



August 2022



Townsite Community Active Transportation Plan <YU`h m7 JhYg<YU`h mFYgdents (HCHR)



ACKNOWLEDGMENTS

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City of Vista

Healthy Vista Coalition

San Diego County Library

Vista Sheriff's Department

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County of San Diego HHSA's Chronic Disease and

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Alta Planning + Design

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Healthy Cities Healthy Residents (HCHR) is a program funded by CalFresh Healthy Living, it currently takes place in three different cities, Oceanside, Vista, and Escondido and is currently implemented through a contract with Vista Community Clinic (VCC). Each HCHR city has its own coalition made up of city residents, city officials, business owners, community-based organizations, and other members. HCHR promotes relationship building, cross-sector partnerships, and community engagement to make sustainable changes in city planning, policies, and neighborhood environments.

These institutions are equal opportunity providers and employers. This work supports *Live Well San Diego*, the County's vision for a region that is Building Better Health, Living Safely, and Thriving. For more information, visit www.LiveWellSD.org.

Visit www.CalFreshHealthyLiving.org for healthy tips.

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The Vision for Active Transportation in Townsite

Introduction + Background

The Townsite Community Active Transportation Plan (AT Plan) is a community-driven initiative that envisions improved access to safe, convenient, affordable, and healthy transportation and places for residents and their families. Townsite is a community in the City of Vista.

Support for the AT Plan was provided through HCHR, a project of the County of San Diego Health and Human Services Agency's CalFresh Healthy Living program, in partnership with Vista Community Clinic and the City of Vista. The AT Plan project staff worked closely with the Healthy Vista Coalition, Poder Popular, and other stakeholders to inform the recommendations included in this plan. More details on community engagement can be found in Chapter 4.

Why Active Transportation?

Walking, biking, and other modes of active travel, such as taking the bus, are easy ways for people to get the physical activity they need to maintain healthy lives, but they also serve critical linkage for those who do not have access to a car and rely on these modes to get to places like work, school, doctors' visits, grocery stores, and recreation, among others. Additional benefits of walking, biking, and being active are listed on the following pages:

Active transportation is a critical part of building healthier, safer, and more equitable communities. Increasing the number of people walking and biking has myriad benefits including:



- Reduced collisions for all modes
- Reduced traffic congestion
- Improved public health
- Improved air quality
- Reduced greenhouse gas emissions
- Benefits to the local economy
- Increased opportunities to interact with neighbors and a better sense of community
- More transportation options for everyone

COLLISION REDUCTION

Conflicts between people walking, biking, and driving can result from both poor behavior and insufficient or ineffective street design. Encouraging design of streets that support all modes, including walking and biking, can enhance safety and comfort for all users. The presence of striped bike lanes and physical barriers between bicyclists and motor vehicle traffic has been shown to increase use of bicycle infrastructure.¹ Similarly, shaded sidewalks with landscaped buffers from vehicle traffic and curb ramps, high-visibility crossings, and rest areas create a more comfortable pedestrian environment, encouraging increased rates of walking. However, existing transportation networks are often designed primarily for efficient motor vehicle travel. On these roadways, bicyclists and pedestrians are more vulnerable to collisions, during which they are 1.5 more likely to suffer injury or fatality than drivers.²

This AT Plan outlines an active transportation network and programmatic changes in Townsite to help the City

¹ Hoffman et al. *Bicycle commuter injury prevention: it is time to focus on the environment*. 2010.; Pucher et al., *Infrastructure, programs, and policies to increase bicycling: An international review*. 2010.

² Beck et al. *Motor vehicle crash injury rates by mode of travel, United States: using exposure-based methods to quantify differences*. 2007; Centers for Disease Control and Prevention. *Motor Vehicle Crash Deaths in Metropolitan Areas — United States, 2009*. *Morbidity and Mortality Weekly Report*. 2012.

reduce the number of collisions, improve overall traffic safety, and protect the historically marginalized members of our community.

PUBLIC HEALTH IMPROVEMENTS

Physical inactivity is widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Each year, approximately 280,000 adults in the country die prematurely due to obesity-related illnesses. A study published in the *American Journal of Preventive Medicine* by Frank et al. reported that for each additional 60 minutes spent in a car daily, one's chance of becoming obese increases by six percent. Another report found that Americans are spending less time outdoors overall. According to the study, in 2018, nearly half of the U.S. population does not participate in any outdoor recreation at all and only 18% got out at least once a week. The report also found an alarming impact on youth - children took part in 15% fewer outdoor activities in 2018 than they did in the six years prior.³ However, choices to walk and bike are highly impacted by people's ability to access safe places to do so.

³ Outdoor Foundation. *2019 Outdoor Participation Report*. 29 January 2019. https://outdoorindustry.org/resource/2019-outdoor-participation-report/?utm_source=media&utm_medium=press-release&utm_campaign=participation

Creating infrastructure that encourages walking and biking, while improving access to parks or active recreation opportunities for all residents, is a key strategy to fighting obesity and physical inactivity.

ENVIRONMENTAL BENEFITS

Fossil-fuel driven transportation generates the largest share of greenhouse gas (GHG) emissions of any economic sector in the country, amounting to almost 30% of all GHG emissions.⁴ In contrast, walking and biking cause no direct air or water pollution, have minimal land use impacts, and emit negligible noise and light pollution. Bicyclists and pedestrians also occupy less space than cars and help reduce demand for parking, freeing up room for other uses like public space and housing.

Additionally, replacing driving trips with walking or biking trips reduces emissions associated with transportation, meaning less carbon dioxide, nitrogen oxides, hydrocarbons, and other pollutants in the air. When

⁴ United States Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Accessed May 28, 2019, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>

bike and pedestrian facilities are shaded by trees and plantings, not only does the community benefit from cleaner air, but people are more likely to use those facilities.⁵

Implementation of this Plan not only reduces our contribution to climate change, but will also enhance our resilience to it. Creating viable alternatives to private vehicles reduces pressure on road infrastructure and improves the health of residents who are vulnerable to asthma or other chronic respiratory diseases associated with air pollution.

EQUITY

Many people in Townsite, including children, older adults, people with physical disabilities, low-income community members, and those who do not own or have access to a vehicle, rely on walking, biking, and transit to get where they need to go on a daily basis. When age and physical abilities are not a barrier, costs associated with car ownership can still significantly inhibit mobility in car-centric environments. A study cited by the Victoria

⁵ Lusk AC, da Silva Filho DF, Dobbert L. *Pedestrian and cyclist preferences for tree locations by sidewalks and cycle tracks and associated benefits: Worldwide implications from a study in Boston, MA*. *Cities*. 2018 Sep 6.

Transport Policy Institute found that households in car-dependent communities devote 50% more of their income to transportation (more than \$8,500 annually) than households in communities with better conditions for walking and biking (less than \$5,500 annually). Typically, transportation accounts for a household's second-largest expenditure behind housing. For low or lower income households, however, this high cost of driving can consume an even higher portion of peoples' incomes. Unsurprisingly, people with low incomes have the highest rates of walking and biking to work, with the greatest number of bicycling trips taken by people of color.⁶

Environmental factors and infrastructure deficiencies also disproportionately affect low-income and communities of color. For example, inadequate walking and biking infrastructure (e.g., missing or broken sidewalks or limited street lighting) and perceived safety issues are often more present in these communities, creating barriers to using active transportation. Bicyclists and pedestrians in low-income communities and communities of color also have higher injury and fatality rates.

In the United States, Latino and African American bicyclist/pedestrian fatality rates are double that of White

⁶ *Safe Routes to School National Partnership. At the Intersection of Active Transportation and Equity. 2015*

Americans.⁷ Children⁸ and older adults are especially vulnerable sub-populations whose tendencies to walk and bike are particularly impacted by vehicle traffic speeds and volumes, as well as inadequate or missing infrastructure creating unsafe environments. Further, when these groups choose to walk or bike, they are often faced with health risks associated with greater air and noise pollution, as many sources of air pollutants are located near these communities,⁹ and generally, people with low incomes and people of color are more likely to live near major roads, highways, or truck routes.¹⁰

For older adults, youth, people of color, people with disabilities, and people with low wealth, not having

⁷ *Safe Routes to School. 2015.*

⁸ *Wong et al. GIS measured environmental correlates of active school transport: A systematic review of 14 studies. 2011; Rothman et al. Walking and child pedestrian injury: a systematic review of built environment correlates of safe walking. 2014; Rothman et al. Motor Vehicle-Pedestrian Collisions and Walking to School: The Role of the Built Environment. 2014.*

⁹ *Miranda et al. Race/Ethnicity, Residential Segregation, and Exposure to Ambient Air Pollution: The Multi-Ethnic Study of Atherosclerosis. 2014.*

¹⁰ *Bae et al. The exposure of disadvantaged populations in freeway air-pollution sheds: a case study of the Seattle and Portland regions. 2007*

sufficient walking and biking infrastructure to access their destinations means increased vulnerability to traffic-related collisions.¹¹ Active transportation plans that increase safe options for walking and biking provide an opportunity to improve mobility for vulnerable populations who might not own or are unable to operate a car. This enables safe, affordable access to economic and social opportunities that are known to predict better health later in life.

The AT Plan will enhance the accessibility of pedestrian and bicycle networks in Townsite, making daily transportation and physical activity more viable for all of our residents. The Plan identifies opportunities to provide affordable, safe, and convenient transportation for all of our residents, especially those who belong to a previously-described vulnerable population.



Townsite residents walk to key destinations in and near the neighborhood.

¹¹ Policy Link Prevention Institute. 2009.

2

Townsite Today

A small town with a long history, Vista was originally inhabited by the Luiseño Indians who lived on the land until the San Luis Rey Mission was built in 1798. By the 1830's, the Mexican government began to grant land ownerships ("ranchos") to people, including Rancho Guajome, Rancho Buena Vista, and Agua Hedionda Y los Manos. In 1882, John Frazier named the city "Vista" as non-agricultural development grew.

Due to water scarcity, the city grew slowly, but in 1923, the Vista Irrigation District developed a new water supply from Lake Henshaw, leading to immediate increased development in downtown. With more water, agriculture flourished with crops - by 1948, the City of Vista became the "avocado capital of the world."¹ By 1962, areas outside of downtown were divided into residential and agricultural lots and the city had over 19,000 residents.

Today, Vista is home to over 100,000 people and its development is guided by the Vista General Plan (2030), which sets policies to support community vitality through land use, transportation, housing, parks and open space, water resources, and cultural preservation. The Townsite AT Plan is intended to be adopted as an addendum to the Vista General Plan that further defines strategies to support active transportation throughout the city.

The Vista General Plan prioritizes multi-modal comfort and safety for all street projects. Supporting actions include maintaining sidewalks and street crossings, traffic calming, pedestrian and bicycle amenities and providing safe connections between neighborhoods, schools, libraries, parks, activity nodes, and employment centers.



Historic Rancho Buena Vista Adobe, built in 1845.

¹ <https://jacobbarlow.com/2014/12/04/vista-california/>

Vista has numerous other adopted plans and policies that support and guide the vision and goals of the Townsite Active Transportation Plan. The following plans and policies support walking and biking as a safe form of transportation for all people and identify opportunities to enhance the city's active transportation infrastructure:

- City of Vista Municipal Code
- City of Vista Design Guidelines (Revised 2017)
- City of Vista Bicycle Master Plan (2015)
- City of Vista Climate Action Plan (2019)
- City of Vista Traffic Calming Program (2004)

The Community of Townsite

The Townsite neighborhood of Vista is located in Council District 1, between N Sante Fe and E Vista Way. Townsite Drive is a corridor that connects residents to public schools, grocery stores, community clinics, parks, public transportation and a variety of other essential resources such as food distributions. Townsite houses a large low-income, Spanish speaking, immigrant, and renter community. Many of these residents are impacted by poor infrastructure in the neighborhood that creates mobility challenges, further accentuated by the lack of sidewalks, lighting, and proper traffic signage. Residents have witnessed and experienced traffic collisions due to the lack of pedestrian visibility. Additionally, many of their

families suffer from chronic conditions such as diabetes and hypertension due to little to no access to spaces that offer physical activity opportunities.

These issues encouraged a group of residents to start their own advocacy group, Poder Popular, to collectively work with other community sectors to address health disparities through the lens of social determinants of health.² Poder Popular works extensively to improve their neighborhood by collaborating with the City of Vista and other stakeholders to improve the built environment (e.g. sidewalks, lighting, road safety, etc.). They strongly believe these efforts make Townsite more welcoming, healthy, walkable, and thriving. Their work also helps to reduce pedestrian fatalities and protect people who do not own cars or that rely on public transportation, particularly people who are the most vulnerable (seniors, school-age children, women with strollers, etc.). Lastly, improving infrastructure creates a more welcoming walking environment, which can increase rates of walking and exercising, lessening Townsite's carbon footprint and improving its air quality.

² Social determinants of health are the conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks. They are grouped into 5 domains: Economic Stability, Education Access and Quality, Health Care Access and Quality, Neighborhood and Built Environment, and Social and Community Context. Office of Disease Prevention and Health Promotion - Healthy People 2030.

Residents' work under Poder Popular define Townsite as a very vibrant neighborhood. This is especially noticeable when you visit Luz Duran Park, which is often referred to as the "Heart of Townsite." Located at the corner of Townsite Drive and N Citrus Avenue, the park is a central location for events like soccer tournaments, community events, and food distribution events. Recently, a Little Free Library was installed as a result of a collaboration between Poder Popular, San Diego County Library, and the City of Vista.



Townsite residents help clean and maintain Luz Duran Park.

Luz Duran Park reminds residents that change is possible and that their advocacy work does not go unnoticed. With the support from multiple partners, they have improved the landscape and visibility of their park and brought resources to their community in an effort to expand literacy accessibility.



Community members at a Luz Duran Park cleanup, source: Vista Station.

Equity Analysis

To better understand the demographics and needs of our community today, the project team conducted an equity analysis using existing demographic information from the US Census Bureau. Most data was obtained from the 2019 American Community Survey (ACS) Five-Year Estimates and analysis was conducted at the census tract level for Townsite. For this analysis, the following data was analyzed:

- **Age:** Individuals under the age of 18 and over the age of 65 comprise this indicator. These two age groups are displayed separately to better identify the differing needs of these populations.
- **Race:** This indicator measures the percentage of the population that identifies as non-white.
- **No Access to a Vehicle:** This indicator measures the percentage of households who do not have regular access to a vehicle.
- **Income:** This indicator measures the median household income.
- **CalEnviroScreen 3.0:** This indicator identifies disadvantaged communities as compared to other places in California.

Additional data can be found in Appendix A.

DEMOGRAPHICS

Townsite is home to approximately 5,000 residents, while the City of Vista as a whole has a population of over 100,000 people. The project team took demographic data in Townsite from the two census blocks in the area. The census blocks that make up Townsite are larger than the community itself, therefore demographic data is presented as an average of the two census blocks and may not be an exact representation of the population of Townsite.

AGE

When compared to the City of Vista's population, Townsite residents are younger on average. The median age in Townsite is 26.3 years, whereas the median age for the City is 32.9 years.¹

PEOPLE OF COLOR

Census tract populations in Townsite range from 71% to 88% people of color. Higher concentrations of non-white populations are located in the southern region of Townsite, as shown in Figure 1.

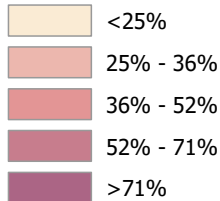
¹ DataUSA.IO

Figure 1 Percentage of Population that is Non-White

POPULATION PERCENTAGE (NON-WHITE)

TOWNSITE ACTIVE TRANSPORTATION PLAN

PERCENTAGE OF POPULATION (NON-WHITE)



LAND USE

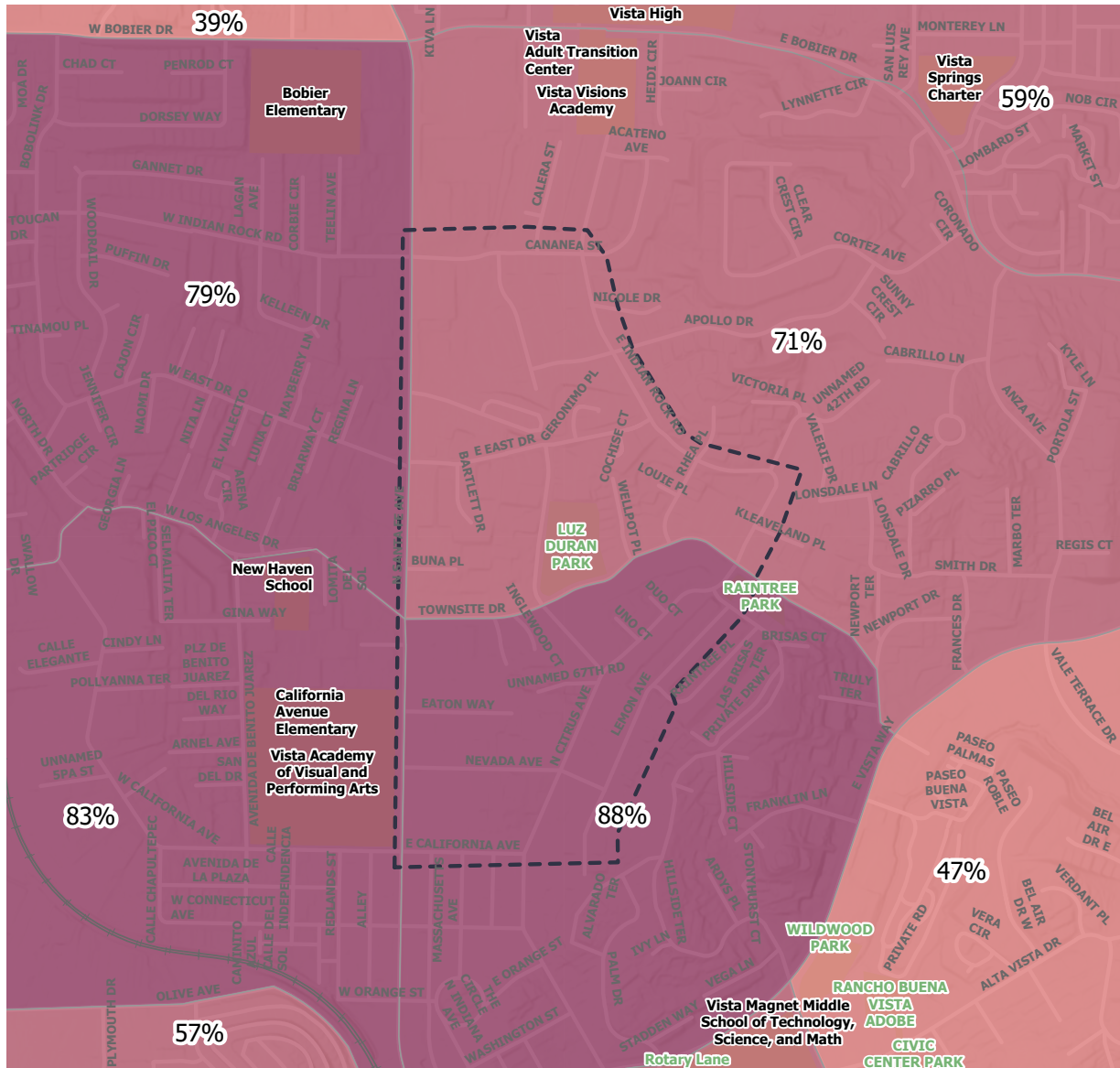
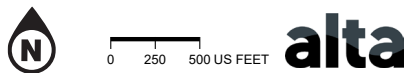
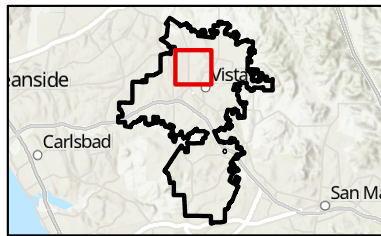
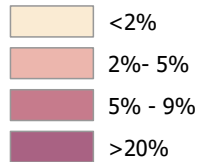


Figure 2 Percentage of Households without Access to an Automobile

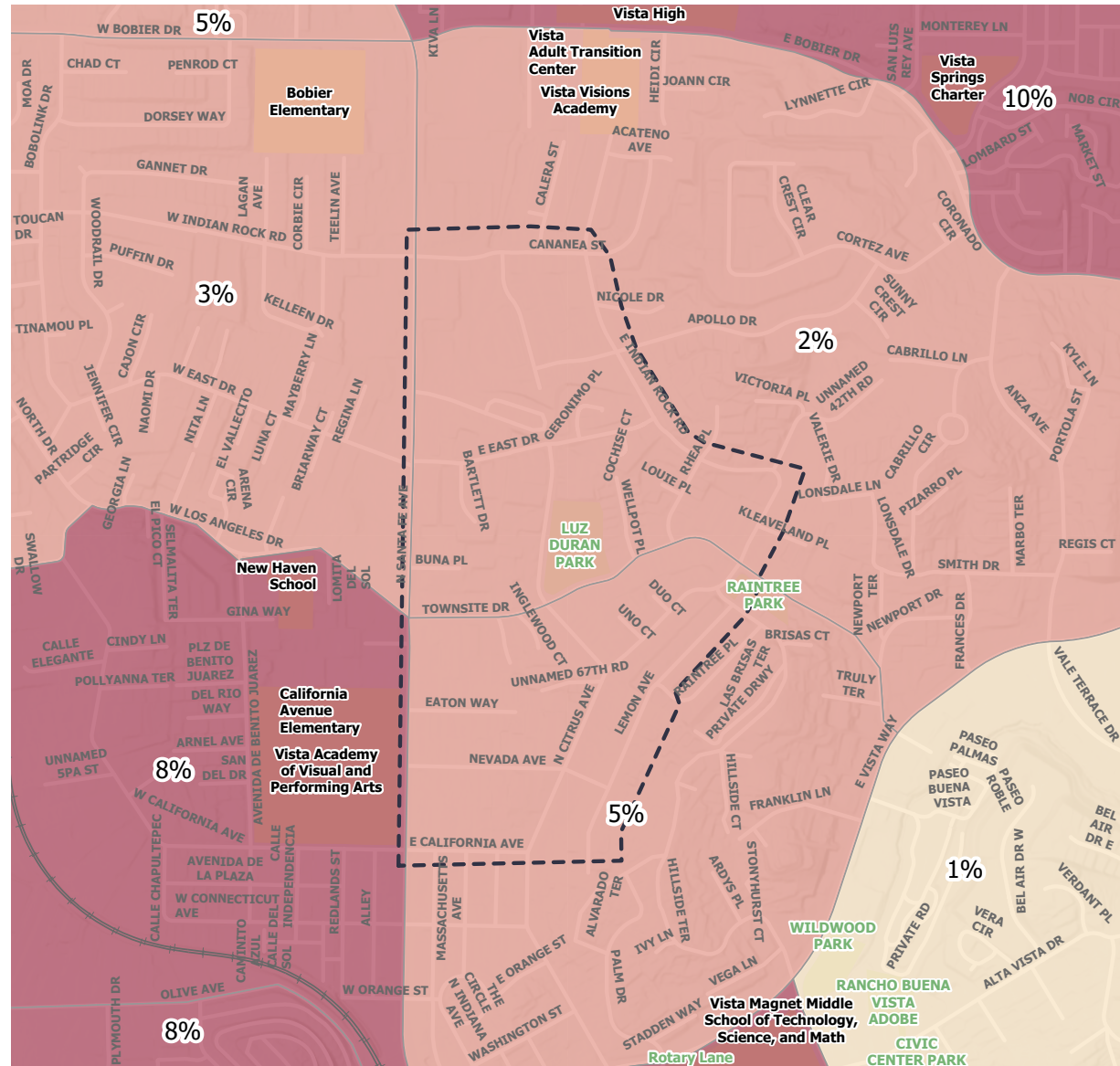
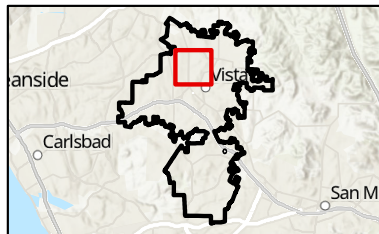
NO VEHICLE ACCESS

TOWNSITE ACTIVE TRANSPORTATION PLAN

NO VEHICLE ACCESS



LAND USE



NO ACCESS TO VEHICLES

In general, areas with no motor vehicle access are evenly distributed in Townsite, as shown in Figure 2. Approximately 5% of households do not have access to a motor vehicle. Census tracts to the north, east, and south have better access to vehicles, but census tracts to the south west of Townsite have less access to vehicles.

MEDIAN HOUSEHOLD INCOME

The overall median household income in Townsite ranges from \$44,000 and \$66,000 (Figure 3), which is significantly lower than the City's median household income of \$78,000.

CalEnvironScreen 3.0

The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).

This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered to be "disadvantaged" and receive a small advantage in this competitive funding process. Figure 4 shows the CalEnviroScreen data for Townsite. Per CalEnviroScreen, Townsite is not in the top 25% most burdened communities, meaning the state would not define Townsite as a disadvantaged community.

Figure 3 Median Household Income

MEDIAN HOUSEHOLD INCOME

TOWNSITE ACTIVE TRANSPORTATION PLAN

MEDIAN HOUSEHOLD INCOME



LAND USE

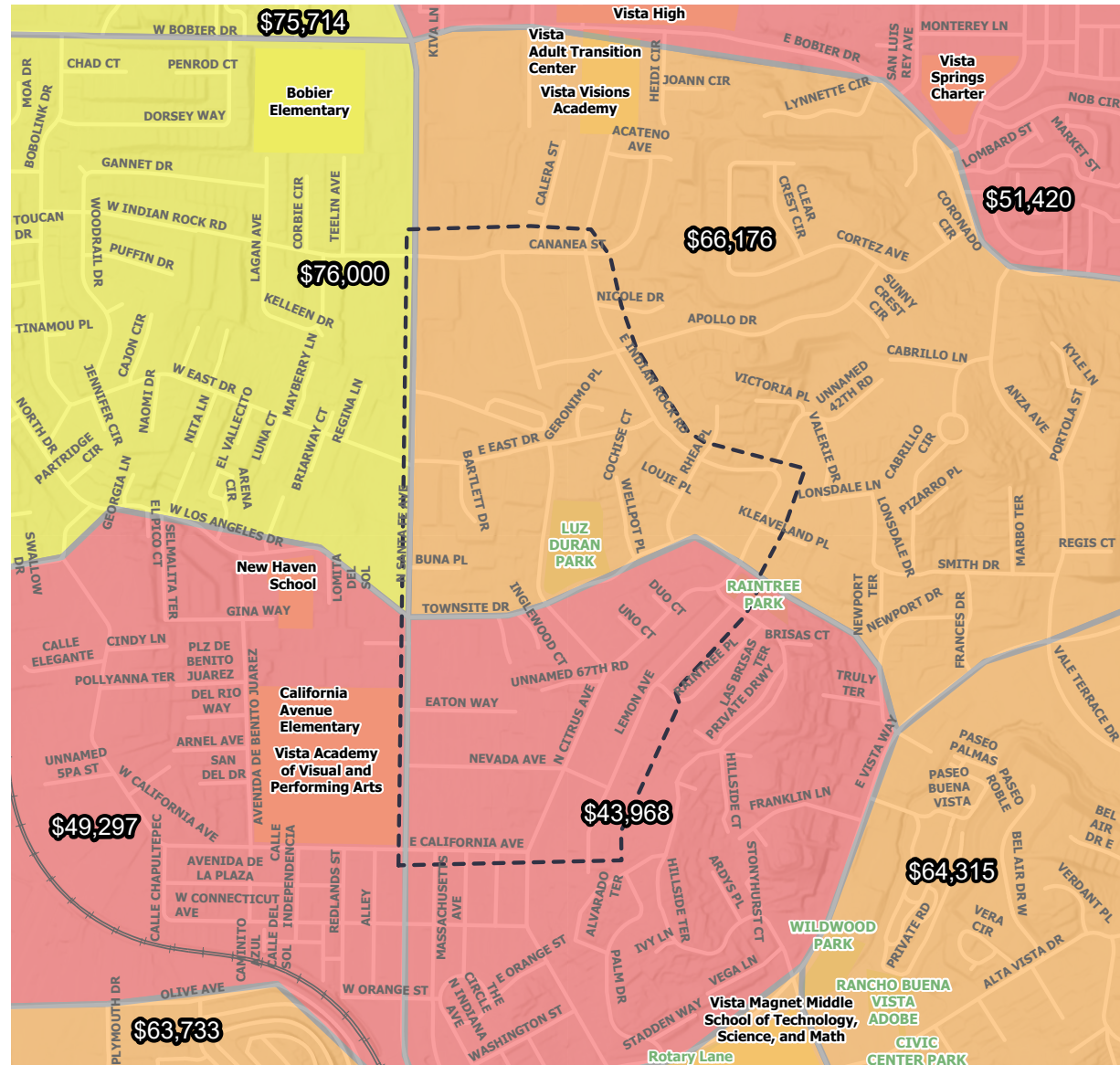
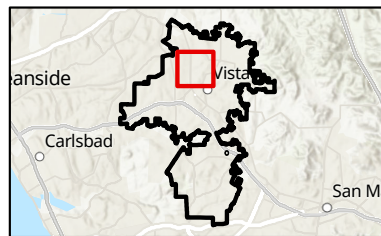
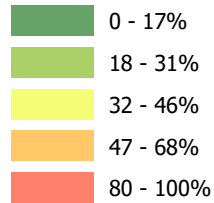


Figure 4 CalEnviroScreen 3.0 Scores by Census Tract

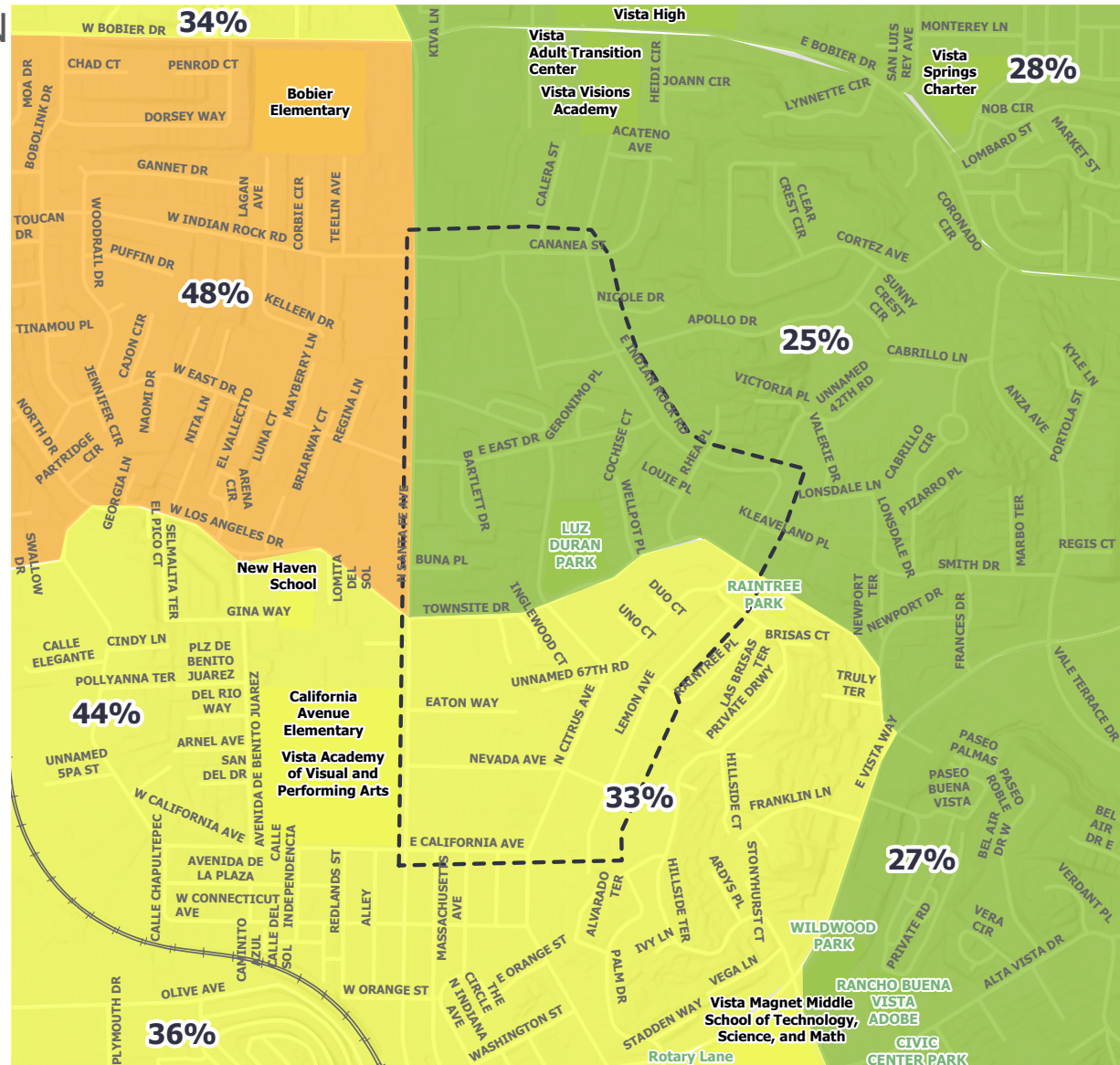
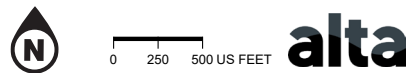
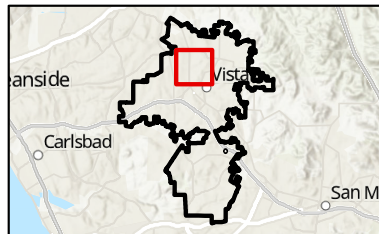
CALENVIROSCREEN 3.0 INDEX

TOWNSITE ACTIVE TRANSPORTATION PLAN

CALENVIROSCREEN 3.0 PERCENTILE



LAND USE



Land Use & Destinations

LAND USE

Land use policies can impact Townsite residents' health and physical activity. These policies can determine how residents access destinations like parks and schools, how close residents live to polluting industry, and the extent to which the community is overcrowded. Existing land use designations in Townsite are shown in Figure 5. Townsite is primarily comprised of single-family multi-unit homes and single family detached homes. Multi-family residential land use, such as apartments, are also dispersed in Townsite. Along Santa Fe Avenue, there are several plazas with retail and commercial land uses, which include markets, restaurants, and a car dealership. Other than a small plot of open space on Cananea Street, and a portion of Raintree Park, Luz Duran Park is the only major park in Townsite.

Townsite is surrounded by mostly residential land uses, with single family detached homes outside of the northeast and west, and multi-family homes outside of the southeast and west of the Townsite boundaries. Additionally, there are two schools just outside of the southwest boundary of the plan area.

Cananea Street, East Drive, and Townsite Drive are the major east-west connectors through the plan area. Santa Fe Avenue, Citrus Avenue, and Lemon Avenue traverse north-south through much of Townsite.



Multi-family housing in Townsite

Figure 5 Land Use

LAND USE

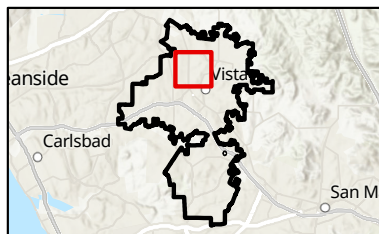
TOWNSITE ACTIVE TRANSPORTATION PLAN

LAND USE

-  Landscape Open Space
-  Multi-Family Residential
-  Other Retail Trade and Strip Commercial
-  Park - Active
-  Parking Lot - Surface
-  Residential Recreation
-  Single Family Detached
-  Single Family Multiple-Units

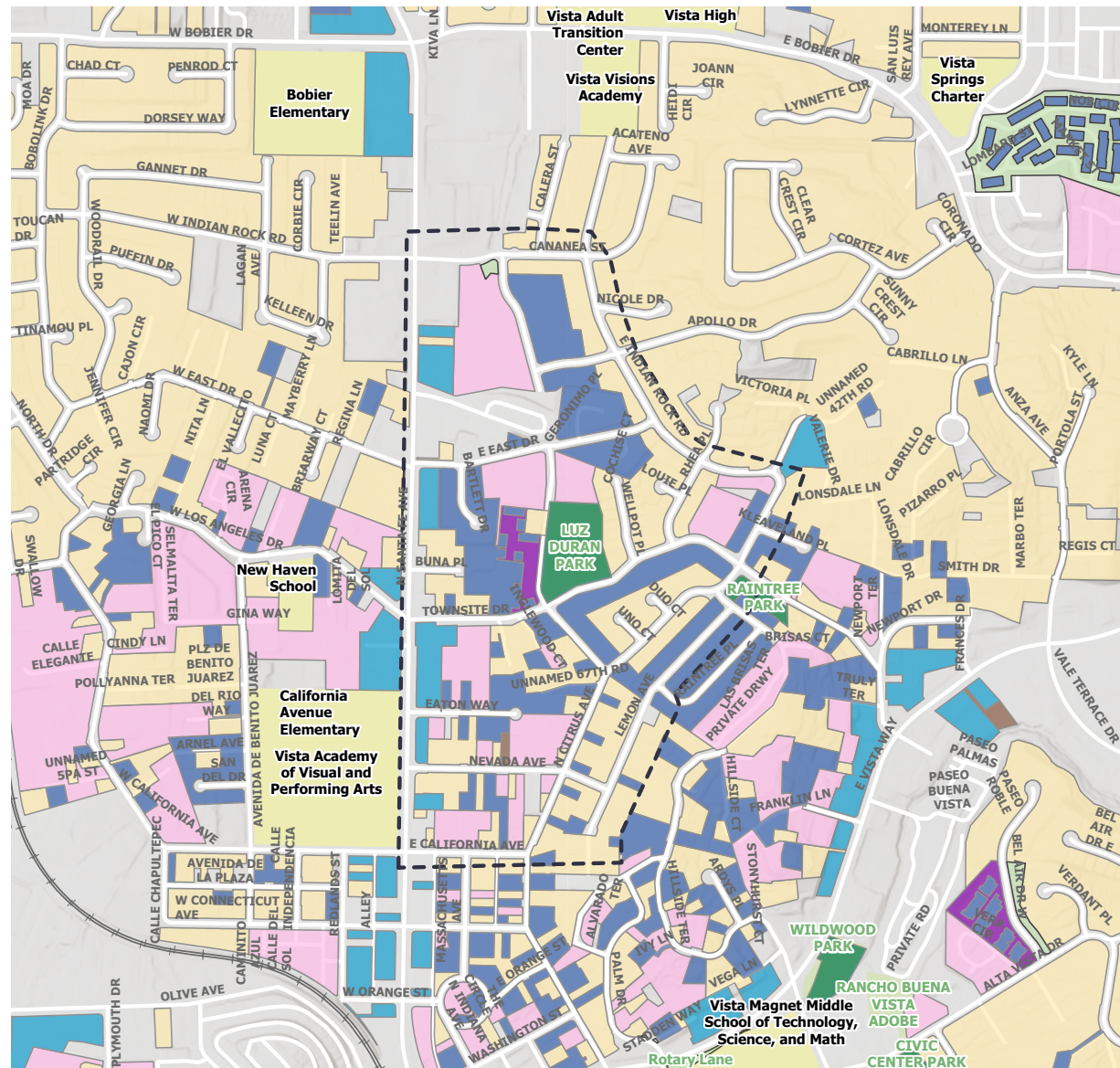
LAND USE

-  School
-  Park
-  Townsite Boundary



0 290 580 US FEET

alta

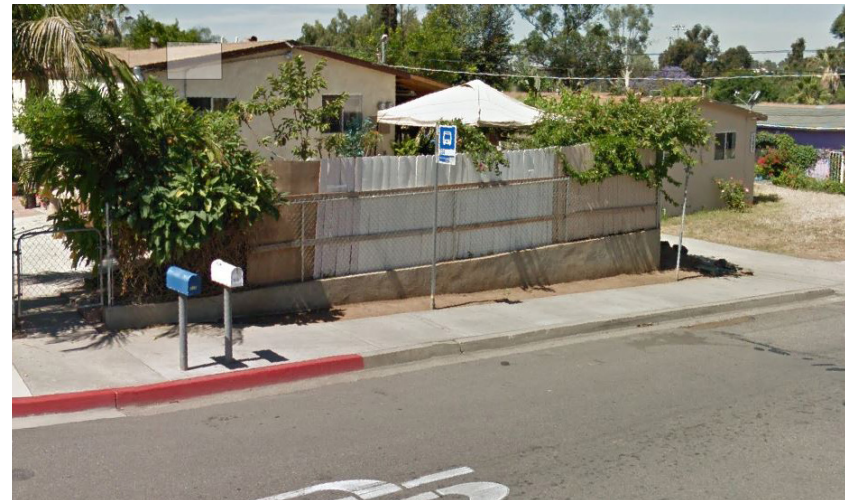


TRANSIT ACCESS

As shown in Figure 6, Townsite is served by two transit routes that offer connections to local and regional destinations. The North County Transit District line 303 runs north-south on Santa Fe Avenue and line 334 runs along Townsite Drive, only in the east direction on the south side of the street. Both lines have multiple stops within the Townsite boundaries. Route 303 typically runs every 15 minutes, while route 334 runs every 45 minutes. Residents that live on other streets, like Cananea Street, East Drive, and Nevada Avenue must walk further to reach public transportation. Some of the transit stops do not have amenities like shade, benches, or trash cans.



This bus stop at Santa Fe Avenue and California Avenue does not have benches or shade structures for people waiting to take the bus. (Image Source: Google Maps)











This bus stop at Townsite Drive and Indian Rock Road also offers no amenities for people waiting. (Image Source: Google Maps)

Figure 6 Public Transit

PUBLIC TRANSIT

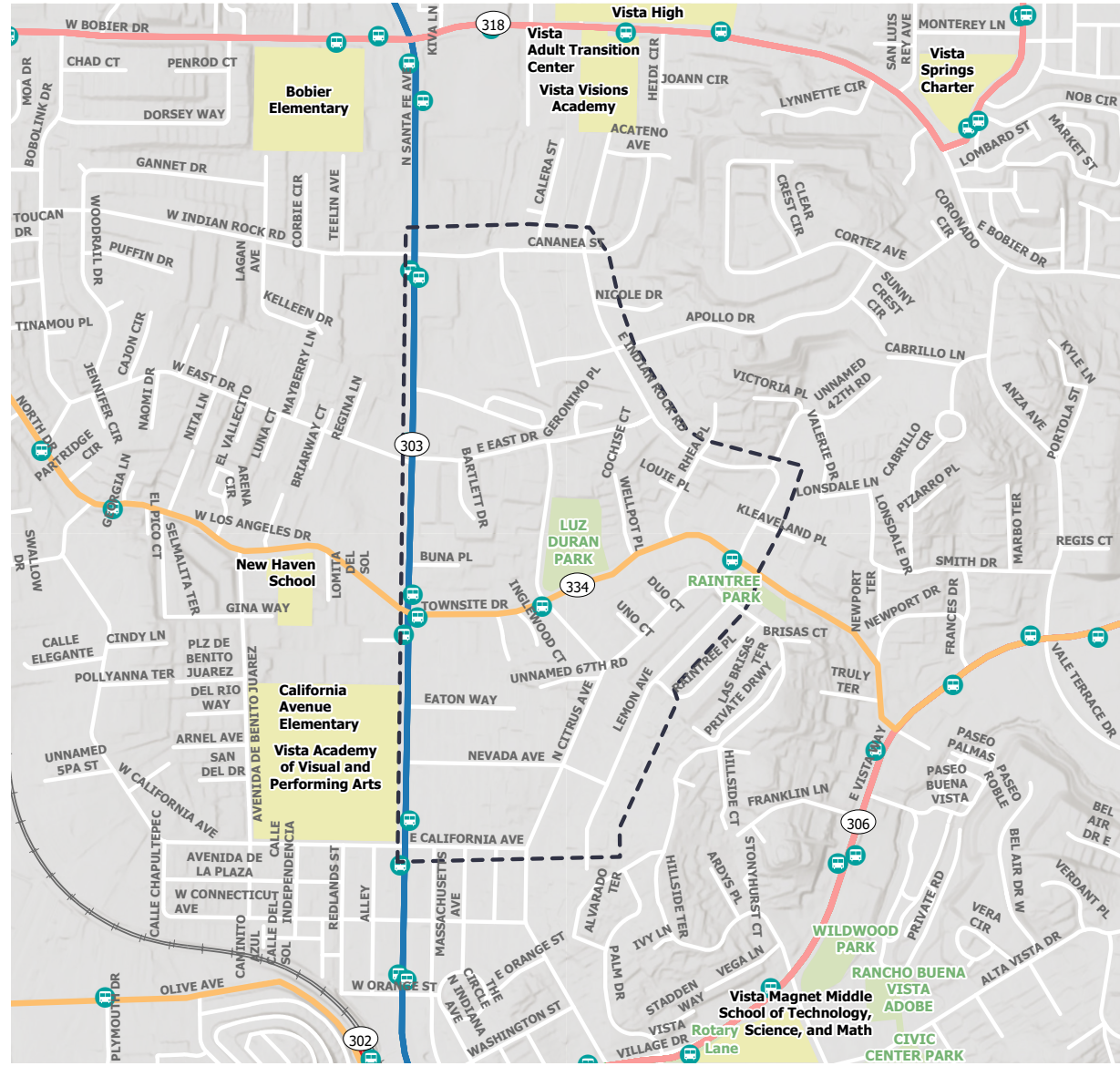
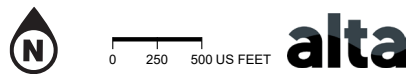
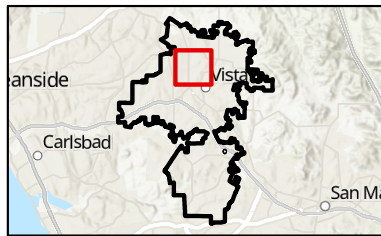
TOWNSITE ACTIVE TRANSPORTATION PLAN

PUBLIC TRANSPORTATION

-  Bus Stops
-  302
-  303
-  305
-  306
-  318
-  332
-  334

LAND USE

-  School
-  Park
-  Townsite Boundary



4

State of Walking & Biking in Townsite

Pedestrian Environment

There are many features that contribute to a safe, comfortable, and accessible walking environment. Significant investments and commitments to future improvements have been made that continue to enhance the pedestrian experience in Townsite. Existing facilities are described in the following sections.

SIDEWALKS

Sidewalks are the backbone of pedestrian transportation networks. Within Townsite community limits, sidewalk construction and maintenance are the responsibility of the City of Vista. Major streets in Townsite have sidewalks or pathways on at least one side, but many minor residential streets do not. Streets in the community that do not have a continuous network of sidewalks include Lemon Avenue, Nevada Avenue, Cananea Street, and East Drive. Sidewalks shaded by trees make walking more comfortable by making streets cooler and beautifying the community. Some parts of the community lack a continuous tree canopy.



Some streets in Townsite do not have a continuous network of sidewalks and many sidewalks end abruptly.



Street trees can provide shade for people walking.

CROSSWALKS

Crosswalks are an extension of the sidewalk that provide guidance for pedestrians who are crossing streets by defining their path of travel. Crosswalks are not required to be marked, though marked crosswalks alert drivers of a pedestrian crossing point and increase driver yielding to people walking across the street. Markings can be standard parallel lines or they can be “ladder” or “continental” high-visibility patterns. Crosswalks in school zones are yellow, as shown in the photo below.

Most crosswalks in Townsite are standard parallel lines and only exist at major intersections such as along Santa Fe Avenue. High-visibility crosswalks exist along Citrus Avenue, but they are faded and need to be repainted to be most effective.



The high visibility crosswalks in Townsite are fading and should be restriped.

CURB RAMPS

Curb ramps at crossings allow users of all abilities to make the transition from the street to the sidewalk and vice versa. A sidewalk without a curb ramp can be useless to someone in a wheelchair or pushing a stroller, forcing them to risk injury or use the closest driveway for access. Curb ramps can feature truncated domes which physically alert pedestrians of the approaching street. A few intersections, like Townsite Drive and Citrus Avenue and East Drive and Santa Fe Avenue, have curb ramps with truncated domes. Other intersections, including Santa Fe Avenue and Nevada Avenue, have curb ramps but no truncated domes. Finally, some intersections, like those along Lemon Avenue, do not have any existing curb ramps.



Some curbs in Townsite have no curb ramps.

PEDESTRIAN HYBRID BEACONS

Pedestrian hybrid beacons are used to enforce motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal, and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state.

Rectangular Rapid Flashing Beacons or RRFBs increase visibility of uncontrolled or mid-block crosswalks with bright LED lights activated by a pedestrian push button. Currently, there are no existing pedestrian hybrid beacons or RRFBs in Townsite, but they are recommended at select intersections in this Plan.

Biking Environment

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Class I shared-use paths, Class II bicycle lanes, Class III bicycle routes, and Class IV separated bikeways. Townsite's current bicycle network has approximately 0.7 miles of bikeways, entirely along Santa Fe Avenue (see Figure 7). Descriptions of each California bikeway class are included in the following sections for reference.

CLASS I SHARED-USE PATHS

Class I shared-use paths are paved trails completely separated from the street. They allow two-way travel by people walking and biking, and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

No Class I shared-use paths exist in Townsite.



Example of a shared-use path in Los Angeles, California.

CLASS II BICYCLE LANES

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars where people may open doors into the bicycle lane (buffered bicycle lanes are referred to in this Plan as “Class IIB”).

There are currently 0.7 miles of Class IIB buffered bicycle lanes in Townsite, along Santa Fe Avenue.



There is less than a mile of an existing buffered bike lane on Santa Fe Avenue in Townsite. (Image Source: Google Maps)

CLASS III BICYCLE ROUTES

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Others include more robust traffic calming features and plantings to promote bicyclist comfort. These are known as “bicycle boulevards” (also known as “neighborhood greenways,” and are referred to in this Plan as “Class IIIB”). The Vista Fire Department will be included in discussions about planned bicycle boulevards to ensure access for emergency responders is maintained.

No Class III or Class IIIB bicycle routes exist in Townsite.



Example of sharrows on a Class III bike route in Long Beach, California.



Example of a Class IV separated bikeway in Fremont, California.

CLASS IV SEPARATED BIKEWAYS

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a physical barrier, such as curbs, bollards, trees and plantings, or vehicle parking lanes. They can allow for one- or two-way travel on one or both sides of the roadway.




No Class IV separated bikeways exist in Townsite.

Figure 7 Existing Bicycle Network



EXISTING AND PLANNED BIKEWAYS

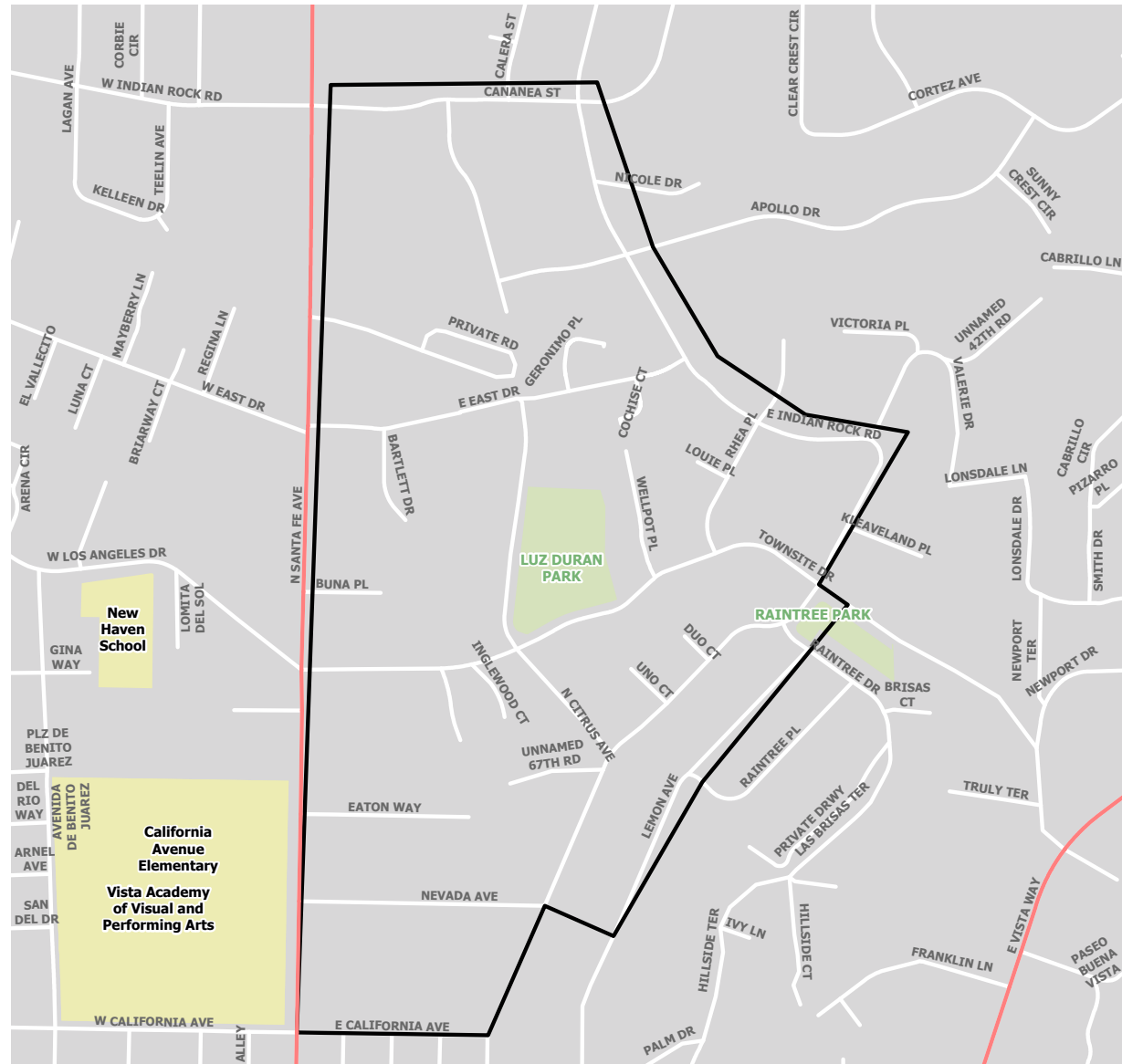
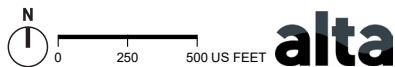
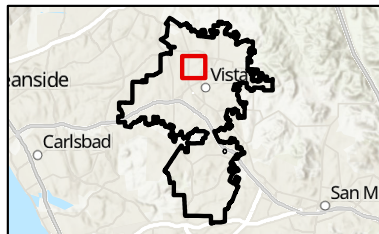
TOWNSITE ACTIVE TRANSPORTATION PLAN

ACTIVE TRANSPORTATION

-  Multi-Use Path
-  Bike Lane
-  Bike Route
-  Bikeways Coming Soon

LAND USE

-  School
-  Park
-  Townsite Boundary



EXISTING BARRIERS

Barriers in the active transportation environment can prevent people from safely and comfortably walking and biking in Townsite. Santa Fe Avenue is major street in Townsite with a 35mph speed limit and is up to six lanes wide at some intersections. There are no mid-block crossing locations along Santa Fe Avenue, requiring pedestrians to walk to the next intersection to cross the street. Additionally, the intersections along Santa Fe Avenue do not have high-visibility crosswalks, which makes pedestrian less visible as they are crossing the street.

The lack of direct north-south roads through Townsite can be a barrier to active transportation use as well. Bicyclists or pedestrians wishing to travel from north to south most efficiently must use Santa Fe Avenue, which is a busier street than the other residential streets in Townsite. Connected networks of bicycle lanes and sidewalks will be critical to ensure active transportation users can reach their destinations as quickly as possible without using higher stress streets.

The disconnected sidewalks throughout Townsite are also a barrier to walking. For example, on Cananea Street, the sidewalk exists on the south side of the street near Santa Fe Avenue, but then switches briefly to the north side of the street and eventually disappears completely. This requires pedestrians to cross the street multiple times to choose the safest walking path.



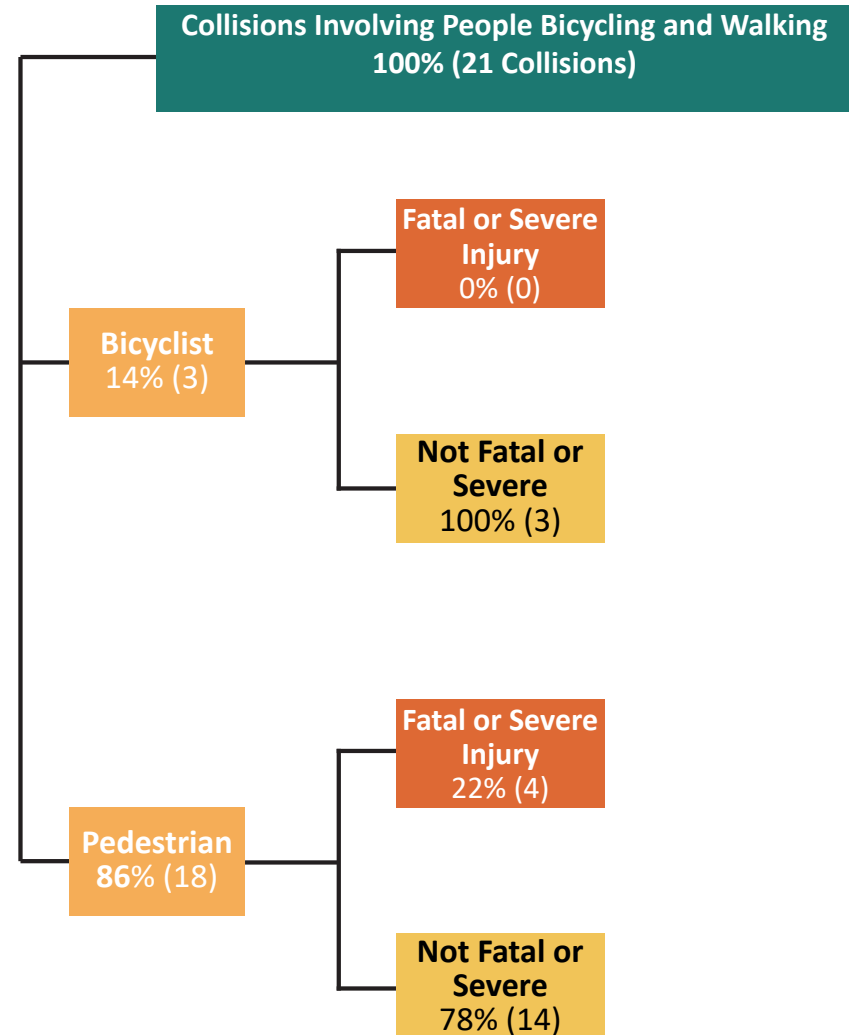
Barriers along the walking path can prevent pedestrian from safely walking in Townsite.

COLLISION ANALYSIS

Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan to address challenges facing people walking and biking.

Collision data involving people walking and biking was acquired from the Statewide Integrated Traffic Records System (SWITRS), where the California Highway Patrol and local law enforcement agencies upload collision reports. Five years of data was evaluated, from January 1, 2015 through December 31, 2020. Only reported collisions made it into the analysis.

A total of 21 collisions were reported in Townsite during the study period, 14% (3) of which involved people bicycling and 86% (18) of which involved people walking.



PEDESTRIAN-INVOLVED COLLISIONS

During the study period, 18 collisions in Townsite involved a person walking. Two of these were fatal for the pedestrian, and two resulted in a severe injury (Figure 8).

Of the 18 collisions, 50% occurred when the driver failed to yield to the pedestrian right-of-way and another 33% are attributed to the pedestrian failing to yield right-of-way to the driver. Two collisions were attributed to driving under the influence. Two thirds of the pedestrian-involved collisions occurred during daylight hours, and one third occurred at night. Approximately half of the victims were male, while 43% of victims were under the age of 19 years old and 14% were between the ages of 35-39.

BICYCLE-INVOLVED COLLISIONS

During the study period, three collisions in Townsite involved a person riding a bicycle (see Figure 9). None of these collisions resulted in a fatality or severe injury.





Of the three collisions, one is attributed to unsafe speed, one is attributed to wrong side of the road riding, and one is attributed to the bicyclist not yielding to the vehicle right-of-way. All of the bicycle collisions occurred during daylight hours. All of the bicycle collision victims were male. One victim was under the age of 14, one was between the ages of 20-24, and one was between the ages of 55-59.

Figure 8 Pedestrian-Involved Collisions

PEDESTRIAN-INVOLVED COLLISIONS

TOWNSITE ACTIVE TRANSPORTATION PLAN

PEDESTRIAN-INVOLVED COLLISIONS

-  Low Density Collisions
-  High Density Collisions
-  Fatality
-  Severe Injury

LAND USE

-  School
-  Park
-  Townsite Boundary

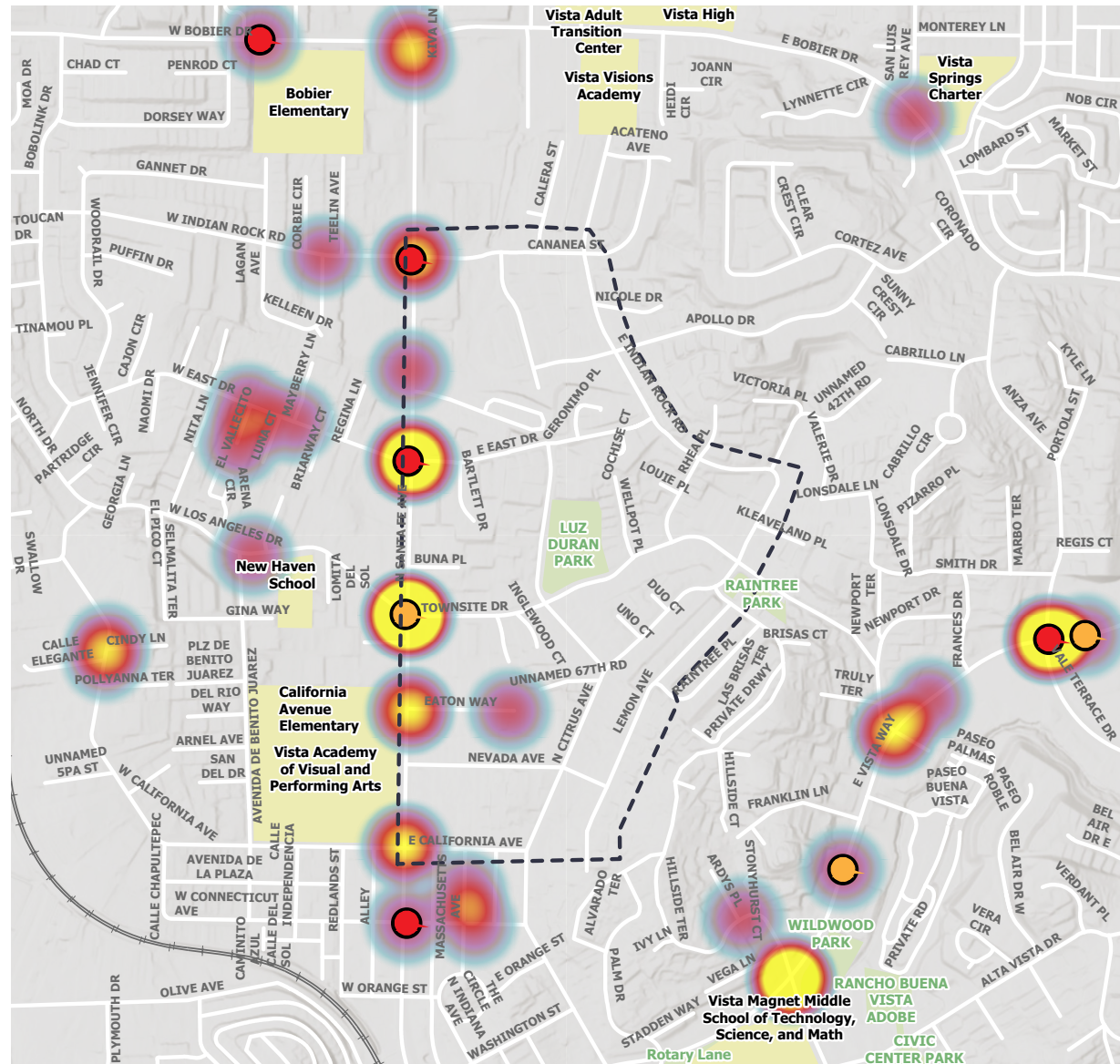
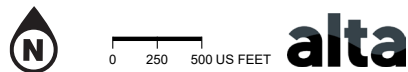
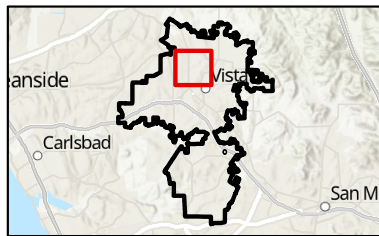
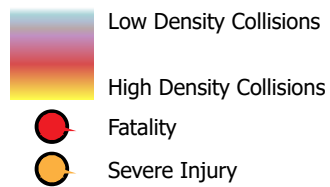


Figure 9 Bicycle-Involved Collisions

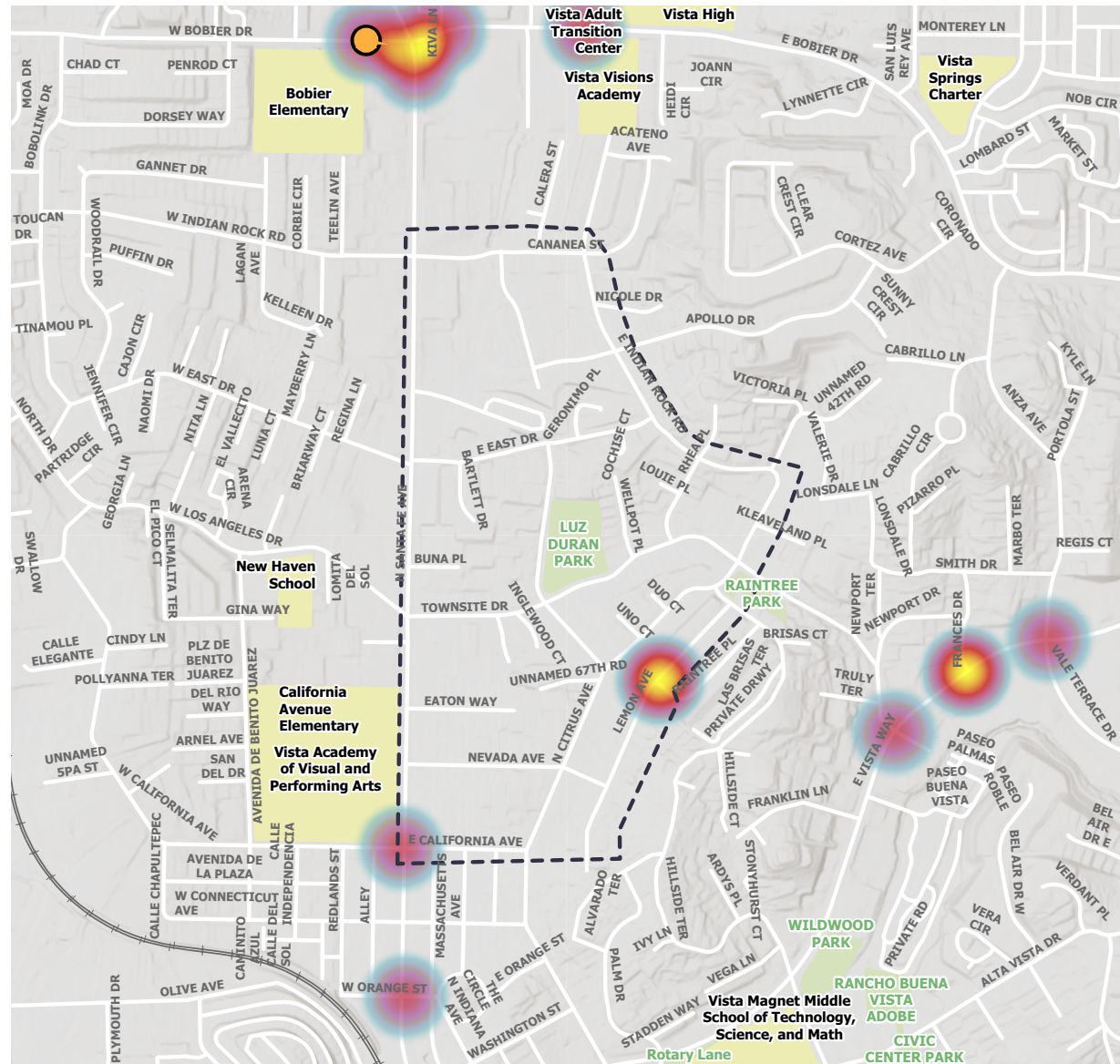
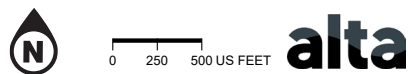
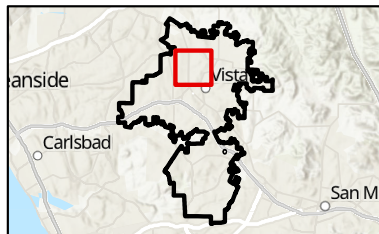
BICYCLE-INVOLVED COLLISIONS

TOWNSITE ACTIVE TRANSPORTATION PLAN

BICYCLE-INVOLVED COLLISIONS



LAND USE



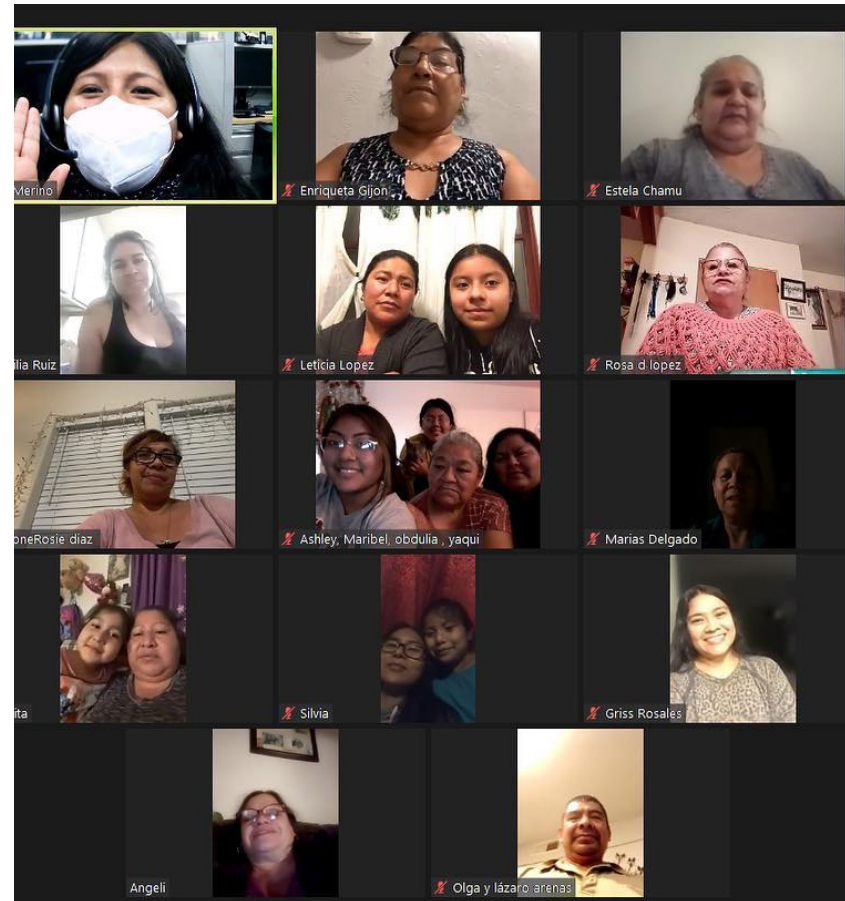
5

Community Collaboration

Engaging the community was a top priority throughout the planning process. A variety of opportunities were used to seek input from the HCHR coalition and other community members, both in-person and virtually. Plan development also included extensive coordination with partner agencies such as Vista Community Clinic (VCC) and various City departments to ensure this Plan meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can feasibly be implemented. Overall, the project team engaged with stakeholders throughout the development of the Plan in order to:

- **Understand Walking and Biking Needs:** Residents weighed in on current barriers to walking and biking, and what destinations and routes could be made more bikeable and walkable. This information helped the project team develop an understanding of the needs and gaps of the existing active transportation network.
- **Develop a Vision for Active Transportation in Townsite:** Stakeholders across different groups weighed in on the vision, policies, and objectives for the Plan, guiding the high-level direction of the Plan.

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.



Poder Popular Members, the Líderes, met to discuss opportunities and challenges to walking and biking in Townsite. (Photo credit: Poder Popular)

PODER POPULAR

Poder Popular is a liaison group between the community and VCC. Members of Poder Popular, known as Líderes Comunitarios (or the Líderes) work on numerous community health projects including active transportation in the City of Vista and are an important part of the HCHR Coalition. The Líderes and the project team worked together to identify the challenges of walking and biking in Townsite, and to envision the potential improvements in Townsite that can make using active transportation safer and more accessible. These insights helped the project team create a list of infrastructure and programmatic recommendations that can address the challenges discussed.

On March 9, 2022 the HCHR project team invited Poder Popular members to a Zoom meeting with VCC to answer questions about their experiences traveling in Townsite. When asked how they typically travel throughout the community, responses varied between walking, biking, taking the bus, and using a personal vehicle. When walking, biking, or taking the bus, the Líderes stated they travel to locations like the grocery store, the pharmacy, and the park. Members also said they walk their children to school, or walk around the neighborhood for exercise.

WHY DO YOU WALK OR BIKE IN TOWNSITE?

“Por Necesidad” (For necessity)

“Por Salud” (For health)

“No manejo, no tengo transporte” (I don't drive, I don't have [car] transportation)

“I walk my dog”



Luz Duran Park is the largest park in Townsite, featuring a basketball court, soccer field, and playground. The park also acts as a community center, and is the site for weekly food distribution events. The Líderes were familiar with the park, and many members shared their experiences using active transportation to reach the park and discussed opportunities of improving the park for Townsite residents and visitors.

Feedback from the Líderes was that many people use the park for recreation and as a place to sit outside under shady trees. However, the members had concerns about vehicle traffic near the park, especially near the parking lot entrance as cars enter and exit very quickly. At intersections near the park, such as Vista Way and Townsite Drive, the crosswalks do not feel safe and community members noted desire for a new mid-block crossing on Citrus Avenue for improved park access.

“al parque y alrededor de el en mañana y más en la tarde porque tengo dos niños que les encanta el parque Luz Duran” ([I walk to] the park and around it in the morning and afternoon because I have two children who love Luz Duran Park.)

Additionally, streets that residents may use to walk to the park, such as Townsite Drive, are missing sidewalks. Some members also said they feel uncomfortable using the park when there are people behaving in unsafe ways, such as using drugs or alcohol.

The Líderes shared some of the biggest challenges they have faced walking and biking in Townsite, including the disconnected sidewalk network in the neighborhood. Some members said it is especially difficult to walk with children on a street with no sidewalk; they must constantly look out for vehicles and cross mid-block to reach the other side of the street when the sidewalk abruptly ends. In addition to missing sidewalks, there are challenges to walking and biking in areas of Townsite where there is not enough lighting or shade because it can feel uncomfortable or unsafe. Additionally, a mini roundabout was requested for the intersection of Nevada Avenue and Citrus Avenue, to calm traffic while providing space for community beautification. The Líderes would also like to see tobacco restrictions and better services for their neighbors experiencing homelessness.

The HCHR project team asked the Líderes how they envision Townsite in the next 10 years. Many of the responses included visions of cleanliness, safety, and walkability, such as:

- “Lugar seguro para caminar con alumbrado suficiente” (A safe place to walk with sufficient lighting).
- “I want to grow old with my family and my children's children can play in the park where my children are now playing. If I was old and in a wheelchair I want to be able to move around safely.”
- “Vista in general is so much different than it was 35 years ago. My vision is that we build on the improvements already taking place. Cleanliness, beautification, lighting, little by little we are creating a legacy that can be carried on by our children to make Vista a better place that can be brought to other communities.”
- “Safety, our lives can really be in danger if these safety needs aren't addressed. Everyone should be an engaged advocate for safety precautions.”



Townsite community members joined the HCHR project team to conduct an assessment of existing conditions for walking and biking in the community.



The Active Transportation Network

Proposed Network

This chapter introduces recommended bicycle and pedestrian infrastructure and supporting amenities and the overall strategy employed in evaluating which type of facilities should be considered at specific locations.

The recommendations listed in Tables 1 and 2 are considered planning-level, meaning they will be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints. Figures 10 through 25 show conceptual drawings of the proposed network, but final designs for implementation may differ.

Townsite community members also requested a mid-block crossing to Luz Duran Park on Citrus Avenue, north of Townsite Drive and a mini-roundabout at the intersection of Nevada Avenue and Citrus Avenue. These countermeasures require further coordination and analyses before any design or implementation can occur.

HOW WE DEVELOPED RECOMMENDED PROJECTS

Developing recommendations is a multi-step process that requires understanding community feedback, existing conditions, and project feasibility, among many other factors. Key themes from the public input guided our overall recommendations (see Chapter 5). Several community members voiced their desire for new and improved bicycle and pedestrian facilities throughout the various community events and workshops that were held. Roadways and areas that were mentioned multiple times across different outreach methods were examined as high priority for inclusion in the recommended projects.

Pedestrian Projects

The proposed pedestrian projects provide a variety of options for people walking at locations throughout the city for people of varying abilities and ages. When making recommendations, projects that connect key community destinations like schools, parks, and commercial centers were prioritized. In general, recommended pedestrian projects aim to improve safety and comfort throughout Townsite. The pedestrian projects recommended in this Plan fall into the following categories:

SIDEWALKS & PATHS:

- New sidewalks/paths that make walking along the street safer, more comfortable, and accessible for people using mobility devices, especially when



A crossing featuring RRFBs and curb extensions, Sacramento, CA.

supported by trees, shade, plantings, and other landscaping

- Sidewalk gap closures to ensure people have comfortable and continuous routes to their destinations

CROSSING FACILITIES:

- Crossing facilities that make crossing the street at intersections and mid-block easier, including pedestrian refuge islands, high-visibility continental crosswalks and advance yield markings

CURB TREATMENTS:

- Curb treatments such as curb extensions and curb ramps that increase accessibility for people crossing the street, help calm traffic, reduce crossing distances, and provide space for trees, plantings, and bioswales
- Reduction of curb radii to slow vehicle turning speeds and make pedestrians more visible

BEACONS & SIGNALS:

- Flashing beacons to help people safely cross the street at mid-block or uncontrolled locations, particularly where high traffic volumes or speeds are prevalent
- Modifications to existing traffic signals to include a leading pedestrian interval to allow a pedestrian to begin crossing before traffic signals change to green

Figure 10 Photosimulation showing improvements looking north on N Citrus Ave and E East Dr



Figure 11 Photosimulation showing improvements looking east on E East Dr towards N Citrus Ave



Table 1 Proposed Pedestrian Improvements

STREET 1	STREET 2	RECOMMENDATION	UNIT	QUANTITY	COST ESTIMATE*
Cananea Street	Indian Rock Road	Install high visibility crosswalks	Each	4	\$14,000
		Reduce curb radii at all corners		4	\$80,000
		Add red painted curb at northwest, northeast, and southeast corners	Linear Feet	400	\$400
Citrus Avenue	California Avenue	Move existing crosswalk south to improve visibility	Each	1	\$3,500
		Install high-visibility crosswalk on west leg		1	\$3,500
		Install ADA compliant curb ramps		3	\$31,200
Citrus Avenue	East Drive	Install ADA curb ramps	Each	4	\$41,600
		Install curb extensions		3	\$165,000
		Install high visibility crosswalk		2	\$7,000
		Install speed feedback sign on the north side of East Dr		1	\$13,000
Citrus Avenue	Indian Rock Road	Install high visibility crosswalk across Citrus	Each	1	\$3,500
		Install ADA compliant curb ramps		2	\$20,800
East Drive	Citrus Avenue to Santa Fe Avenue	Install on-street parking striping	Linear Feet	360	\$90
		Install 6 ft. wide sidewalk along East Dr	Square Feet	3000	\$99,000
Indian Rock Road	Apollo Drive	Install high visibility crosswalks	Each	4	\$14,000
		Install ADA curb ramps at all corners		4	\$41,600
		Add red painted curb at all corners	Linear Feet	240	\$240
Indian Rock Road	East Drive	Install high visibility crosswalk across east side of East Drive	Each	1	\$3,500
Indian Rock Road	Raintree Drive	Install high visibility crosswalk across Raintree	Each	1	\$3,500
		Reduce curb radii at all corners		2	\$40,000
		Install ADA compliant curb ramps		2	\$20,800
Lemon Avenue	Nevada Avenue to Raintree Place	Install 6 ft. wide sidewalk along west side of Lemon Avenue	SF	3360	\$110,880

*2022 cost estimates. Subject to change.

Table 1 Proposed Pedestrian Improvements, continued

STREET 1	STREET 2	RECOMMENDATION	UNIT	QUANTITY	COST ESTIMATE*
Lemon Avenue	Raintree Drive	Install high visibility crosswalk across Raintree Pl	Each	1	\$3,500
		Install curb extensions		2	\$110,000
		Install ADA compliant curb ramps		2	\$20,800
Nevada Avenue	Citrus Avenue	Install high visibility yellow crosswalk on all legs	Each	4	\$14,000
		Install ADA curb ramps		4	\$41,600
Nevada Avenue	Citrus Avenue to Lemon Avenue	Install 6 ft. wide sidewalk along north side of Nevada Avenue	SF	1470	\$48,510
Nevada Avenue	Lemon Avenue	Install high visibility yellow crosswalk on west leg	Each	1	\$3,500
		Install ADA curb ramps		1	\$10,400
Nevada Avenue	Santa Fe Avenue	Install high visibility yellow crosswalk on east leg	Each	1	\$3,500
		Install curb extension		1	\$55,000
		Install ADA curb ramps		2	\$20,800
		Install overhead school signage		2	\$2,000
		Install speed feedback sign		2	\$26,000
Nevada Avenue	Santa Fe Avenue to 350 ft east of Santa Fe Avenue	Install 6 ft. wide sidewalk along north side of Nevada Avenue	SF	2100	\$69,300
Santa Fe Avenue	Bartlett Drive	Install ADA curb ramps	Each	4	\$41,600
		Install curb extensions		2	\$110,000
		Install speed feedback sign on south side of East Dr		1	\$13,000
Santa Fe Avenue	Buna Place	Install high visibility crosswalk across Buna Place	Each	1	\$3,500
		Reduce curb radii at all corners		2	\$40,000
Santa Fe Avenue	California Avenue	Install high visibility yellow crosswalks	Each	4	\$24,000
		Modify signal to include leading pedestrian intervals		4	\$400,000
		Install curb extensions at all corners (on California Ave)		4	\$220,000

STREET 1	STREET 2	RECOMMENDATION	UNIT	QUANTITY	COST ESTIMATE*
Santa Fe Avenue	Cananea Street	Install high visibility crosswalks	Each	4	\$24,000
		Install curb extension to straighten out crossing		1	\$55,000
		Modify signal to include leading pedestrian intervals		4	\$400,000
Santa Fe Avenue	East Drive	Install high visibility crosswalks	Each	4	\$24,000
		Reduce curb radii at all corners		4	\$80,000
		Modify signal to include leading pedestrian intervals		4	\$400,000
Santa Fe Avenue	Townsite Drive	Install high visibility crosswalks at all legs	Each	3	\$18,000
		Modify signal to include leading pedestrian intervals		3	\$300,000
Townsite Drive	Citrus Avenue	Install high visibility crosswalks at all legs	Each	4	\$14,000
		Install ADA curb ramps		2	\$20,800
		Add red painted curb at the corners along N Citrus Ave.	Linear Feet	30	\$30
		Install on-street parking striping		450	\$113
		Widen sidewalk along Luz Duran Park	Square Feet	1,500	\$49,500
Townsite Drive	East of Santa Fe Avenue	Install transit amenities such as trash can and seating if space allows		-	
Townsite Drive	Indian Rock Road	Install high visibility crosswalks at all legs	Each	4	\$14,000
		Install curb extensions at all corners		4	\$220,000
Townsite Drive	Mid-block between Citrus Avenue and Wellpott Place	Install high-visibility crosswalk	Each	1	\$3,500
		Install curb extensions		2	\$110,000
		Install Rectangular Rapid Flashing Beacons		2	\$120,000
		Install advance yield markings		2	\$1,500
Townsite Drive	Rhea Place	Install high visibility crosswalk across Rhea	Each	1	\$3,500
		Reduce curb radii at all corners		2	\$40,000

BICYCLE PROJECTS

In addition to pedestrian improvements, 0.8 miles of Class III bicycle boulevards are proposed, creating a low-stress bikeway network throughout Townsite. Bicycle boulevards are safe, comfortable bikeways that feature signage, pavement markings ("sharrows"), and traffic calming measures. At intersections along Santa Fe Avenue, which

has existing Class II buffered bicycle lanes, green conflict markings are proposed to help bicyclists cross safely (see Figures on following pages). Conflict markings will also increase driver and bicyclist awareness of potential areas of conflict, such as where drivers are turning right onto cross-streets.

Table 2 Proposed Bicycle Improvements

LOCATION	FROM	TO	RECOMMENDATION	UNIT	QUANTITY	COST ESTIMATE (LOW)	COST ESTIMATE (HIGH)
California Avenue	Santa Fe Avenue	Citrus Avenue	Class IIIb Bicycle Boulevard	Miles	0.13	\$9,750	\$132,600
Citrus Avenue	Townsite Drive	California Avenue	Class IIIb Bicycle Boulevard	Miles	0.32	\$24,000	\$326,400
Nevada Avenue	Santa Fe Avenue	Citrus Avenue	Class IIIb Bicycle Boulevard	Miles	0.17	\$12,750	\$173,400
Santa Fe Avenue/ California Avenue	-	-	Install green conflict markings through intersection at east and west legs	Each	2	\$7,000	\$10,000
Santa Fe Avenue/ East Drive	-	-	Install green conflict markings through intersection at east and west legs	Each	2	\$7,000	\$10,000
Santa Fe Avenue/ Townsite Drive	-	-	Install green conflict markings through intersection at east and west legs	Each	2	\$7,000	\$10,000
Townsite Drive	Santa Fe Avenue	Citrus Avenue	Class IIIb Bicycle Boulevard	Miles	0.15	\$11,250	\$153,000

Figure 12 Proposed Improvements, Santa Fe Ave/Cananea St

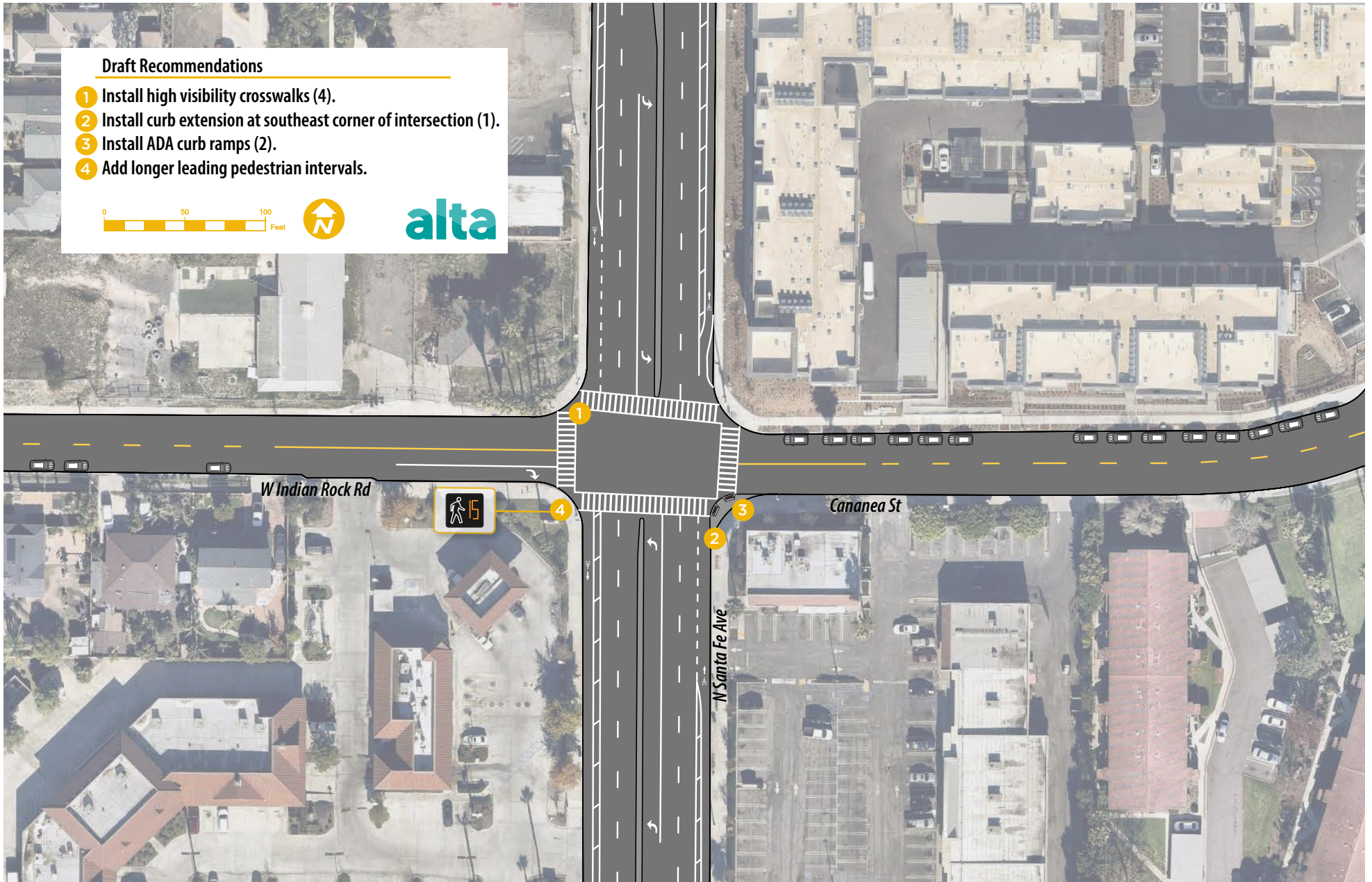


Figure 13 Proposed Improvements, Cananea St/Indian Rock Rd



Figure 14 Proposed Improvements, Indian Rock Rd between Apollo Dr and East Dr



Figure 15 Proposed Improvements, Santa Fe Ave/East Dr



Figure 16 Proposed Improvements, East Dr between Santa Fe Ave and Citrus Ave

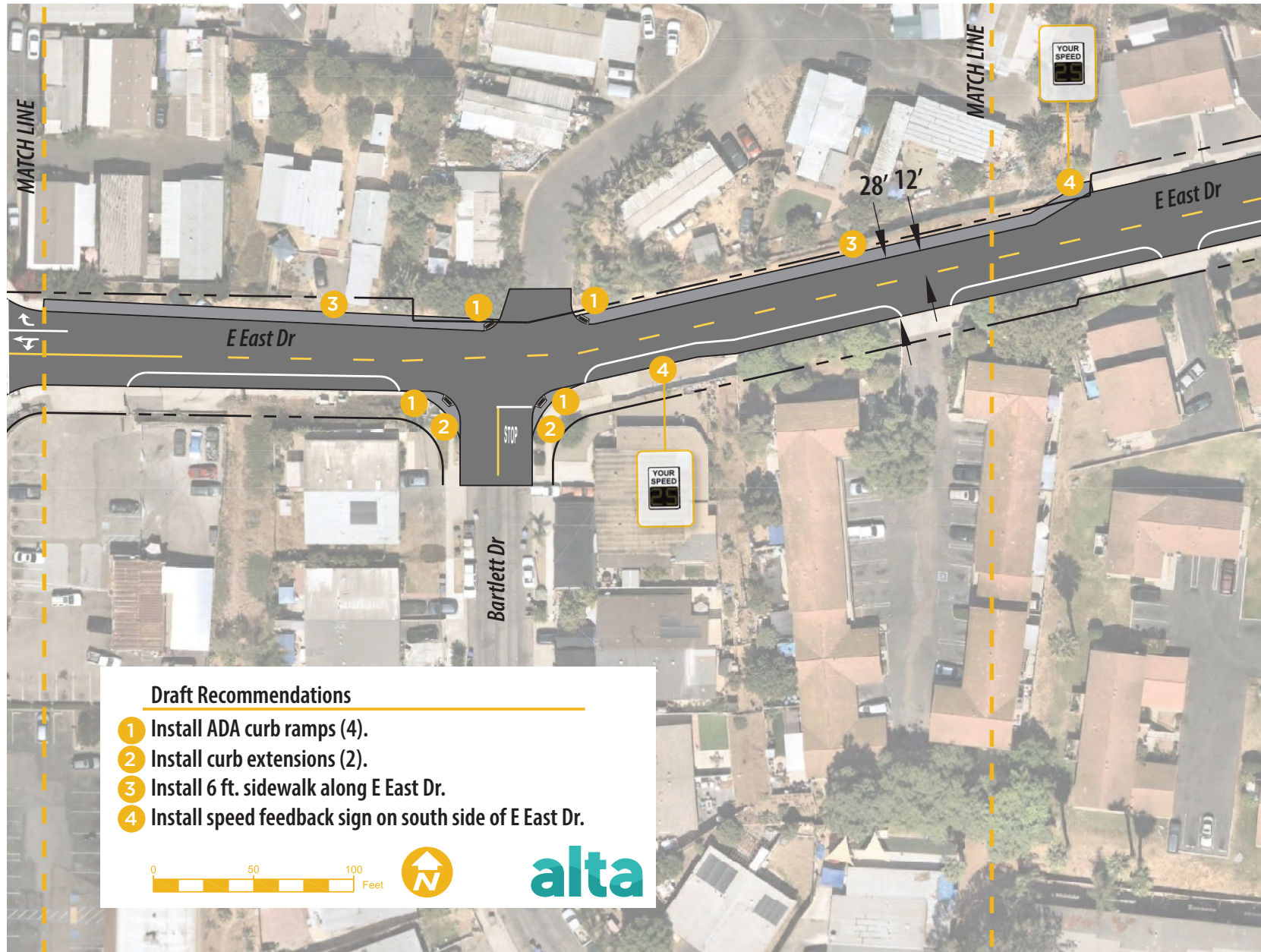


Figure 17 Proposed Improvements, East Dr/Citrus Ave

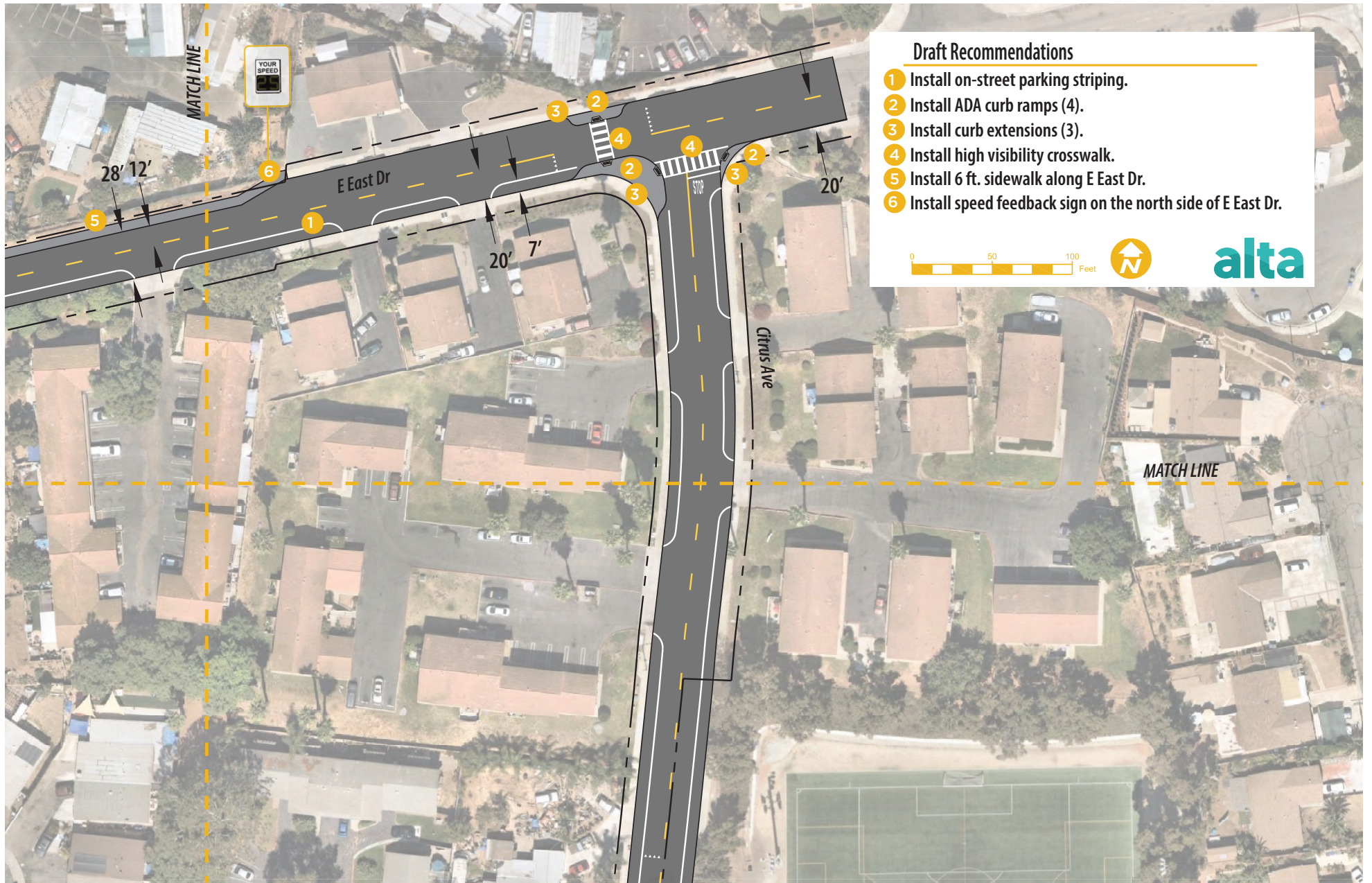


Figure 18 Proposed Improvements, Santa Fe Ave/Townsite Dr



Figure 19 Proposed Improvements, Townsite Dr, Citrus Ave



Figure 20 Proposed Improvements, Raintree Dr between Indian Rock Rd and Lemon Ave



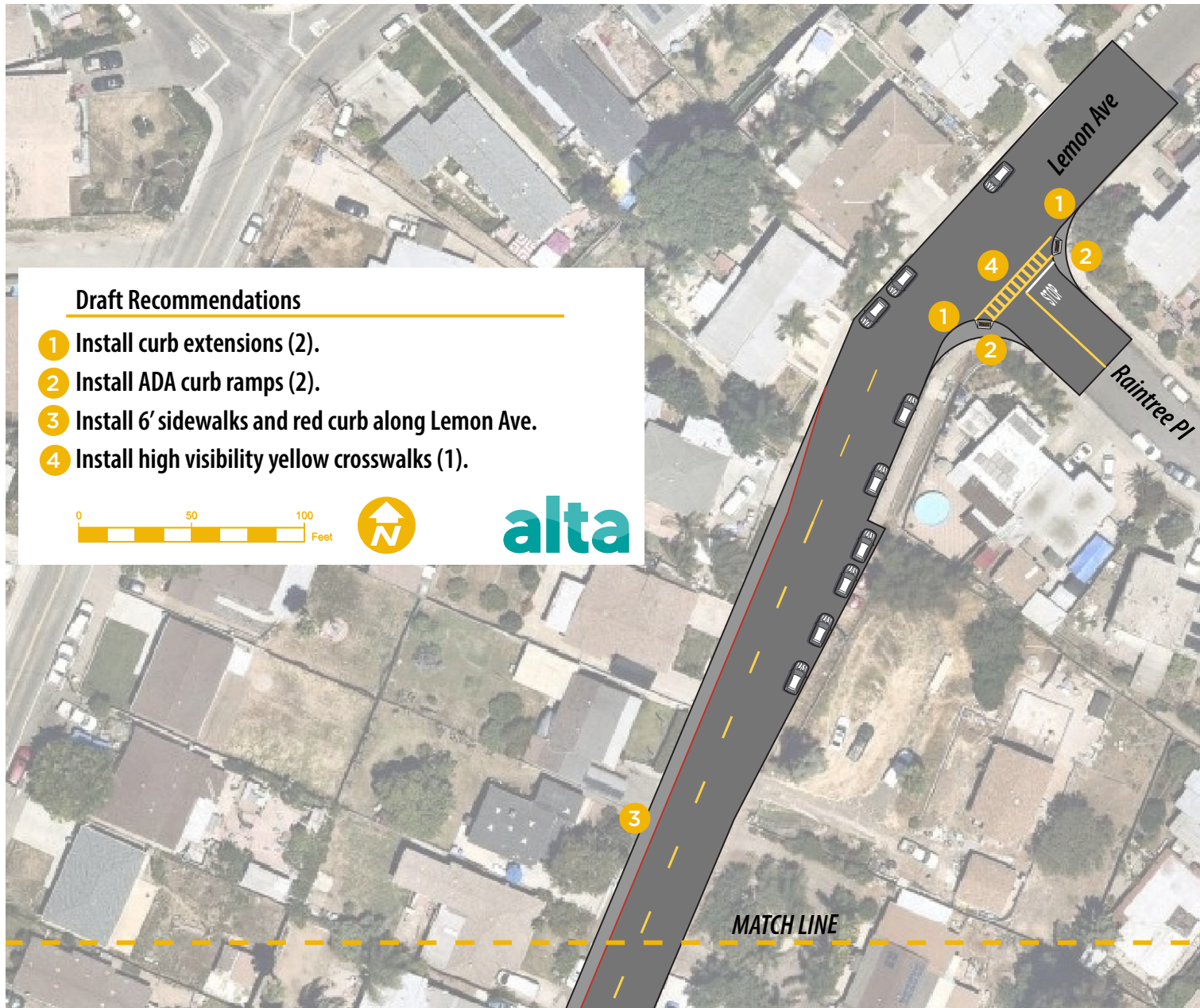
Figure 21 Proposed Improvements, Santa Fe Ave/Nevada Ave



Figure 22 Proposed Improvements, Nevada Ave between Citrus Ave and Lemon Ave



Figure 23 Proposed Improvements, Lemon Ave/Raintree PI



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Figure 24 Proposed Improvements, Santa Fe Ave/California Ave

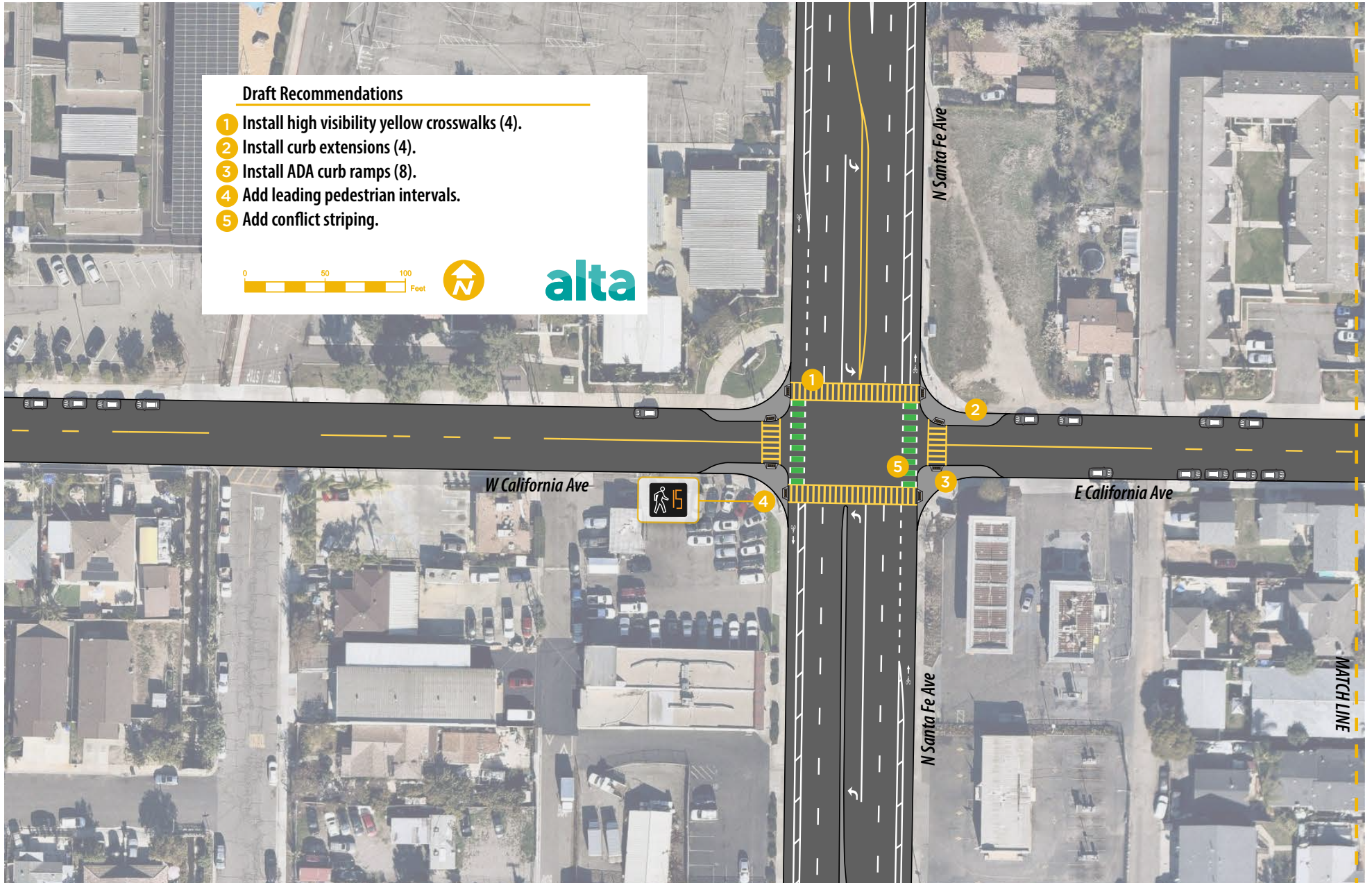


Figure 25 Proposed Improvements, California Ave/Citrus Ave



7

Policies & Programs

Recommended Policies & Programs

Education, encouragement, engagement, and promotional programs will help people of all ages and abilities realize the full potential of Townsite's recommended active transportation network. These types of programs help people learn how to use our roads safely, whether traveling as a pedestrian, on a bicycle, on public transportation, or in a car.

The programmatic recommendations in the plan aim to improve safety, strengthen wayfinding, increase access to walking and biking, and encourage community and economic development. Together these efforts can help make walking or biking in our community a safer, easier, and more enjoyable experience for more people. The programs will increase the visibility of people who ride or walk, communicate that all road users are expected to look out for each other no matter how they travel, create safer streets, and develop a common understanding of traffic safety. The programs will also allow the project team to reach out to new audiences to help people understand the rules of the road and share a vision of walking and biking as a fun, healthy, community-building activity.



Additionally, research shows that adopting and maintaining new behaviors related to walking and biking is a process that involves changing the way we relate to each other on our streets and how we choose to travel. This process depends on policies that support comfortable and safe active transportation, provide access to basic information about walking and biking opportunities, and teach people about new travel options.

Altogether, the programs recommended here complement engineering investments by encouraging more people to walk and bike more often, educating all roadway users to enhance pedestrian safety, and addressing both perceived and real personal safety issues. During the development of this Plan, stakeholders provided input on how programs can support active transportation in their communities. The project team used community feedback alongside data to develop the following programmatic recommendations. The following section comprises a menu of existing programs that support walking and biking across the region, as well as new programs that can be considered for future implementation as funding becomes available.

Existing Programs

SAN DIEGO ICOMMUTE

For commuters who must drive to work, carpool options limit the number of cars on the road and reduce parking spaces needed. The San Diego Association of Governments (SANDAG) offers county residents resources to take and organize carpool and vanpool routes. SANDAG also offers employers resources, marketing materials, and rewards for encouraging rideshare programs, active transportation, and transit use. Additionally, SANDAG has resources for employers who want to implement permanent telecommuting systems and offers safe bicycling classes for bicyclists and drivers.



BETTER BY BIKE

The County's Better by Bike program provides information about planned bicycle lanes and infrastructure projects, encourages residents to be involved in planning groups about bicycle upgrades, and teaches bicyclists how to use Strava Metro to track bicycle commutes. The program also encourages residents to share photos on social media with the hashtag #BetterByBike, and has a rider spotlight section with interviews of residents and their bicycling habits.

SAN DIEGO BICYCLE COALITION (SDCBC)

SDCBC's mission is to advocate for, and protect the rights of, all people who ride bicycles. SDCBC hosts community programs and events to teach people how to safely ride a bike and properly use bicycle infrastructure as a bicyclist and driver in San Diego County. SDCBC is one of many non-profits in San Diego County that encourage bicycling and teaches safe bicycling skills.

Proposed Programs**SAFE ROUTES FOR SENIORS**

Safe Routes for Seniors programming caters to older residents to ensure they have safe access to pedestrian infrastructure. These programs can encourage active, healthy habits through group walks and education classes, and can bring awareness to necessary street improvements such as longer crossing times for streets with high numbers of senior pedestrians.

OPEN STREET EVENTS

Open streets events temporarily close streets to vehicle traffic, and open them up to people walking, biking, and rolling. These events can promote active transportation and build connections in the community. Open streets can also be used to teach bicycle education, test a demonstration project, and engage with residents.

BIKE LIGHT CHECKPOINTS

Bike light checkpoints are set up in the evening to stop bicyclists who are riding without a light. The checkpoints give lights to bicyclists who need them, and educate bicyclists about the dangers of riding at night. These checkpoints can also prevent future citations for bicyclists riding without a light.



Example of a mini-demonstration project in Glendora, California.

BICYCLE FRIENDLY BUSINESSES

Awarded by the League of American Bicyclists, bicycle friendly businesses are recognized for their efforts in encouraging employees to bike to work. Employers may offer incentives such as bicycle equipment subsidies, bicycle commuter tax benefits and guaranteed ride home programs. Employers can also encourage bicycling by participating in bike to work days and bicycle events in the community, offering shared bicycles for employees, providing bicycle parking, showers, and repair tools, and inviting instructors to teach employees safe bicycling skills.

BICYCLE TICKET DIVERSION PROGRAM

For those who qualify, individuals who are cited for bicycling violations may take a diversion class led by local law enforcement in place of paying a fee for a ticket. These classes provide an incentive to learn about legal bicycle riding as well as reducing the cost burdens on those for whom a ticket may be a heavy financial burden.

SURVEYS AND ACTIVE TRANSPORTATION COUNTS

Surveys and active transportation counts can track walking and biking patterns before and after the installation of bicycle and pedestrian infrastructure, and after a programmatic event to evaluate if the improvement increased active transportation use.

DEMONSTRATION PROJECTS

Demonstration projects allow Townsite to test out new infrastructure temporarily, and collect feedback from community members before permanent installation. Materials for demonstrations can include traffic tape, temporary paint, or cones, and work best for demonstrating bike lanes, curb extensions, traffic circles, parklets, pedestrian islands, and slow streets. These projects can last as short as a few hours during a community event or can last as long as several weeks.

BIKE RACK SPONSORSHIP PROGRAM

To help meet the demand for short-term bicycle parking, a bike rack sponsorship program allows a donor to purchase a bike rack for their community, with a personalized plaque. The location of the bicycle rack would be agreed upon by the donor and the City. In addition to the cost of the bicycle rack and dedication plaque, the donor pays for the associated installation and maintenance costs.

TRANSIT ROUTES AND STOPS

Work with North County Transit District (NCTD) to align bus schedules and stops with the schools, parks, health centers, childcare centers

SAFE ROUTES TO SCHOOL (SRTS)

Although there are no schools within Townsite boundaries, there are schools just outside of the area boundary that children who live in the community attend. SRTS programs encourage walking, biking, and rolling to school as safe and fun modes of active transportation. Safe Routes to School programming can include:

- Active transportation curriculum
- Bicycle rodeos
- Walking school buses
- Helmet fitting events
- Walk and roll to school days





Implementation Strategy

Implementation

The City will continue to build a strong, connected active transportation network in Townsite through a variety of implementation strategies.

QUICK WIN PROJECTS

Lower-cost, and high-priority projects may be built relatively quickly and cheaply utilizing funds from existing sources such as the City's Capital Improvement Program or as part of concurrent road projects. These "quick wins" can help build momentum and lay the groundwork for future implementation of Townsite's active transportation network.

ONGOING COMMUNITY ENGAGEMENT

Implementation of any recommended projects in this Plan will require ongoing community engagement and collaboration. The implementation of this Plan offers an opportunity to continue to promote active transportation in Townsite. Programs and promotional campaigns can help educate residents and visitors about the opportunities to walk, bike, and roll around Townsite, and encourage people to use active transportation when traveling throughout the community.

The City will continue to collaborate with community groups like Poder Popular in order to understand residents' ongoing needs and vision for the future of active transportation in Townsite.

COORDINATION

The City of Vista is responsible for working with the Townsite community to formally adopt this active transportation plan. The City is also responsible for collaborating with Townsite and the County of San Diego to implement the recommended active transportation



infrastructure projects in this Plan, and is responsible for coordinating with neighboring communities to create a continuous and connected regional active transportation network. Regional agencies like SANDAG and local school districts should also be involved in creating programs to encourage walking and biking. Please see the Policy Implementation Plan in Appendix B for more information.

COMPLIANCE

The majority of the recommendations in this Plan are exempt from the California Environmental Quality Act (CEQA) process, but the design and implementation of some of the projects may require an Environmental Impact Report (EIR), Categorical Exemption, or Mitigated Negative Declaration. Additionally, all projects will need to comply with the Active Transportation Program (ATP) and any other relevant grant guidelines to qualify for funding.

CONSTRUCTION

Construction of recommended improvements can occur as a standalone process or as part of a larger effort, such as during a road repavement project. To coordinate construction efforts, Townsite should integrate recommendations into the City of Vista's Capital Improvement Project (CIP) list and regular street rehabilitation program.

Prioritization

Funding for the recommended programs and projects in this Plan may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. Funding streams are increasingly becoming more competitive, requiring justifications that focus on equity, feasibility, and greenhouse gas emission reduction goals.

Determining the most cost-effective use of limited infrastructure funds is a challenge. To help position Townsite and the City of Vista well for future funding opportunities, the project team created a methodology that prioritizes recommended projects. As funding becomes available, this prioritization methodology can be used to establish a funding schedule for implementation. Depending on when funds become available and the City of Vista's preferences, project recommendations can be planned for implementation based on these priority levels.

METHODOLOGY

The prioritization process takes into account several data sources, including:

- **Proximity to key destinations** like schools and parks
- Number of **pedestrian and/or bicycle collisions**
- **CalEnviroScreen 3.0** percentile
- **Local support** from community members and organizations
- **Project cost estimate**
- **Project readiness**, whether a project is shovel-ready and can be implemented more quickly because only minor modifications to existing infrastructure are required

Justification and criteria for the prioritization of each project can be found in Table 3.

Table 3 Prioritization Criteria

CRITERIA	SCORING BREAKDOWN	MAXIMUM SCORE
Proximity to key destinations	less than 1/8-mile = 5 1/8 to 1/4-mile = 3 more than 1/4-mile = 0	5
# Ped and Bike Collisions < 500 feet from project location (past 5 years)	5 or more = 4 points 1 to 5 = 2 0 = 0 fatality or severe injury = 1	5
CalEnviroScreen 3.0 score for census tract that project is located in or directly connects to	47 to 68% = 5 32 to 46% = 3 0 to 31% = 0	5
Local support	High = 5 Medium = 3 Low = 0	5
Project cost estimate	Less than \$100k = 5 \$100k to \$300k = 3 \$300k and over = 0	5
Project readiness	only paint required = 5 physical construction required = 0 points	5
		Max total = 30

Funding

This section identifies sources of funding for design, implementation, and maintenance of recommended projects. Table 4 is intended to provide an overview of available options and do not represent a comprehensive

list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

Table 4 Funding Sources

FUNDING SOURCE	ON-STREET BIKEWAYS	PEDESTRIAN INFRASTRUCTURE	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSINGS/ INTERSECTIONS	BICYCLE PARKING FACILITIES	PROGRAMS	STUDIES
Federal Sources									
Fixing America's Surface Transportation Act (FHWA)	•	•				•			
Congestion Mitigation and Air Quality Improvement Program (FHWA)	•	•			•	•			
Bus and Bus Facilities Grant Program (FTA)		•			•	•	•		
Highway Safety Improvement Program (HSIP)	•	•		•	•	•			
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants (USDOT)	•	•	•		•	•			•
National Priority Safety Program (NHTSA)								•	

FUNDING SOURCE	ON-STREET BIKEWAYS	PEDESTRIAN INFRASTRUCTURE	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSINGS/ INTERSECTIONS	BICYCLE PARKING FACILITIES	PROGRAMS	STUDIES
Our Town (National Endowment for the Arts)							•	•	
Urbanized Area Formula Program (FTA)					•		•		•
Pilot Program for Transit-Oriented Development (TOD) Planning (FTA)									•
Community Development Block Grant (CDBG) Program (US HUD)	•	•		•	•	•		•	
State Sources									
Active Transportation Program (CTC)	•	•	•	•	•	•		•	
Sustainable Transportation Planning Grants (Caltrans)									•
Transportation Development Act Article III (SB 821, Caltrans)	•	•			•	•			
State Transportation Improvement Program (CTC)	•	•				•			
Local Partnership Program (CTC)	•	•		•	•	•		•	
Solutions for Congested Corridors (CTC)	•	•	•			•			

Table 4 Funding Sources, continued

FUNDING SOURCE	ON-STREET BIKEWAYS	PEDESTRIAN INFRASTRUCTURE	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSINGS/ INTERSECTIONS	BICYCLE PARKING FACILITIES	PROGRAMS	STUDIES
Office of Traffic Safety (CA OTS)								•	
Environmental Enhancement and Mitigation Funds (CA NRA)			•			•			
Recreational Trails Program (CA DPR)			•						
Affordable Housing & Sustainable Communities (CA HCD)	•	•	•	•	•	•	•		
Urban Greening Grants (CA NRA)	•	•	•	•	•				
Green Infrastructure Grant Program (CA NRA)			•		•				
Land and Water Conservation Fund (CA DPR)			•						
Habitat Conservation Fund			•						
Road Maintenance and Rehabilitation Program (Controller's Office)	•	•		•	•				•
Coastal Conservancy Proposition 1 Grants (SCC)			•						

FUNDING SOURCE	ON-STREET BIKEWAYS	PEDESTRIAN INFRASTRUCTURE	TRAILS	SAFE ROUTES TO SCHOOL	SAFE ROUTES TO TRANSIT	CROSSINGS/ INTERSECTIONS	BICYCLE PARKING FACILITIES	PROGRAMS	STUDIES
Regional & Local Sources									
TransNet Keeps San Diego Moving (SANDAG)	•	•	•		•	•		•	•
Smart Growth Incentive Program (SANDAG)	•	•	•		•	•			•
Private Sources									
Community Grant Program (PeopleForBikes)	•		•				•	•	
Plan4Health Coalitions (APA & APHA)									•
Doppelt Family Trail Development Fund (Rails-to-Trails Conservancy)			•						
10-Minute Walk Campaign (National Recreation and Park Association)								•	
American Greenways Eastman Kodak Awards (Getches-Wilkinson Center)									•

Appendices

APPENDIX A

This appendix includes additional existing conditions analyzed during the development of this Plan. Figure 26 shows results from the Healthy Places Index (HPI), which aggregates a collection of community characteristics that predict life expectancy and allow users to see how public health intersects with transportation, climate, and

other key factors. Characteristics included in the HPI score consists of social equity, healthcare access, economic, housing, transportation, and environmental factors such as air and water pollutants. Higher scores indicate healthier community conditions, while lower scores indicate less healthy conditions. The southern part of Townsite scores in the bottom 11% of HPI scores, meaning it experiences poorer health conditions than 89% of California census tracts.

Figure 26 Healthy Places Index

HEALTHY PLACES INDEX

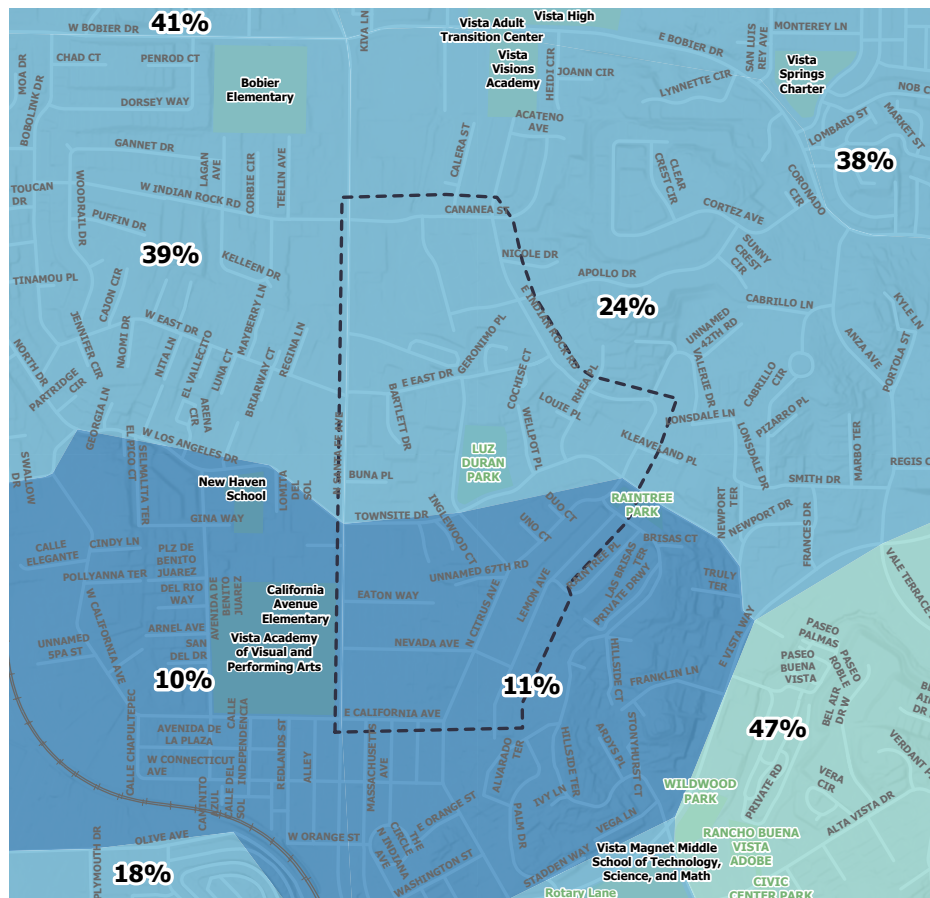
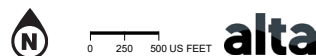
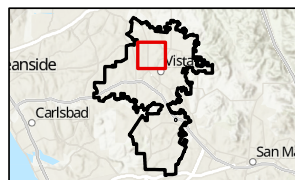
TOWNSITE ACTIVE TRANSPORTATION PLAN

CALENVIROSCREEN 3.0 PERCENTILE

- <17%
- 18% - 47%
- 48% - 68%
- 69% - 84%
- >85%

LAND USE

- School
- Park
- Townsite Boundary



APPENDIX B

This appendix includes the City of Vista's Policy Implementation Plan.

Priority Area: Policy Plan implementation and sustainability for Townsite.				
Goal: Achieve the implementation of the Active Transportation Plan for Townsite community.				
Objective: Leverage and continue strengthening partnerships with City of Vista, CBOs and resident leaders to achieve project sustainability and implementation of the AT Plan.				
Activities	Potential Partners	Responsibility	Timeline	Outcome
Presentation -VCC team presents at the Vista Climate Action Planning (VCAP) group	VCAP	HVC Poder Popular	06/14/2022	Introduce HVC and residents to build a partnership with the intention of future collaborations.
Attend North County Group Tree Committee(NGGT)	NGGT VCAP	HVC	06/23/22	Introduce HVC and join Tree Equity Campaign in support of Townsite neighborhood.
Collect narrative from community members regarding disadvantages in their community due to current infrastructure.	Poder Popular	Alta	07/06/22	In the form of videos, letter recommendations from residents that can advance this effort.
Invite John Conley (Community Development Director) to present at Healthy Vista Coalition Meeting	City of Vista, CBOs, Residents	HVC	7/28/2022	To share updates on timeline implantation and progress of current projects for Townsite .
Follow up with Community Development Director John Conley and create regular meetings.	City of Vista	HVC	Early August	John Conley's engagement is instrumental to advising the advancement of Policy Plan implementation.

