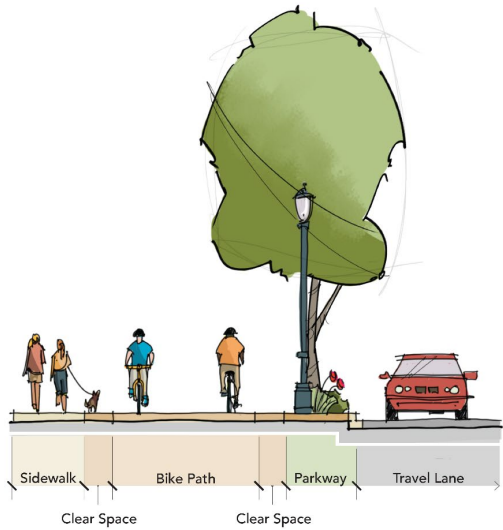
Cycle Tracks
(Protected Bikeways)



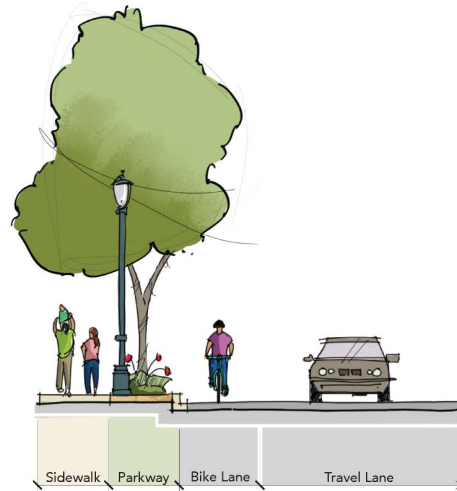
Shared Mobility

Bicycle Facility Types

Class I Multi-Use Paths



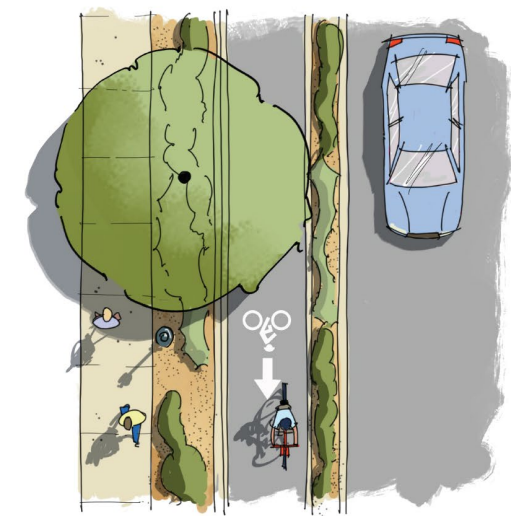
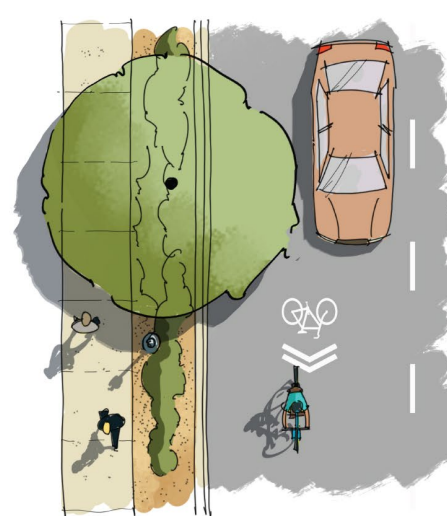
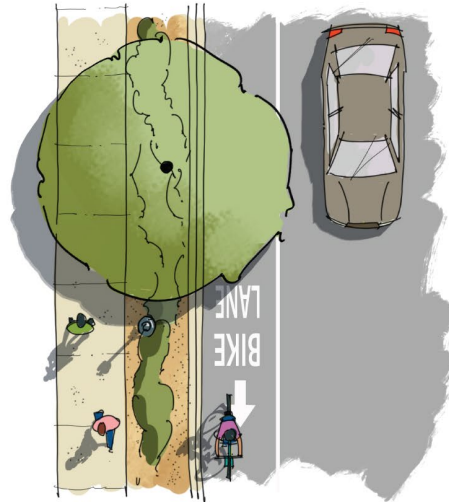
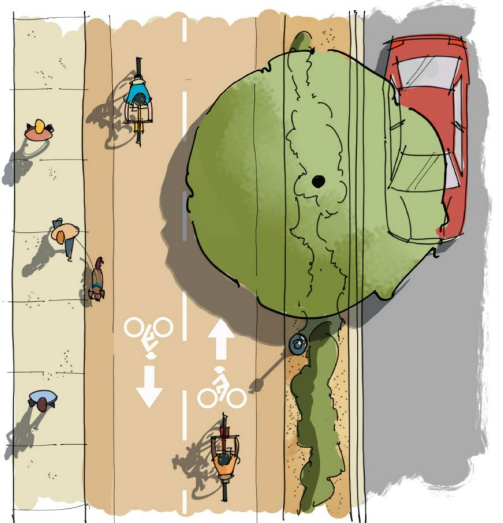
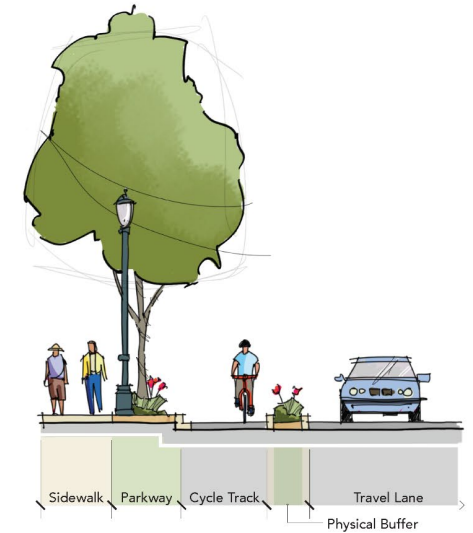
Class II Bike Lanes



Class III Bike Routes

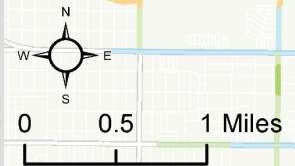
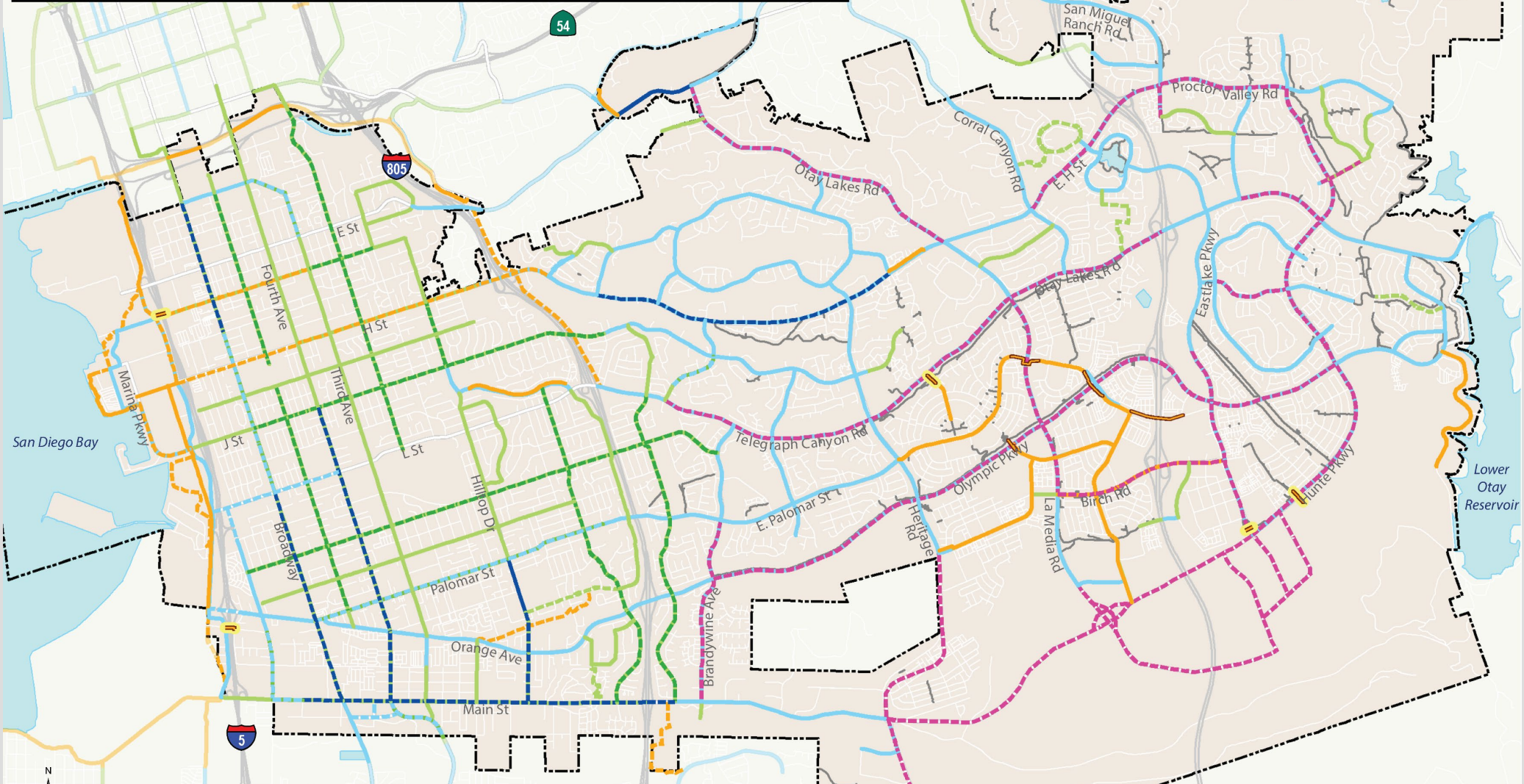


Class IV Cycle Tracks



Existing	Planned	Existing	Planned

Multi-Use Path (Class I)
 Bike Lane (Class II)
 Buffered Bike Lane (Class II)
 Bike Route (Class III)
 Bike Boulevard (Enhanced Class III)
 Cycle Track (Class IV)
 Multi-Use Bridge
 Other Pathway



Planned Bicycle Network

Planned Bicycle Network

Mileage by Facility Type

Classification	Existing Mileage	Planned Mileage	Change in Mileage
Class I Multi-Use Path	14.5	24.4	+9.9
Class II Bike Lane	80.2	59.9	-20.3
Buffered Bike Lane	1.0	11.7	10.7
Class III Bike Route	65.4	32.2	-33.2
Bicycle Boulevard	--	18.8	+18.8
Class IV Cycle Track	--	37.1	+37.1
TOTAL	161.1	184.0	+22.9

Prioritization Criteria

Demand

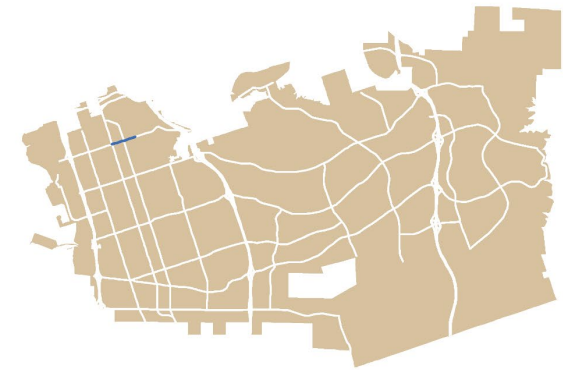
- School Proximity
- AT Propensity Model
- Regional Significance
- Public Comment

Safety

- Collisions
- CalEnviroScreen
- Gap Closure
- Staff Input

E Street Pedestrian Improvements From 4th Avenue to 2nd Avenue

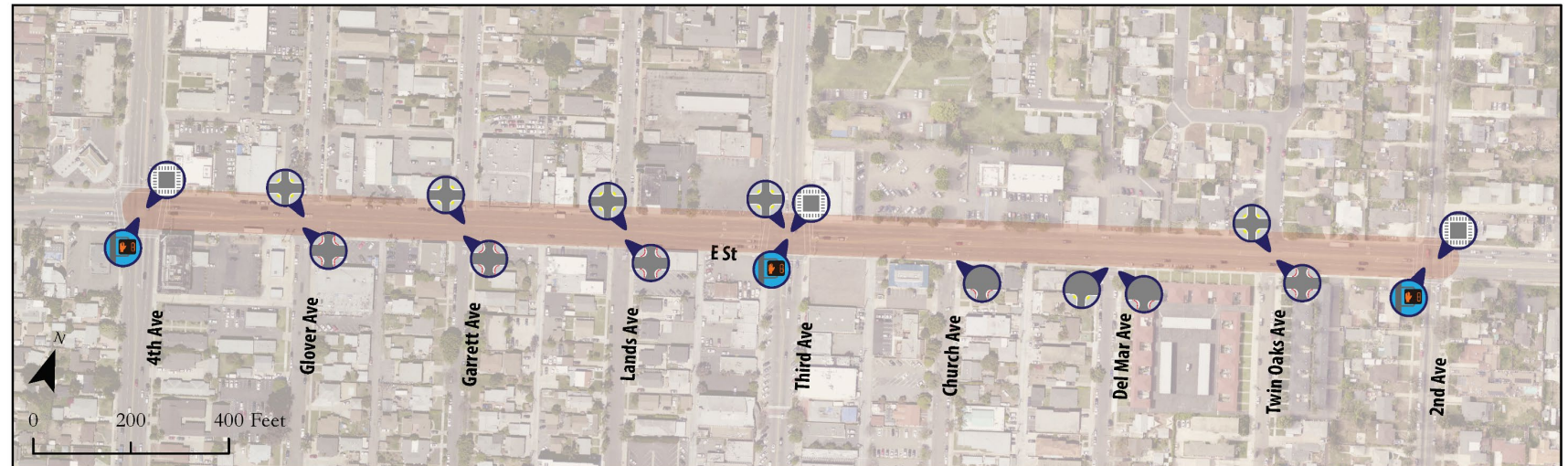
E Street is a major vehicular thoroughfare with a variety of commercial and residential land uses situated throughout the corridor. This project area, designated as a District pedestrian route type, traverses the northern edge of Downtown Chula Vista (oriented along Third Avenue between E Street and H Street). The installation of enhanced pedestrian infrastructure along intersections within this project area will improve the walking environment and help facilitate more pedestrian travel toward the Downtown.



- High-visibility ladder crosswalks with advance stop bars at signalized crossing locations
- Upgrade curb ramps to meet current ADA requirements (truncated dome surfaces and ramp slopes)
- Pedestrian countdown signal heads to inform remaining crossing time
- Where feasible, lead pedestrian intervals should be implemented concurrently with signal head modifications to emphasize pedestrian priority within this high-activity area
- Curb extensions at intersection corners (along side streets), where feasible, to reclaim road space for the pedestrian realm and to reduce street crossing distance

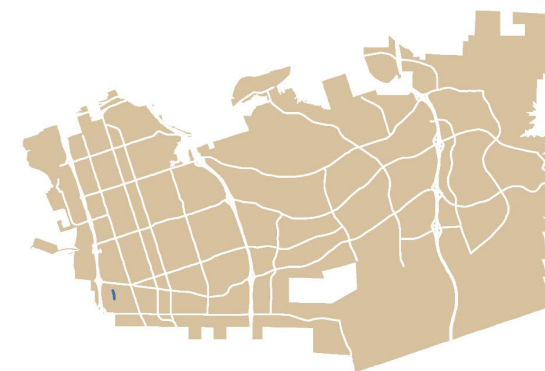
Project Features

- Project Extent
- ADA Curb Ramp
- High Visibility Crosswalk
- Curb Extensions
- Pedestrian Countdown Signal



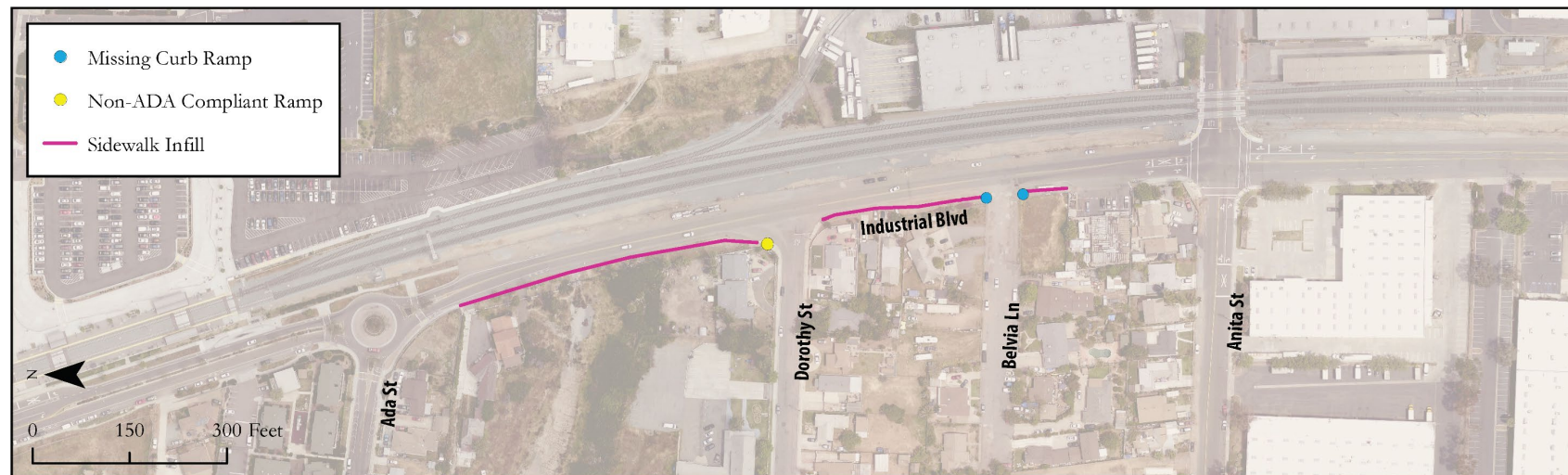
Sample Project Sheet: Pedestrian Route Type

Industrial Boulevard From Ada Street to Anita Street



Item	Quantity
Sidewalk + Curb & Gutter (Linear Feet)	789
Sidewalk w/ NO Curb & Gutter (Linear Feet)	-
Driveway(s)	4
New Curb Ramp	2
Curb Ramp Retrofit	1

Sample Project Sheet: Sidewalk Infill

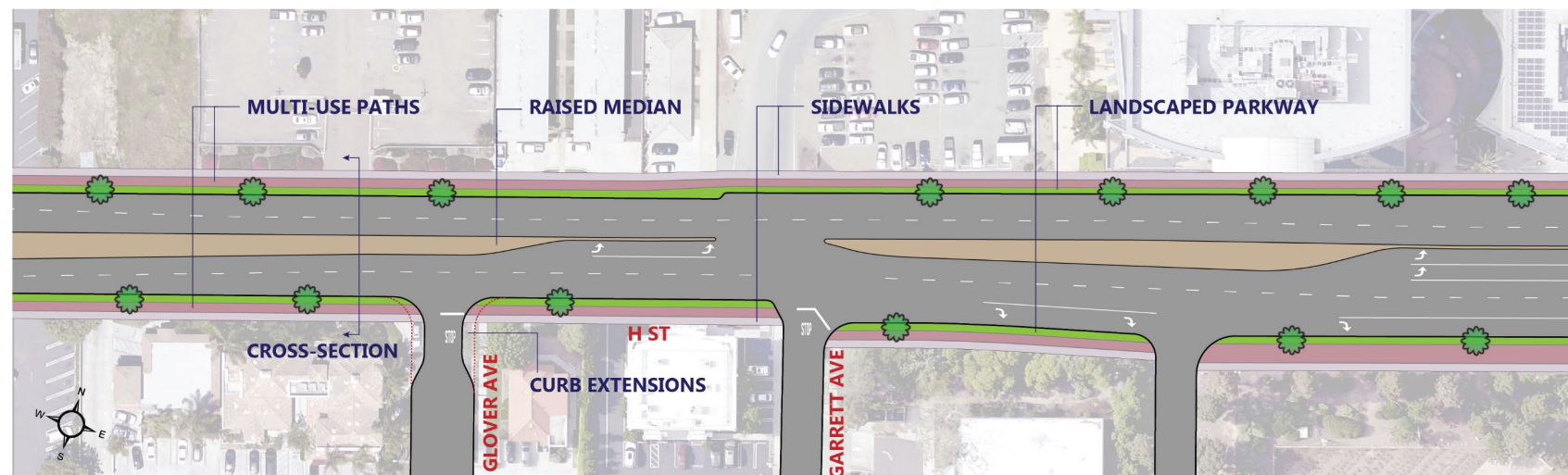
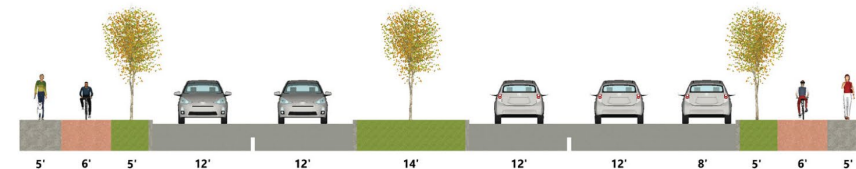
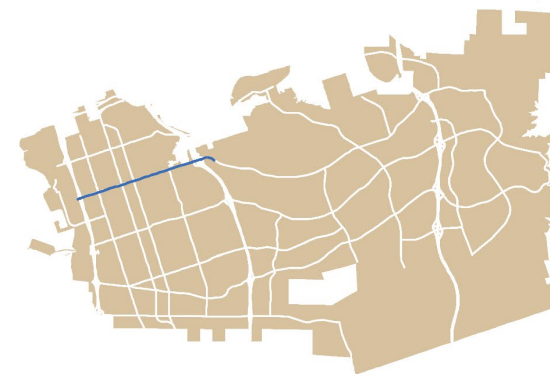


H Street/East H Street Multi-Use Path From Bay Boulevard to Hidden Vista Drive

The 2.9-mile segment of H Street/East H Street from Bay Boulevard to Hidden Vista Drive runs east-west through the center of Chula Vista and crosses over Interstate-805. Approximately the first mile is fronted by commercial uses, which then change over to predominately residential land uses up until shortly before the Freeway Interchanges, where Hilltop High School is located. East of the I-805, there is a cluster of commercial uses. A multi-use path will run along the south side for the entire 2.9-miles.

Consistent with the Urban Core Specific Plan, the multi-use path will rely on property redevelopment to be implemented along both sides of H Street between Bay Boulevard and Third Avenue. East of Third Avenue, the multi-use path will run along the south side of the roadway.

From Third Avenue to Hilltop Drive, right-of-way may be acquired by removing the center-left turn lane, whereas lane narrowing – or a lane diet – will provide sufficient space from Hilltop Drive to the I-805 southbound ramps. East of the freeway ramps, the project will require coordination with Caltrans through the I-805 South Express Project.



Sample Project Sheet: Bicycle Facility

Questions?? Comments??



THANK YOU!

Patrick Moneda, Senior Civil Engineer
City of Chula Vista Engineering Department
Pmoneda@chulavistaca.gov
(619) 407-3512