

# Spring Valley La Presa Pedestrian Area Plan



**Prepared for County of San Diego  
Department of Planning and Land Use**

**By RBF Consulting  
San Diego, Ca**

**April 2010**



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By



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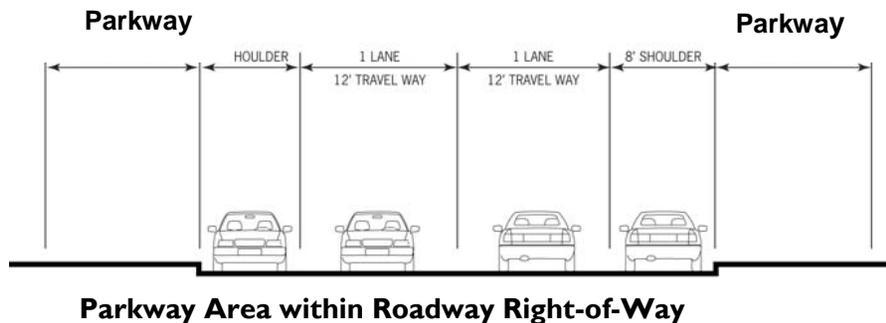


## I. INTRODUCTION

The Spring Valley La Presa Pedestrian Area Plan is part of the County of San Diego Pedestrian Master Plan (PMP), a project prepared for the County's Department of Planning and Land Use (DPLU) and funded by a grant from the San Diego Association of Governments (SANDAG).

The PMP's first phase was to prepare a Pedestrian "Toolbox" that contains guidelines and recommended solutions to improve or enhance the pedestrian environment within the public right-of-way. The document supports the objectives of the community development model stated in the County's General Plan, which designates densities, land uses, and roadway classifications based on the characteristics of the area.

The Pedestrian Toolbox focuses primarily on the Parkway section of public streets -- defined as the area between the curb, or edge of travel lane / shoulder, and the property line. It also addresses other roadway components that directly affect the pedestrian environment. Separate Toolbox sections include the Parkway Zone, Walkability, Intersections, and Traffic Calming.



**Parkway zone improvements** that benefit pedestrians include adequate curb and gutter for the context; street trees or landscaping to buffer pedestrians from adjacent traffic and provide shade; and in some cases, street furniture and public art for comfort and interest.

**Walkability improvements** are intended to connect various destinations, such as schools, parks, library, and shopping centers, and improve the pedestrian environment. They include clear Americans with Disabilities Act (ADA) routes, curb ramps at intersections, a sidewalk width that is appropriate for the street type, and well-defined pedestrian crossings. Also included are transit stop improvements that make taking transit more comfortable, such as a bench, shade, and shelter; and in appropriate locations, midblock crossings that typically include signage and flashing lights for increased visibility.

**Intersection improvements** are intended to reduce pedestrian-automobile conflicts, and to improve pedestrian visibility to motorists. Solutions include providing clearly marked crosswalks; reducing pedestrian crossing distances or providing enough time to cross the street; and not allowing "free" right turn movements, where traffic does not stop before turning.

**Traffic calming** describes physical changes to the roadway that are intended to reduce traffic speeds -- typically done where posted speed limits are low and traffic should move slowly, such as along school routes, residential neighborhoods, or walkable commercial areas with many pedestrians. Examples include raised medians, curb extensions that narrow the road, and traffic circles that make vehicles deviate from a straight line down the road.

The Pedestrian Master Plan's second phase was to prepare pedestrian area plans in five communities and look at the existing pedestrian conditions, identify deficiencies, and recommend solutions from the Pedestrian Toolbox. As more pedestrian area studies are done in additional unincorporated communities, they collectively will form the Pedestrian Master Plan for the County of San Diego.

A well-designed pedestrian environment that is suitable for the intended users is critical to maintain safety and encourage pedestrian activity regardless of the surrounding land uses.

Pedestrians represent a wide range of our population, including children walking to and from school, teens visiting friends, adults on errands, and people who walk for recreation or exercise.



Pedestrians also include people with disabilities using walkers, wheelchairs or other assistance devices as well as transit users who walk between their destinations and transit stops.



## II. PROJECT PROCESS

The Spring Valley La Presa Pedestrian Area Plan examined a specific area within the Spring Valley community to determine existing conditions and deficiencies in the pedestrian network and recommend potential improvements. The Spring Valley Community Planning Group prioritized the potential improvements projects and cost estimates were prepared for two high-priority projects in order to compete for funding at the local, state, and federal level.

### A. Document Organization

**Section I. Introduction** presents the project background.

**Section II. Project Process** describes the planning process used for the Plan, the criteria to select the study area, and the important factors underlying field observations.

**Section III. Existing Pedestrian Conditions and Recommendations** is organized by Zone -- a street segment or smaller area within the larger study area. Each Zone includes photographs, a table of specific pedestrian needs and solutions, and a concept map depicting solutions by location.

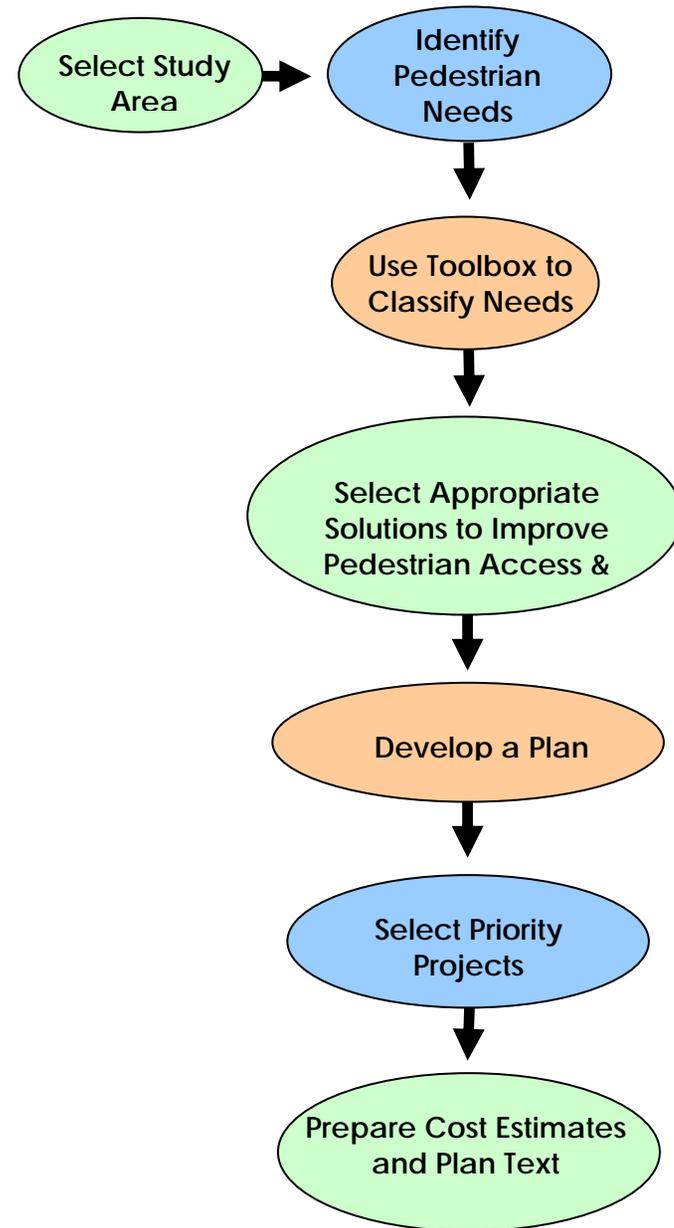
Evaluation of the effects on traffic if a particular solution is implemented is not included at this Pedestrian Area Plan level. At a later stage the effects of certain solutions would need to be studied further by a traffic engineer.

**Section IV. Priority Projects** includes a project description and cost estimates for two projects derived from the concept maps.

## B. Planning Process to Develop Plan

The planning process to develop the Spring Valley La Presa Pedestrian Area Plan was a streamlined effort, resulting in a conceptual plan intended to be a starting point for pedestrian improvements and refined over time with more detailed engineering evaluation and design. Planning steps included:

- ♦ **Select Area for Plan** -- Initial contact with the community planning group to establish the boundary for the Pedestrian Area Plan.
- ♦ **Identify Pedestrian Needs** -- Distribution of a community input form and consultation with individuals and County Department of Public Works staff for information on existing conditions and planned improvements. Conduct field observations and measurements to identify pedestrian needs and classify needs per the Pedestrian Toolbox.
- ♦ **Select Solutions and Develop a Plan** -- Select appropriate solutions from the Pedestrian Toolbox and map them onto a conceptual plan. Present the findings and recommendations for pedestrian improvements to the community sponsor group.
- ♦ **Select Priority Projects** -- Community planning group considers the recommendations and selects priority projects.
- ♦ **Prepare Study and Cost Estimates** -- Prepare the graphics and text for the Pedestrian Area Plan, plus the cost estimates for the two selected priority projects.



### **C. Plan Area Criteria**

The pedestrian area plans are designated for those parts of the community with relatively high pedestrian-oriented land uses, which may include the following:

Civic – Government and public facility buildings such as county offices, libraries, courts, and recreation and community centers with high levels of pedestrian traffic.

Schools – Public and private schools that are major pedestrian destinations during school hours and may also be used after hours for community and recreational purposes.

Commercial – Pedestrian-oriented or accessible commercial districts, blocks, or small nodes, depending on the community's size. These areas either have or are planned to have a higher concentration of commercial uses, such as shopping, convenience services, eating/drinking establishments, or entertainment that generates pedestrian traffic.

Higher Density Residential – This term refers to apartment complexes, condominiums, town homes, or detached single-family homes on relatively small lots. Only higher density residential areas in close proximity to significant commercial areas, civic uses, or transit stops were considered.

Parks and Open Space – Parks and open space areas are important pedestrian activity areas and often include pathways that serve as local pedestrian routes. Only areas in close proximity to the other pedestrian-oriented land uses or transit stops were considered.

### **D. Field Observation Criteria**

The following factors were the basis for conducting field observations.

Connectivity – Allows people to conveniently and safely walk to where they want and need to go, especially between major pedestrian activity centers, for example, a school and park. Every community should have a network of sidewalks that allows continuous safe travel between major pedestrian attractors.

Continuity – Refers to whether sidewalks or walkways already exist, are non-existent, or are discontinuous, and whether people are forced to walk on roadways or parallel informal pathways.

Accessibility and Physical Obstacles – Curb ramps should be provided at crossings for individuals, in compliance with ADA requirements. Walking surfaces should be smooth and cleared of debris. Sidewalks and walkways should not have utility poles, fire hydrants, and other pieces of infrastructure located in the center of the intended walkway. Other obstructions blocking pedestrians may be overgrown vegetation or illegal vehicular parking in the pedestrian way.

Safety – Issues related to pedestrian safety include intersection or street crossings, excessive vehicle speed, inadequate lighting, lack of signage to aid driver awareness of pedestrians, and trip hazards.

Streetscape – Street trees for shade and sidewalk furniture for resting help to create an environment both comfortable and inviting for the pedestrian.

### III. EXISTING PEDESTRIAN CONDITIONS AND RECOMMENDATIONS

The unincorporated community of Spring Valley is located approximately 11 miles east of the City of San Diego. For purposes of this document, the La Presa study area is bounded by Jamacha Road, La Presa Street, Jamacha Boulevard, and Sweetwater Road.

The La Presa study area is characterized by the Spring Valley County Park and community center, a library, three schools, auto-oriented strip commercial, several small shopping centers, and low-density single-family and multi-family housing. As La Presa is designated a Smart Growth Opportunity Area by the San Diego Association of Governments (SANDAG), it is anticipated that higher density housing will eventually be developed, along with more small scale retail and service uses.

Pedestrian activity is highest along Jamacha Road, Jamacha Boulevard, Grand Avenue, and streets leading to the schools, but there is an overall lack of connectivity. The pedestrian network is fairly complete on Jamacha Boulevard, but sidewalks are lacking on streets linking the arterials or community facilities, schools, and shopping centers. Sidewalks on many streets are intermittent or non-existent, limiting connectivity for pedestrians. There are few marked crosswalks, none of which have highly visible ladder striping.

The Plan recommendations focus on establishing and improving pedestrian facilities that connect community uses that attract pedestrians – especially children, the elderly, and others who may not drive. The pedestrian environment should allow people to safely and conveniently walk between destinations, such as the elementary schools and the park.

#### A. Pedestrian Area Zones

The Spring Valley La Presa Pedestrian Area Plan is divided up into three zones, which are shown on Figure 1.

The following information for each Zone is provided in subsequent pages:

Existing Pedestrian Needs -- A list of general pedestrian needs on major roadways, based on field observations, measurements, and input from the community planning group. Sample photographs are shown of the existing streets and pedestrian conditions. Letters on the map correspond to the photographs.

Pedestrian Needs and Toolbox Matrix -- A table providing details on more specific locations of pedestrian needs; improvement opportunities to address the issue; and classification of the recommended solutions per the County's Pedestrian Toolbox.

Pedestrian Concept Map -- A map with labels shows potential solutions to the pedestrian needs and their general location. The different colors indicate the type of improvement that is recommended from the County's Pedestrian Toolbox – Parkway Zone, Walkability, Intersection, or Traffic Calming.

**Zone I** – A segment of Jamacha Boulevard from the northbound freeway onramp to Gillespie Street, and the area bounded by Gillespie Street, Jamacha Road, Kempton Street, and Orville Street.

**Zone II** -- Grand Avenue between Jamacha Road and Jamacha Boulevard, and Jamacha Boulevard between Kempton Street and Ramona Street.

**Zone III** – The intersection of Jamacha Boulevard and La Presa Avenue, and La Presa Avenue extending from Jamacha Boulevard southward along the La Presa Elementary School frontage, including the intersection of La Presa with San Diego Street.



**Figure 1 -- Spring Valley Pedestrian Study Area Zones**

## B. ZONE I PEDESTRIAN NEEDS AND RECOMMENDED IMPROVEMENTS

### Existing Pedestrian Needs:

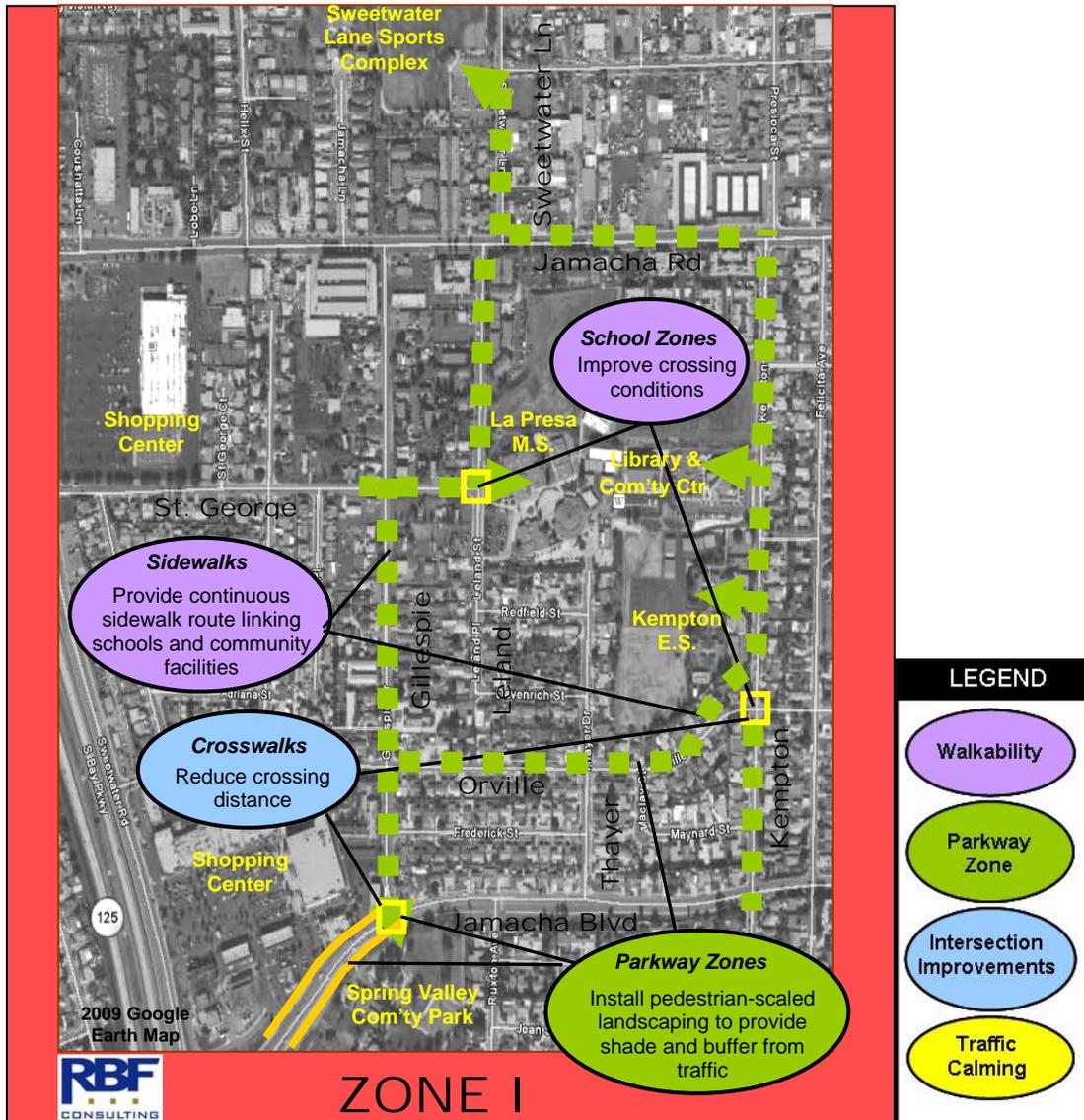
- ◆ Continuous sidewalks and parkway amenities
- ◆ Appropriate traffic control at intersections near schools
- ◆ Pedestrian amenities, particularly along school route
- ◆ Safe separation of pedestrians from traffic along Jamacha Boulevard



**Table 1 PEDESTRIAN NEEDS AND TOOLBOX MATRIX FOR ZONE I -- SPRING VALLEY**

PEDESTRIAN NEEDS AND TOOLBOX MATRIX						
LOCATION	PEDESTRIAN NEEDS	IMPROVEMENT OPPORTUNITIES	TOOLBOX			
			Parkway Zones	Walkability	Traffic Calming	Intersection Improvements
<b>Zone I</b>						
(a) Jamacha Boulevard between SR-125 Ramps and Gillespie Drive	Landscaping or pedestrian amenities are needed along sidewalks. Measures to facilitate crossing the long distance at intersection of Gillespie Drive and Jamacha Boulevard.	Add parkway zones (landscaping buffer and shade, adequate lighting at pedestrian scale, bus stop shelters). Opportunity for pop-out at intersection to reduce crossing distance and improve pedestrian conditions to connect park and commercial center pedestrians.				
(b) Gillespie Drive between St George Street and Orville Street	New sidewalk on west side of street. Continuous sidewalk on east side of street.	Provide continuous sidewalks. Located along school routes for La Presa Middle school, Kempton Elementary School, and library/community center.				
(c) St George Street between Gillespie Drive and Leland Street	Traffic controls (no stop signs or signal) at intersection of Leland Street and St. George Street. Crosswalks at all legs of intersection, currently only one crosswalk on south leg of intersection. School zone signage.	Add traffic control (stop sign), school zone signs, and add/improve crosswalk to increase safety conditions.				
(d) Gillespie Drive between Jamacha Road and St George Street	New sidewalks on both sides of Gillespie Drive.	Provide continuous sidewalks.				
(e) Orville Street-San Francisco Street at Kempton Street	New sidewalks on Orville Street and San Francisco Street and on east side of Kempton Street. Traffic controls are needed along Kempton Street at intersection.	Provide continuous sidewalks on each street. Provide crosswalk on all legs of intersection. Potential to install pedestrian-activated push button for crossing Kempton Street. Improve pedestrian access around school, including to adjacent library. Potential for pop-outs to reduce crossing distance.				

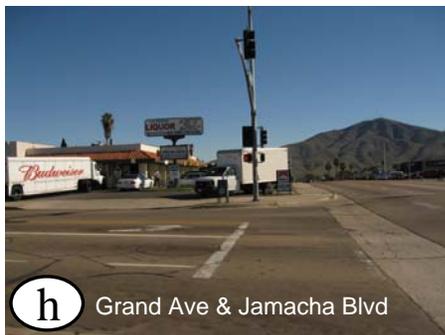
Figure 2 ZONE I PEDESTRIAN CONCEPT PLAN – SPRING VALLEY



## C. ZONE II PEDESTRIAN NEEDS AND RECOMMENDED IMPROVEMENTS

### Existing Pedestrian Needs:

- ◆ Continuous sidewalks along Grand Avenue
- ◆ Reduction in driveway cuts at major corners
- ◆ Marked crosswalks and ADA accessible ramps
- ◆ Amenities at transit stops

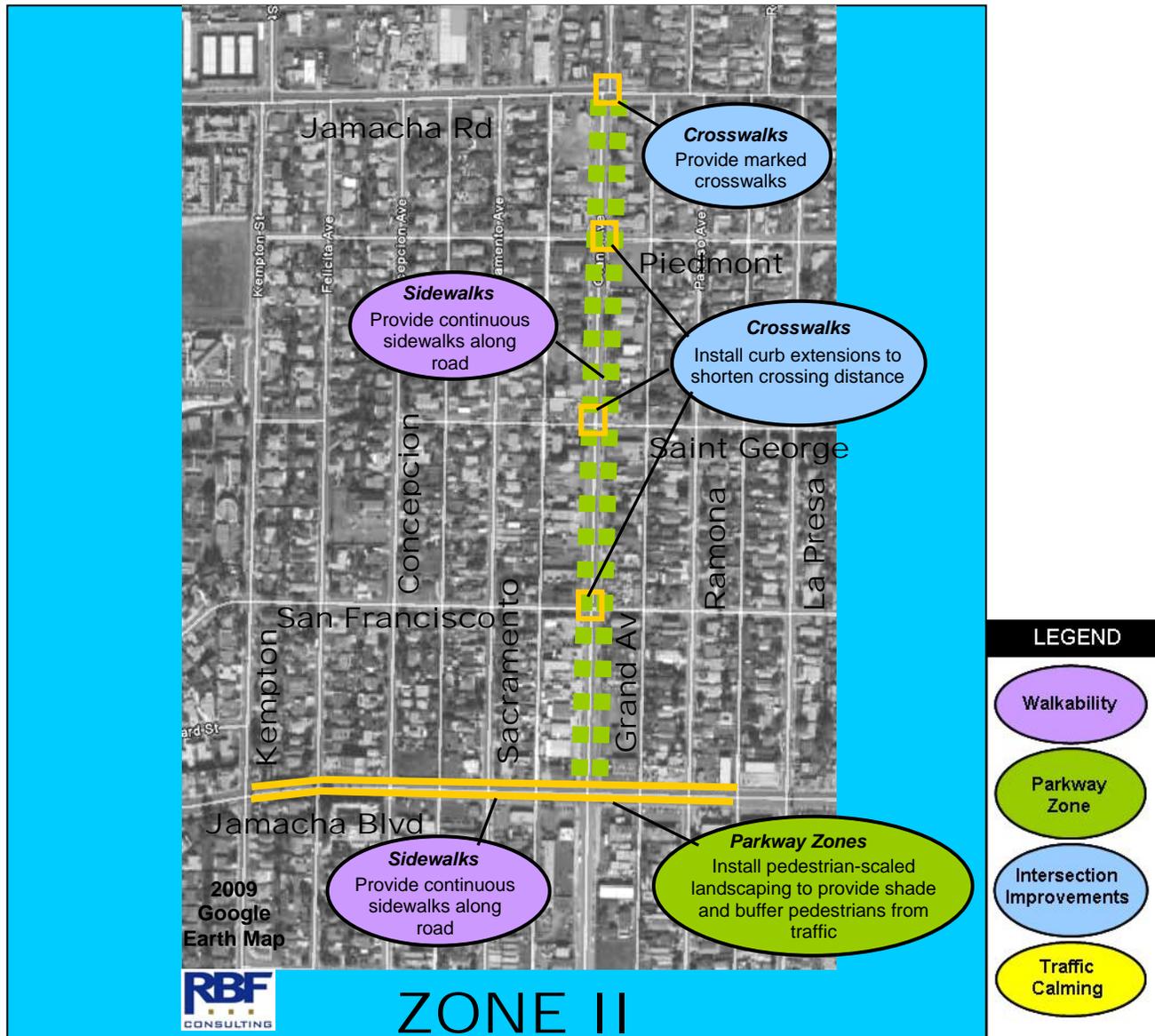


**Table 2 PEDESTRIAN NEEDS AND TOOLBOX MATRIX FOR ZONE II -- SPRING VALLEY**

PEDESTRIAN NEEDS AND TOOLBOX MATRIX						
LOCATION	PEDESTRIAN NEEDS	IMPROVEMENT OPPORTUNITIES	TOOLBOX			
			Parkway Zones	Walkability	Traffic Calming	Intersection Improvements
<b>Zone II</b>						
f) Grand Avenue between Jamacha Road and Piedmont Street	Marked crosswalk at intersection of Jamacha Road and Grand Avenue. New sidewalk where it ends just south of intersection on west side of Grand Avenue. Bench or shelter for bus stop at southwest corner. Continuous sidewalks on both sides of Grand Avenue. ADA accessible ramps at intersections.	Provide continuous sidewalks on each side of street. Consider installation of curb extensions at Piedmont to shorten crossing distance across Grand. Provide marked crosswalk at Grand Avenue and Jamacha Road. Provide ADA accessible ramps.				
g) Grand Avenue between St George Street and San Francisco Street	Continuous sidewalks. Wider sidewalks where auto-related businesses consume much of the sidewalks in front of businesses.	Provide continuous sidewalks on each side of street. Consider installation of curb extensions at St. George and San Francisco streets to shorten crossing distance across Grand.				
h) Grand Avenue at Jamacha Boulevard	Landscaping and pedestrian amenities are needed along sidewalks and at bus stops. Frequent curb cuts at intersection. Excessive speeds.	Provide parkway zones along sidewalks (landscaping buffer and shade, bus shelters). Evaluate removal or narrowing of some driveway cuts.				
i) Jamacha Boulevard east of Kempton Street	Continuous sidewalks to facilitate accessibility. New sidewalk where it ends on north and south side of Jamacha Boulevard east of Kempton Street.	Provide continuous sidewalks on each side of street. Existing ROW has inadequate width (adjacent to residential lots) - potential to remove center turn lane, bring travel lanes towards center, and add sidewalks.				

Figure 3

**ZONE II PEDESTRIAN CONCEPT PLAN – SPRING VALLEY**



## D. ZONE III PEDESTRIAN NEEDS AND RECOMMENDED IMPROVEMENTS

### Existing Pedestrian Needs:

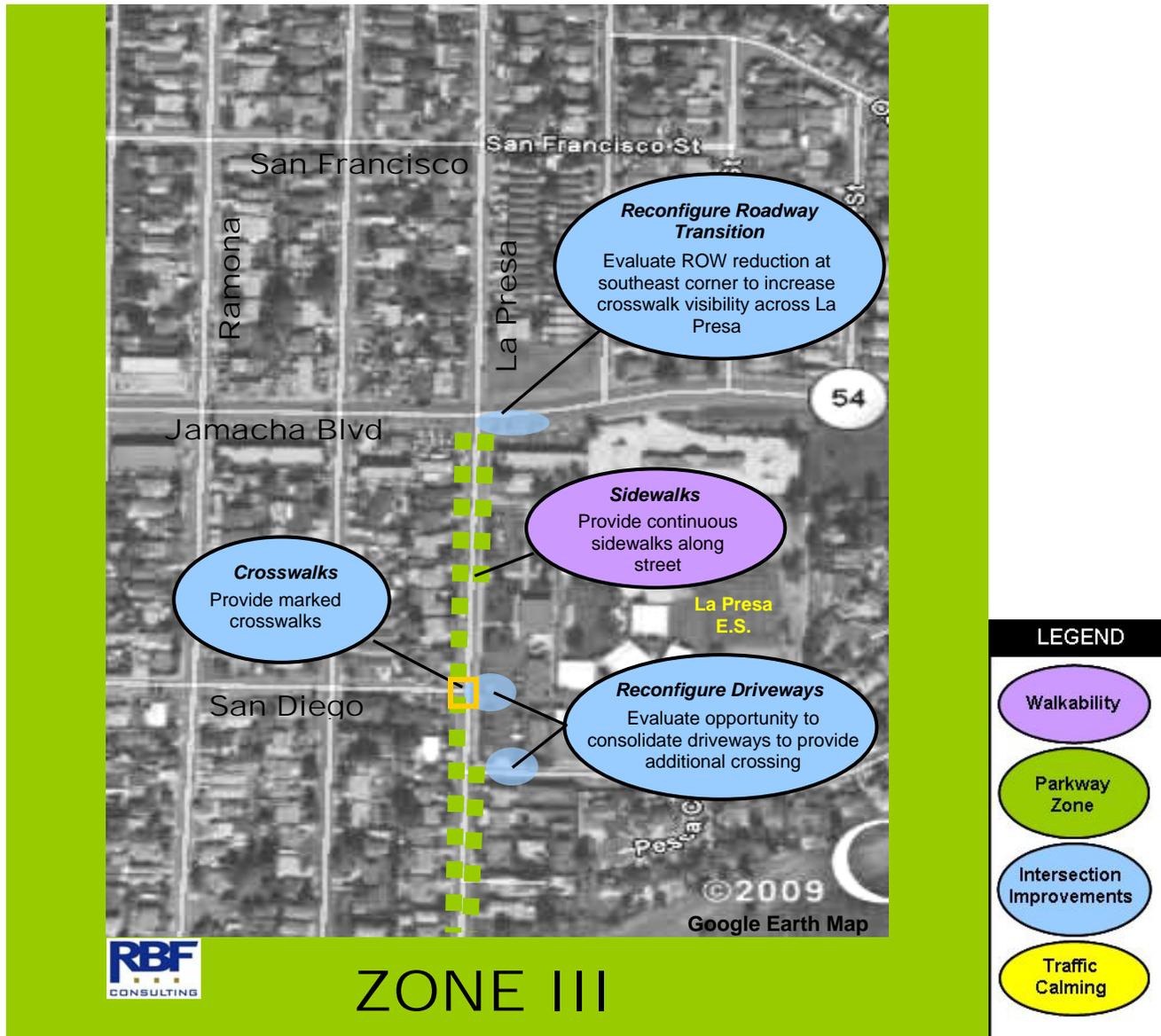
- ◆ Continuous sidewalk along La Presa Street and Jamacha Boulevard
- ◆ Unobstructed sight line to pedestrians crossing La Presa from the vehicles traveling east on Jamacha Boulevard
- ◆ Reduced driveway cuts to school parking lot on La Presa Street
- ◆ Marked crosswalks, where appropriate
- ◆ Adequate amenities at transit stops



**Table 3 PEDESTRIAN NEEDS AND TOOLBOX MATRIX FOR ZONE III -- SPRING VALLEY**

PEDESTRIAN NEEDS AND TOOLBOX MATRIX						
LOCATION	PEDESTRIAN NEEDS	IMPROVEMENT OPPORTUNITIES	TOOLBOX			
			Parkway Zones	Walkability	Traffic Calming	Intersection Improvements
<b>Zone III</b>						
(j) Jamacha Boulevard at La Presa Avenue	New sidewalk on east and west side of street along La Presa Avenue, south of Jamacha Boulevard. Diminished crosswalk visibility at La Presa for eastbound vehicles along Jamacha Blvd due to geometrics of roadway transition.	Provide continuous sidewalks on each side of La Presa. Evaluate reduction of Jamacha Blvd right-of-way east of La Presa (south side) to increase crosswalk visibility across La Presa.				
(k) La Presa Avenue at San Diego Street	New sidewalk on west side of La Presa Avenue in front of La Presa Elementary School. Crosswalk needed on west or south leg of intersection. School parking lot driveway in front (at San Diego Street intersection) prevents a crosswalk on south leg.	Provide continuous sidewalks on west side of street and marked crosswalks on all legs of intersection to increase accessibility. Close driveway at San Diego Street and re-route to south entrance of parking lot.				

Figure 4 ZONE III PEDESTRIAN CONCEPT PLAN – SPRING VALLEY



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## IV. PRIORITY PROJECTS

Although there are no funds associated with this SANDAG-sponsored contract that would cover design or construction costs at this time, having the identified projects available will streamline future opportunities to compete for County, SANDAG, state, and federal funding opportunities.

On Tuesday, April 14, 2009, a presentation on the pedestrian needs and recommended improvements was provided to the Spring Valley Community Planning Group (see Section III). The Planning Group selected two projects from the Pedestrian Concept Plans to be Priority Projects:

- ◆ Jamacha Boulevard Pedestrian Improvements between State Route 125 and Gillespie Drive
- ◆ Jamacha Boulevard at La Presa Street Pedestrian Improvements

Project descriptions and preliminary cost estimates have been prepared for these projects, found in the following pages of this document.

The cost estimates are intended to provide a general order of magnitude cost for the purpose of evaluating implementation potential and pursuit of funding sources. Improvement items and quantity takeoffs are based on the conceptual plans provided within this Pedestrian Area Plan and gross measurements done in the field or from aerial mapping.

Since these estimates are preliminary in nature and based on a conceptual plan they shall not be construed to represent actual construction costs. Final quantities and construction costs are subject to change, which would occur following detailed analysis, accurate base maps, preliminary design by a civil engineer, and evaluation of potential impacts to traffic by a traffic engineer. Final engineering design may further change the quantities and construction costs.

Any costs for additional rights of way/easement acquisition, environmental mitigation, final engineering design, engineering survey, and other soft costs/development fees are not included. Drainage facilities for conveyance, detention and water quality control are also not included in these estimates.

Since the preparer of these cost estimates has no control over the cost of labor, materials, equipment, contractors' method of determining unit prices, competitive bidding or market conditions, each cost estimate should be considered an "Opinion of Probable Construction Cost" and is made on the basis of the preparer's experience and represents their best judgment as design professionals familiar with the construction industry. Preparer does not guarantee that proposals, bids, or the actual construction cost will not vary from these cost estimates.

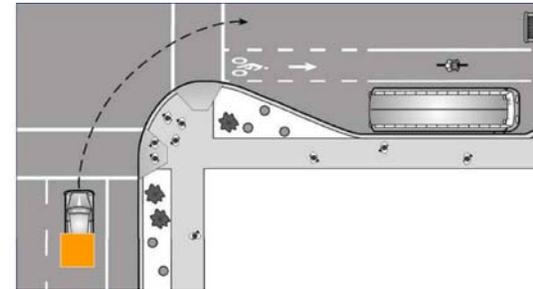
## A. JAMACHA BOULEVARD PEDESTRIAN IMPROVEMENTS (SEGMENT BETWEEN SR-125 & GILLESPIE DRIVE)

**Existing Conditions:** Jamacha Boulevard from SR-125 to Gillespie Drive is a four lane roadway and lies between the Spring Valley Shopping Center and Spring Valley Park. The intersection of Jamacha Boulevard at Gillespie Drive provides a direct pedestrian connection between the park and the shopping center, as well as between the park and pedestrians or school children from Kempton Street Elementary School, La Presa Middle School, the Community Center, and Library, all of which are located approximately half of a mile northeast of the intersection.

The width of the roadway and nearness to the freeway ramps encourages vehicles to travel at high speeds. Consequently, the crossing distance for pedestrians trying to cross the street is also very wide and can be intimidating for the elderly, school children, individuals using assistance devices such as wheelchairs, carts, or strollers, and others who may not be able to cross quickly. Sidewalks in the area are complete; however the lack of shade or buffers from the speeding traffic further discourages pedestrian activity.



**Project Description:** The project includes installation of curb extensions at the intersection of Jamacha Boulevard and Gillespie Drive. Curb extensions reduce the width of the roadway by extending the curb towards the center of the street, thereby reducing the crossing distance for the pedestrian and increasing visibility of pedestrians and the crosswalk to motorists. Curb extensions reduce vehicular speeds by narrowing the roadway and tightening the curb radius. Construction of the curb extensions will require replacing the curb and gutter and require their design to ensure fire trucks and other appropriate vehicles can negotiate the intersection. Curb extensions may also reduce the overall capacity at the intersection. Ladder striped crosswalks across Jamacha Boulevard are recommended along with pedestrian crossing countdown signals indicating the number of seconds pedestrians have remaining to cross the street.



The project also includes adding shade trees on both sides of street where right-of-way, existing drainage facilities, and topography allows. Where appropriate, tree wells may be cut into the concrete to allow for shade tree plantings. Installation of shade trees will provide pedestrians with protection from the heat and will serve as a physical buffer from the adjacent vehicular traffic.

See Table 4 Cost Estimate for details.

**Table 4: COST ESTIMATE - JAMACHA BOULEVARD PEDESTRIAN IMPROVEMENTS** (Page 1 of 2)  
**(between SR-125 & Gillespie Drive)**

**For Planning Purposed Only**

Item Description	Qty.	Unit	Unit Cost (\$'s)	Amount	Subtotal	Notes & Assumptions <sup>1,2</sup>
Jamacha Boulevard -- Curb extension to shorten crossing to Park at Gillespie Street and shade trees along existing sidewalk						
<b>Pedestrian Infrastructure</b>					<b>\$40,800</b>	
Concrete Curb and Gutter	200	LF	\$44.00	\$8,800		For curb extensions.
Concrete Sidewalk	950	SF	\$16.00	\$15,200		For curb extensions.
Crosswalk striping	2	EA	\$400.00	\$800		Ladder style striping across Jamacha Blvd
Crosswalk Pedestrian Head Countdowns	4	EA	\$1,000.00	\$4,000		Jamacha Blvd crossings, both directions
Wheelchair Ramps (w/ warning surface half domes)	3	EA	\$4,000.00	\$12,000		3 Corners will be extended
<b>Pedestrian Amenities</b>					<b>\$99,000</b>	
24-inch Box Trees	40	EA	\$500.00	\$20,000		Trees planted 30' on center; on north side install in new tree wells cut into existing sidewalk or in ground adjacent to sidewalk; on south side install alongside existing sidewalk in vacant land or existing landscape areas adjacent to parking lots and community park
Tree Maintenance (for 60 days)	40	EA	\$400.00	\$16,000		
Irrigation	1,200	LF	\$20.00	\$24,000		
Tree Guards (Powder Coated)	40	EA	\$800.00	\$32,000		
Tree Wells	7	EA	\$1,000.00	\$7,000		Includes saw cut of 4' x 4' hole into existing 12' wide sidewalk, 2.0 cy amended soil, and concrete demo and hauling

**Table 4 (continued): COST ESTIMATE -- JAMACHA BOULEVARD PEDESTRIAN IMPROVEMENTS** (Page 2 of 2)  
**(between SR-125 & Gillespie Drive)**

**For Planning Purposed Only**

Item Description	Qty.	Unit	Unit Cost (\$'s)	Amount	Subtotal	Notes & Assumptions <sup>1,2</sup>
Jamacha Boulevard -- Curb extension to shorten crossing to Park at Gillespie Street and shade trees along existing sidewalk						
Curb and Gutter Removal	160	LF	\$7.00	\$1,120		
Sidewalk Removal	112	SF	\$4.00	\$448		Due to tree wells
Asphaltic Concrete Pavement Removal	950	SF	\$7.00	\$6,650		
Sawcut Existing Asphaltic Concrete Pavement	200	LF	\$10.00	\$2,000		
Traffic Signal Modifications	1	LS	\$20,000.00	\$20,000		Add pedestrian push button poles (3), signal modification

1 – Unit Costs based on City of San Diego Unit Price List, January 2009; however, these costs were doubled to reflect previous experience with pedestrian improvement projects.

2 – All items listed include installation costs.

SF = Square Foot

EA = Each

LS = Lump Sum

LF = Linear Foot

<b>Construction Subtotal:</b>	<b>\$139,800</b>
25% Contingency	<b>\$34,950</b>
<b>Total Construction Cost:</b>	<b>\$174,750</b>
Mobilization (10%):	<b>\$17,475</b>
Survey (2%):	<b>\$3,495</b>
Design (15%):	<b>\$26,213</b>

<b>Total Cost Estimate for Improvements</b>	<b>\$222,000</b>
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## B. JAMACHA BOULEVARD AT LA PRESA STREET PEDESTRIAN IMPROVEMENTS

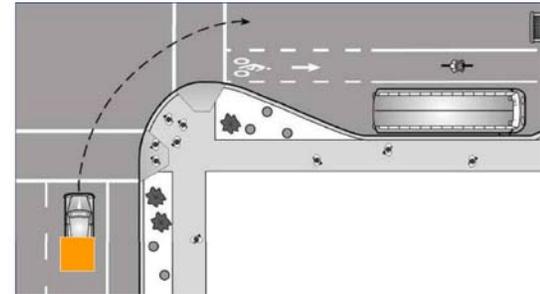
**Existing Conditions:** The crosswalk at the intersection of Jamacha Boulevard and La Presa Street is not adequately visible to motorists traveling east along Jamacha Boulevard. The physical layout of the intersection - where the east side of intersection is wider than the west side - and the existing fence of the adjacent used car lot blocks the view of the southern leg of the intersection. This limits site distance and potentially the visibility of pedestrians using the crosswalk to motorists, particularly for the school children walking to and from La Presa Elementary School, located just southeast of the intersection.



The sidewalks surrounding the intersection are discontinuous on the south side of Jamacha Boulevard, west of the intersection and on the east side of La Presa Street, south of Jamacha Boulevard, which leads directly to the school. The lack of curb and gutter along this segment allows vehicles to encroach into the pedestrian zone and also may be difficult for pedestrians utilizing an assistance device such as a wheelchair or stroller.



**Project Description:** The project includes construction of a curb extension at the southeast corner of the intersection to re-align the corner and increase visibility of pedestrians to motorists. The existing bus stop on the east side of the intersection may need to be relocated further east and the northbound right-turn-on-red may also be affected from the reduced turning radius, both which would need further study by a traffic engineer during preliminary design. In addition, the curb extension must be designed to ensure fire trucks and other appropriate vehicles can negotiate the intersection.



The striped crosswalk is proposed to be reinforced with a more visible ladder pattern. Pedestrian countdown signals are also recommended for the crosswalks across Jamacha Boulevard to indicate how many seconds are left for pedestrians to finish crossing the street.

Where the sidewalks are discontinuous or unpaved, the project includes installation of a five-foot wide concrete sidewalk with curb and gutter and ADA access ramps at the intersection. The re-aligned crosswalk, pedestrian countdown heads, and installation of sidewalk in existing gaps would significantly improve visibility and safety for pedestrians.

See Table 5 Cost Estimate for details.

**Table 5: COST ESTIMATE -- JAMACHA BOULEVARD AT LA PRESA STREET PEDESTRIAN IMPROVEMENTS**  
**For Planning Purposed Only**

Item Description	Qty.	Unit	Unit Cost (\$'s)	Amount	Subtotal	Notes & Assumptions <sup>1,2</sup>
Jamacha Boulevard -- New Sidewalks on Jamacha & La Presa and Curb extension to revise alignment of school route crosswalk at La Presa St						
<b>Pedestrian Infrastructure</b>					<b>\$57,500</b>	
Crosswalk striping	1	EA	\$400.00	\$400		Ladder style striping
Crosswalk Pedestrian Head Countdowns	4	EA	\$1,000.00	\$4,000		Jamacha Blvd crossings both directions
Concrete curb and gutter (Jamacha Blvd)	135	LF	\$44.00	\$5,940		SW corner of intersection
Sidewalk--five foot wide (Jamacha Blvd)	675	SF	\$16.00	\$10,800		SW corner of intersection
Concrete curb and gutter (La Presa St)	150	LF	\$44.00	\$6,600		SE corner of intersection. Includes work along La Presa.
Sidewalk--five foot wide (La Presa St)	860	SF	\$16.00	\$13,760		SE corner of intersection. Includes work along La Presa.
Wheelchair Ramps (w/ warning surface half domes)	4	EA	\$4,000.00	\$16,000		SW and SE corners in both directions
<b>Miscellaneous Improvements</b>					<b>\$29,205</b>	
Curb and Gutter Removal	60	LF	\$7.00	\$420		For curb extension at SE corner.
Asphaltic Concrete Pavement Removal	1,505	SF	\$7.00	\$10,535		
Sawcut Existing Asphaltic Concrete Pavement	285	LF	\$10.00	\$2,850		
Traffic Signal Modifications	1	LS	\$15,400.00	\$15,400		Add pedestrian push button pole(1), signal modification

1 – Unit Costs based on City of San Diego Unit Price List, January 2009; however, these costs were doubled to reflect previous experience with pedestrian improvement projects.

2 – All items listed include installation costs.

SF = Square Foot

EA = Each

LS = Lump Sum

LF = Linear Foot

**Construction Subtotal: \$86,705**

25% Contingency **\$21,676**

**Total Construction Cost: \$108,381**

Mobilization (10%): **\$10,838**

Survey (2%): **\$2,168**

Design (15%): **\$16,257**

**Total Cost Estimate for Improvements \$138,000**