

We, the undersigned, respectfully request that the city of Lemon Grove consider paving Mulder Street, Haven Drive and Crestline.

There are several elderly and disabled people who actively walk along these streets. The poor condition of these streets presents an impending danger to those people. The potential for accident resulting in serious injury is imminent.

It is, therefore, the opinion of the undersigned that these streets be repaved. We respectfully request your serious consideration of this petition.

Sincerely,

Ave: 19.6 yrs

Name	signature	address	number of years at this address	#
Adria L. Goheen	SLG	2519 Mulder	10 years	1
Bruce Eveland	Bruce	2527 Mulder St	3 "	.
J. Eveland	J. Eveland	2527 Mulder St	3 yrs.	.
Gil Kahale	Gil	2535 Mulder St	6 yrs	.
SYBIL YACUZZO	Yacuzzo	2543 Mulder St	49 years	5
Penny Martinez	Penny	2574 Mulder St	20 years	.
Maria Garcia	Maria	2560 Mulder St.	16 years	.
CHAI TAIN	Chai	2528 MULDER ST	8 yrs	.
Susana Romero	Susana	2520 Mulder St	7 yrs	.
RICHARD DYER	Richard	2511 MULDER ST	23 YEARS	10
CLARA M. HARRIS	Clara	2503 MULDER ST	59 years.	.
Madison Cook	Madison	2501 Mulder St.	30 years	.
EDNA HELGESON	Edna	8080 HAVEN DR	45 YRS	.
Wendy Lopez	Wendy	8051 HAVEN DR	32 yrs	.
Mrs. Bernice	Bernice	1515 Crestline Dr.	4 yrs	15
Claudia Mitchell	Claudia	2512 Mulder St.	10 yrs	.
Elic	Elic	2551 Mulder St	4 yrs	.
David Leclercq	David	2563 Mulder st	20 yrs	.

NAME	Address	# of YEARS	#
M. WOODARD	2575 MULDER ST.	54 YRS	.
L. Tabor	2569 Mulder St	50 yrs	20
Don Tabor	2569 Mulder St	30 yrs	.
Angelina Silva	2570 Mulder St	3 YRS	.
Kenisha Shipley	2552 Mulder St.	2 yrs	.
Vicky PATTON	2529 Crestline DR	30 YRS	.
Trene Hensley	2526 Crestline Dr	37 yrs	25
Crystal Dethlefs	2518 Crestline Dr	1 yrs	.
ALEXANDER DETHLEFS	2518 CRESTLINE DR	1 yrs	.
Mónica Galindo	2504 Crestline Dr.	9 years	.
Bianca Camacho	2502 Crestline Dr.	3 years	.
Adrienne Gonzalez	2510 Crestline Dr	18 years	30
	19.6 yrs		
	30 587		



Street Workshop

October 23, 2021

Schedule For Today

- Welcome
- Workshop Goals
- Discussion Items
- Wrap with Next Steps

Discussion Items

- Pavement Management Program (PMP) – *60 minutes*
 - Paving Treatments
 - Paving Budget
 - School Lane Field Walk
- Worst Streets in the PMP – *20 minutes*
 - 25 PCI or less
 - Recommendation from Staff
- Complete Streets – *40 minutes*
 - Solution focused tool



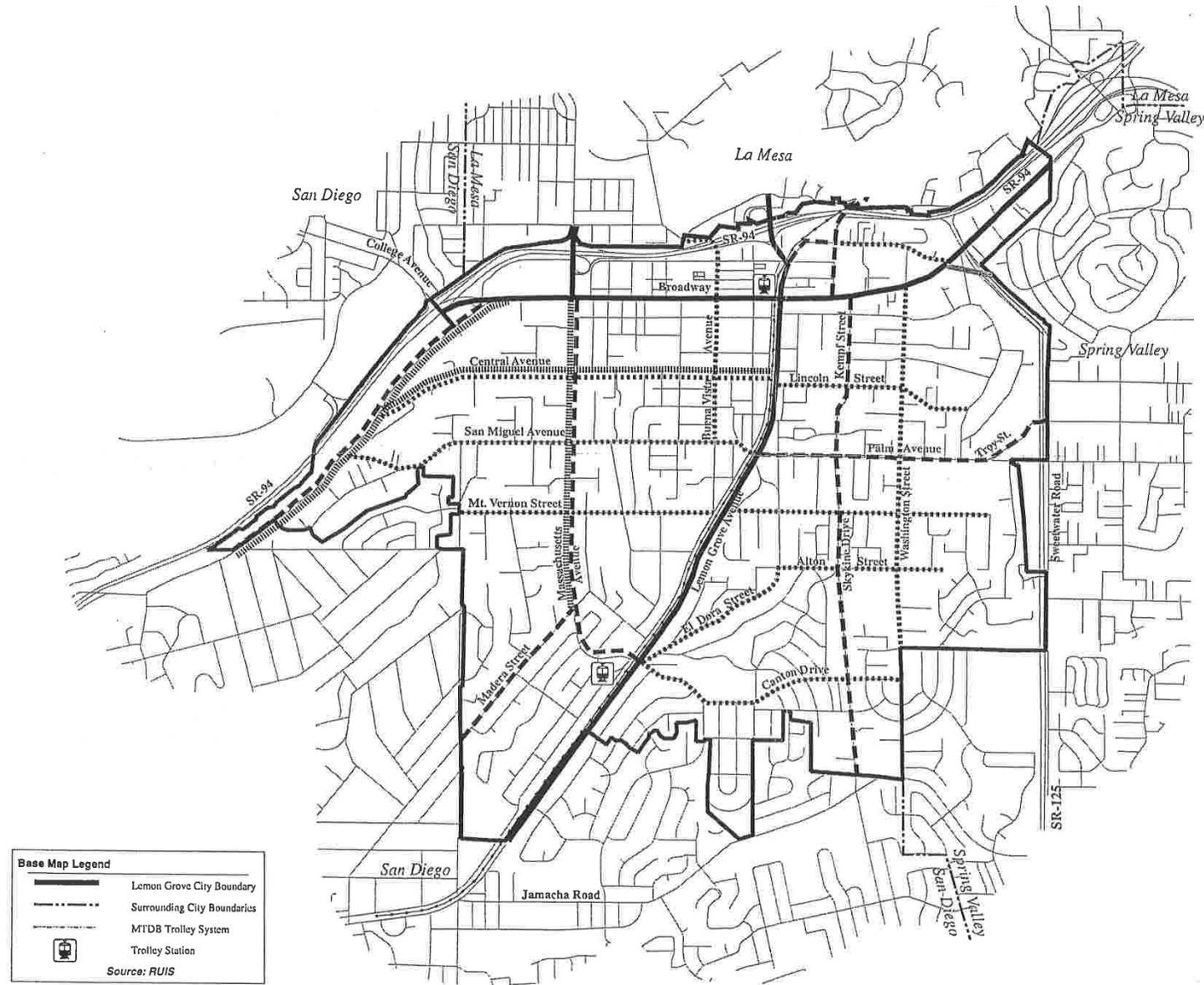
Pavement Management Program

- Streetsaver - Data driven prediction model
 - Assigns treatments to road segments
 - Utilizing the most cost efficient manner
 - Predetermined criteria used to score each segment
- PMP was last created in FY 2017-2018
 - 5 year plan
 - Will update this year through FY 26-27
- General Plan – Mobility Element

General Plan - Mobility Element



Mobility
Element



Base Map Legend

- Lemon Grove City Boundary
- Surrounding City Boundaries
- MTDB Trolley System
- Trolley Station

Source: RUIS

Legend

- 4-LANE MAJOR
- CLASS I COLLECTOR
- CLASS II COLLECTOR
- CLASS III COLLECTOR
- RESIDENTIAL/LOCAL COLLECTOR
- SPECIFIC STREET PLAN



1 inch = 2,000 feet

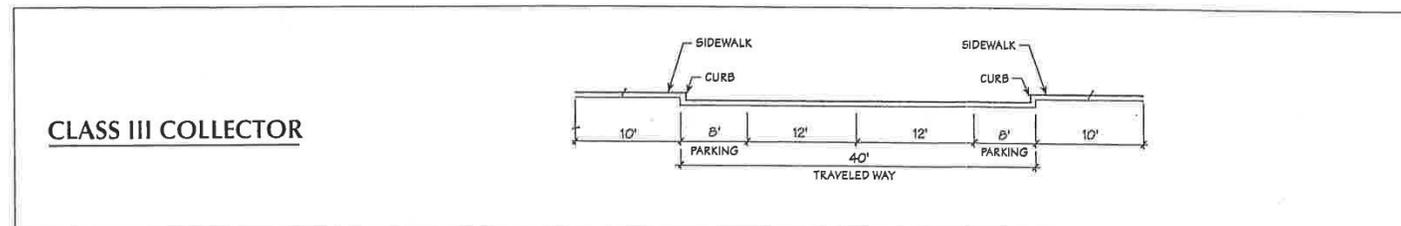
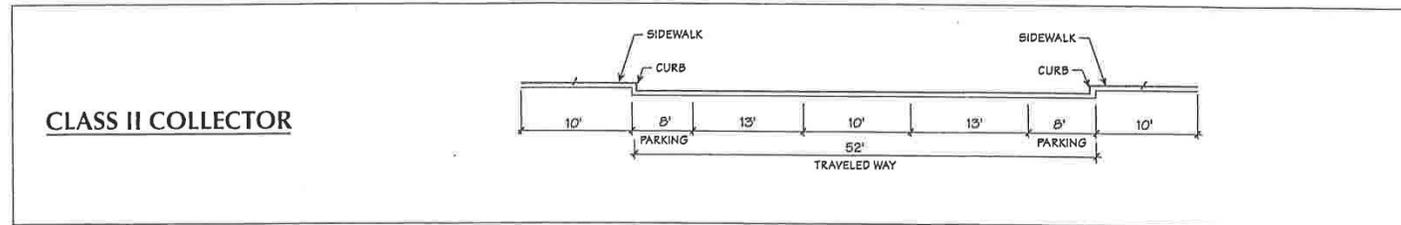
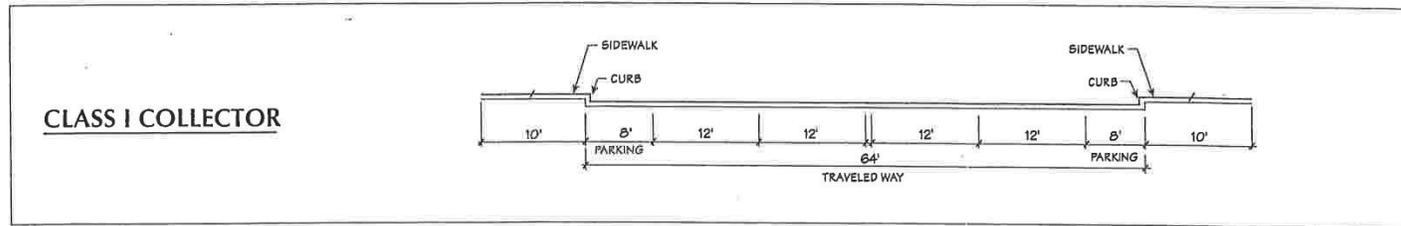
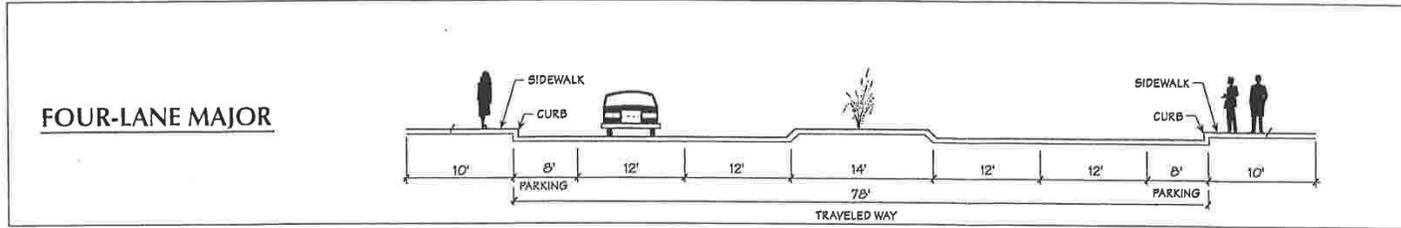
Source: BRW, Inc.

**Figure M-1
Roadway Circulation Plan**

General Plan - Mobility Element



Mobility
Element



Legend

Four-Lane Major - A four-lane divided roadway with access and parking controlled as necessary to maintain flow. Primary function is to provide mobility; access is secondary.

Class I Collector - A four-lane undivided road intended to provide access between major roads and local or residential streets; parking controlled as necessary.

Class II Collector - A two-lane roadway with a center turn lane to allow for safe access to and from adjacent properties; parking is typically allowed.

Class III Collector - A two-lane undivided road. The main function is to provide access to adjacent properties and distribute traffic to and from higher class roadways; parking is typically allowed.



1 inch = 2,000 feet

Source: BRW, Inc.

Note: *Total Right-of-Way can vary depending on whether parking and/or sidewalk strip is provided

Figure M-2
Typical Cross-Sections

A Tool to Answer Questions

- What does our road network consist of?
- What is the current condition?
- Which streets do we need to repair?
- When should we repair them?
- What do we need to do to repair it?
- How much money will we need?
- How can we prioritize streets for repairs?

Benefits / Drawbacks of a PMP

Benefits

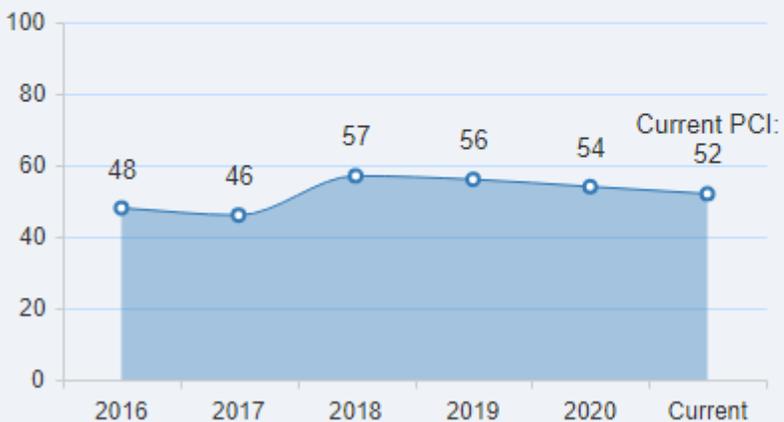
- Transparency
- Unbiased analysis of the pavement condition at one point in time
- Each street receives a quantifiable score
- Funds are systematically allocated for the best return on investment

Drawbacks

- Cannot amend without City Council approval
- Does not allow for other evaluation criteria
- Cost impacts workload
- Frequency of treatment

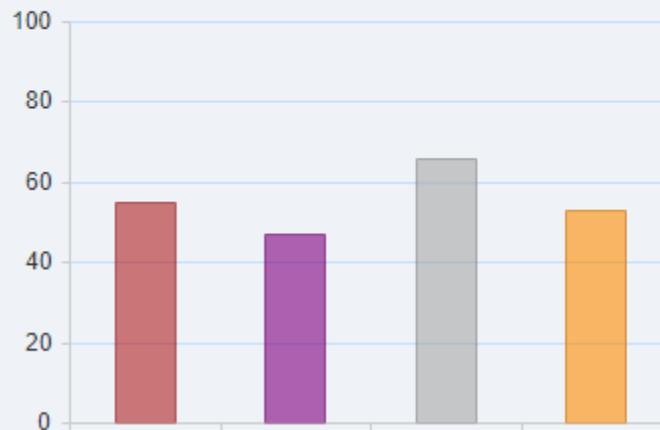
Pavement Area (square miles): 0.44 | Centerline Miles: 70.21 | Lane Miles: 149.59 | Sections: 488

Historical Pavement Condition Trends

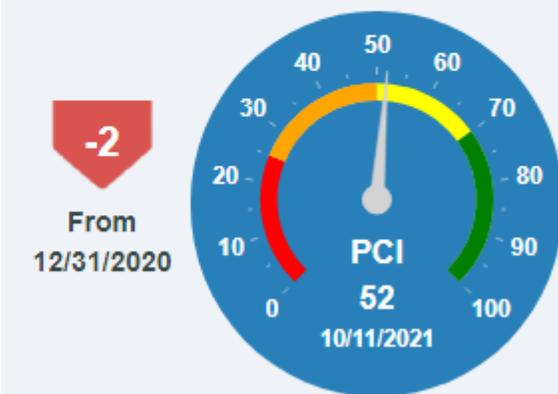


Current PCI by: Functional Class

CATEGORY	PCI
Arterial	55
Collector	47
Other	66
Residential/Local	53

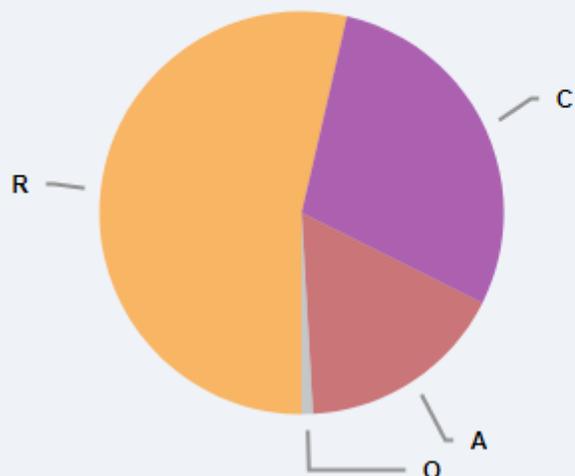


*Current PCI



Percent of Area by: Functional Class

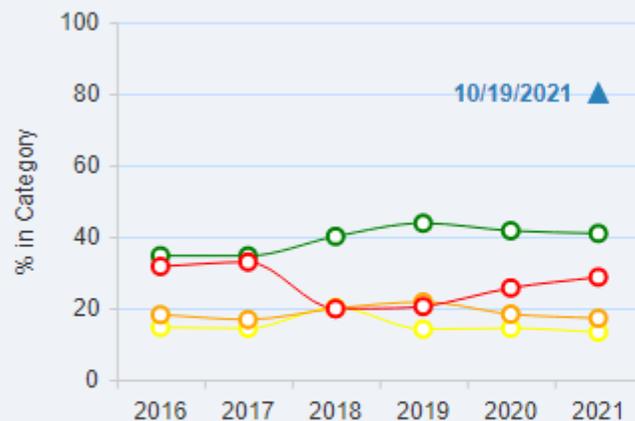
Show Legend



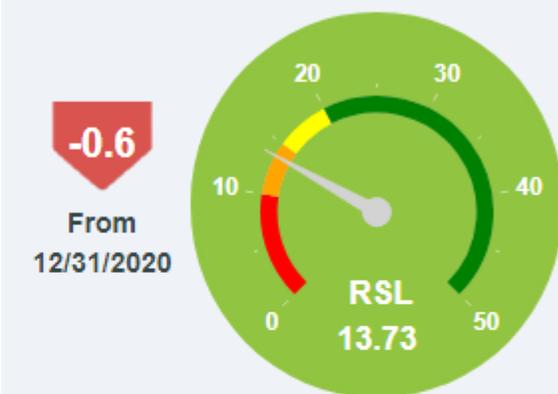
Historical Network Condition Trends

As of 12/31/2020

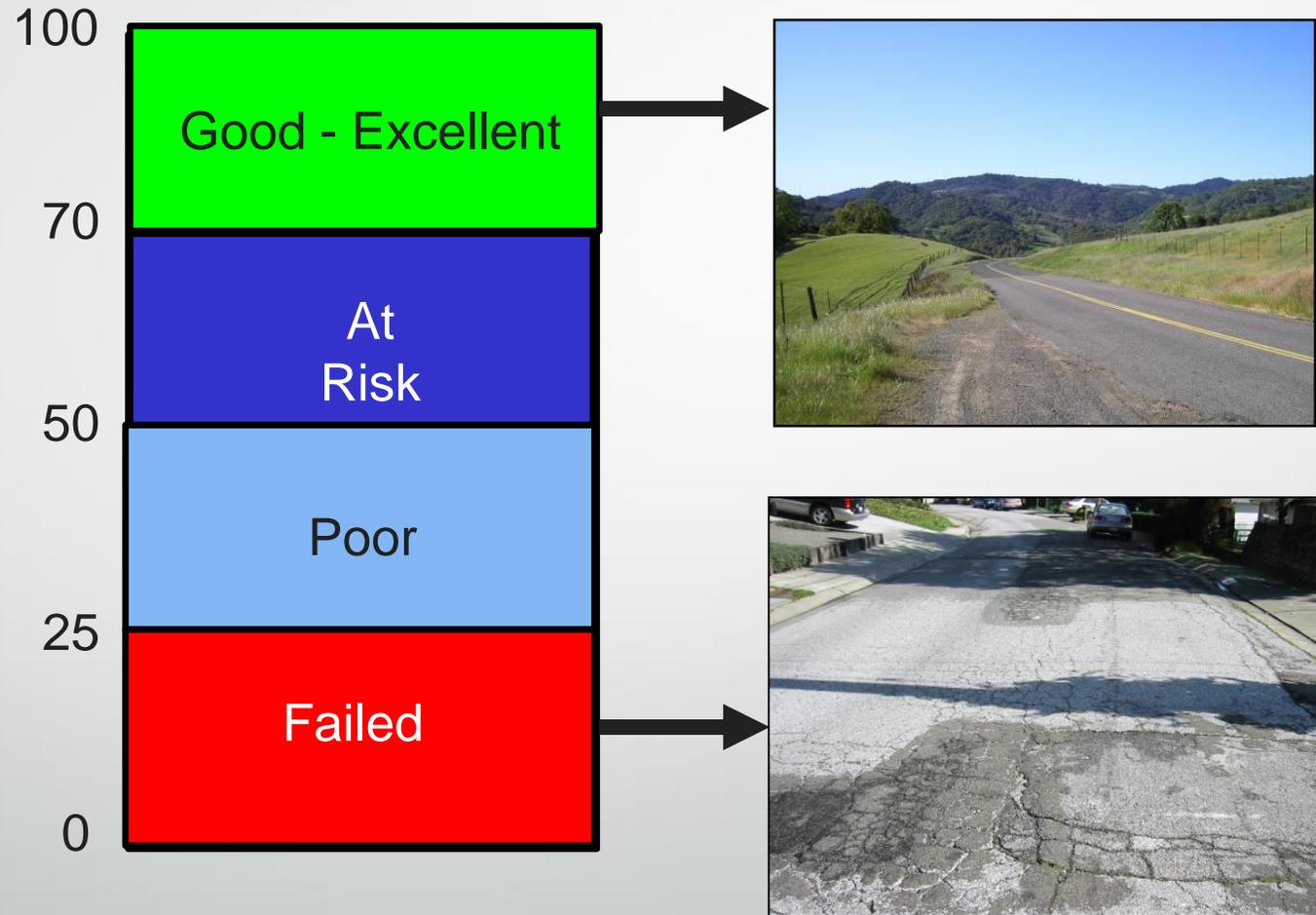
Very Good	41%	↓ -1
Good	13%	↓ -1
Poor	17%	↓ -1
Very Poor	29%	↑ 3



Remaining Service Life (years)



What is Pavement Condition Index?





PCI > 90



PCI = 75

MAY 12 20



PCI = 61

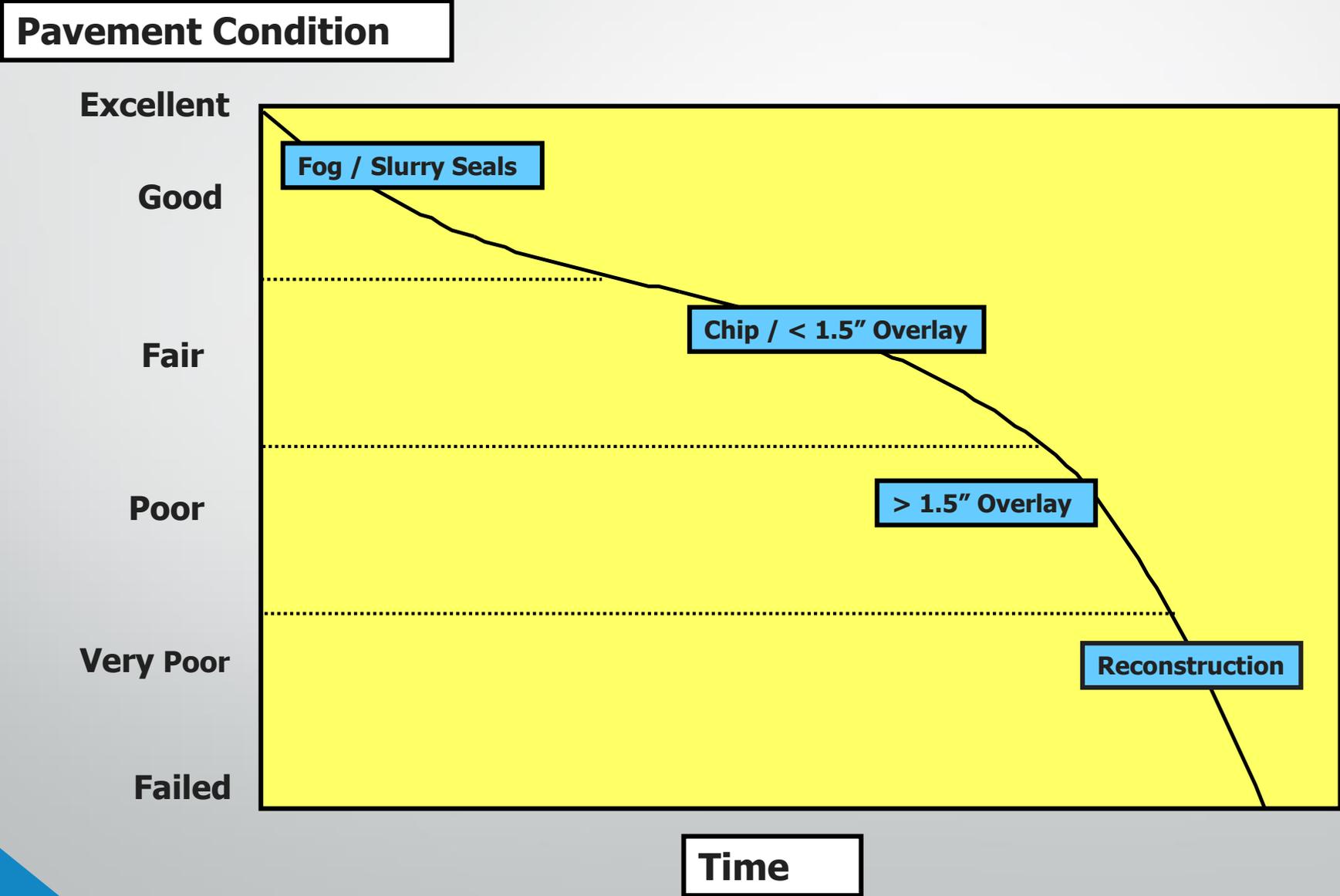


PCI = 40

PCI < 25



Pavement Condition vs. Time



Pavement Condition

Excellent

Good

Fair

Poor

Very Poor

Failed

Fog / Slurry Seals



Chip / < 1.5" Overlay

> 1.5" Overlay

Reconstruction



Time

Pavement Condition

Excellent

Good

Fair

Poor

Very Poor

Failed

Fog / Slurry Seals

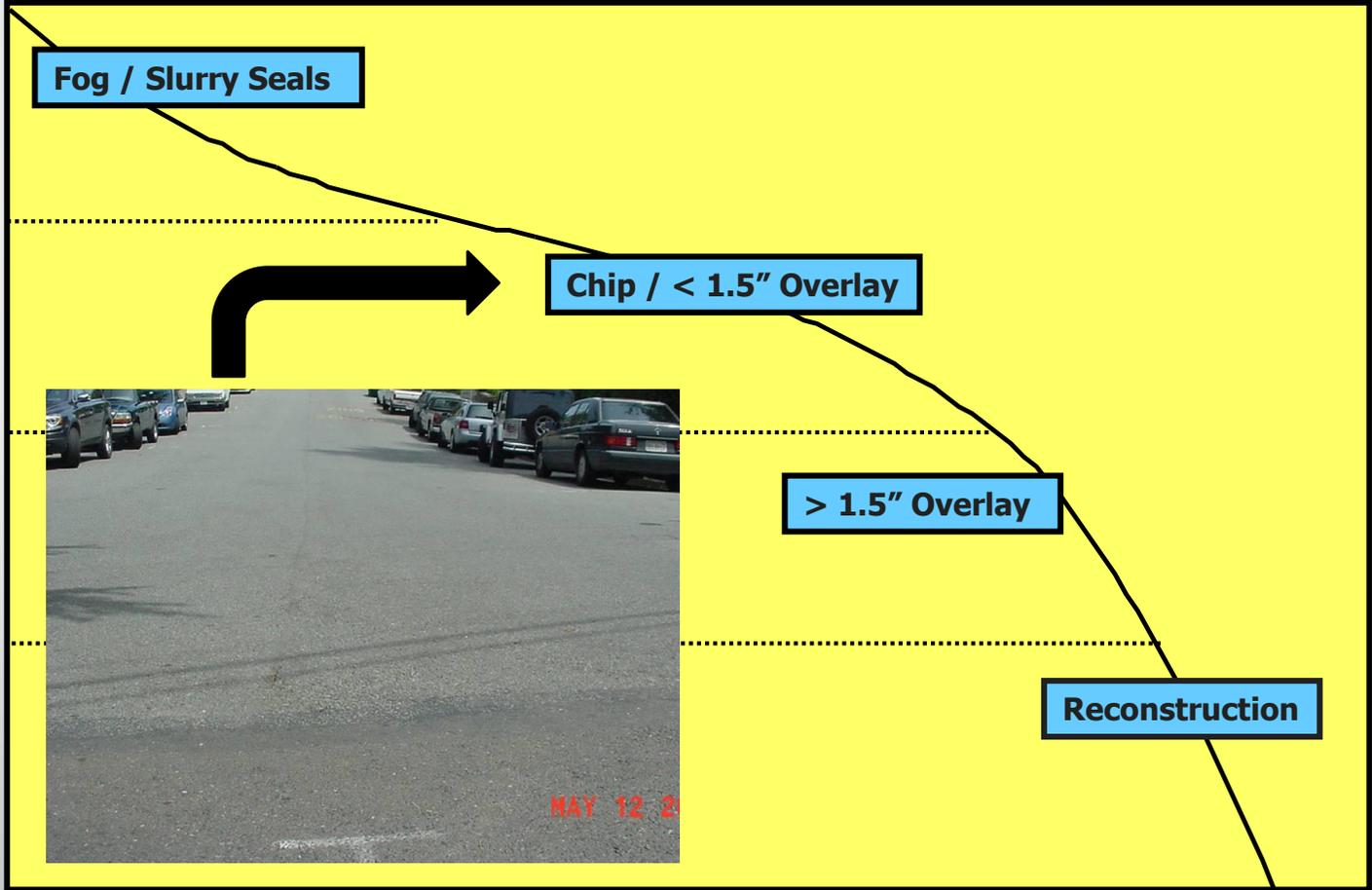
Chip / < 1.5" Overlay

> 1.5" Overlay

Reconstruction



Time



Pavement Condition

Excellent

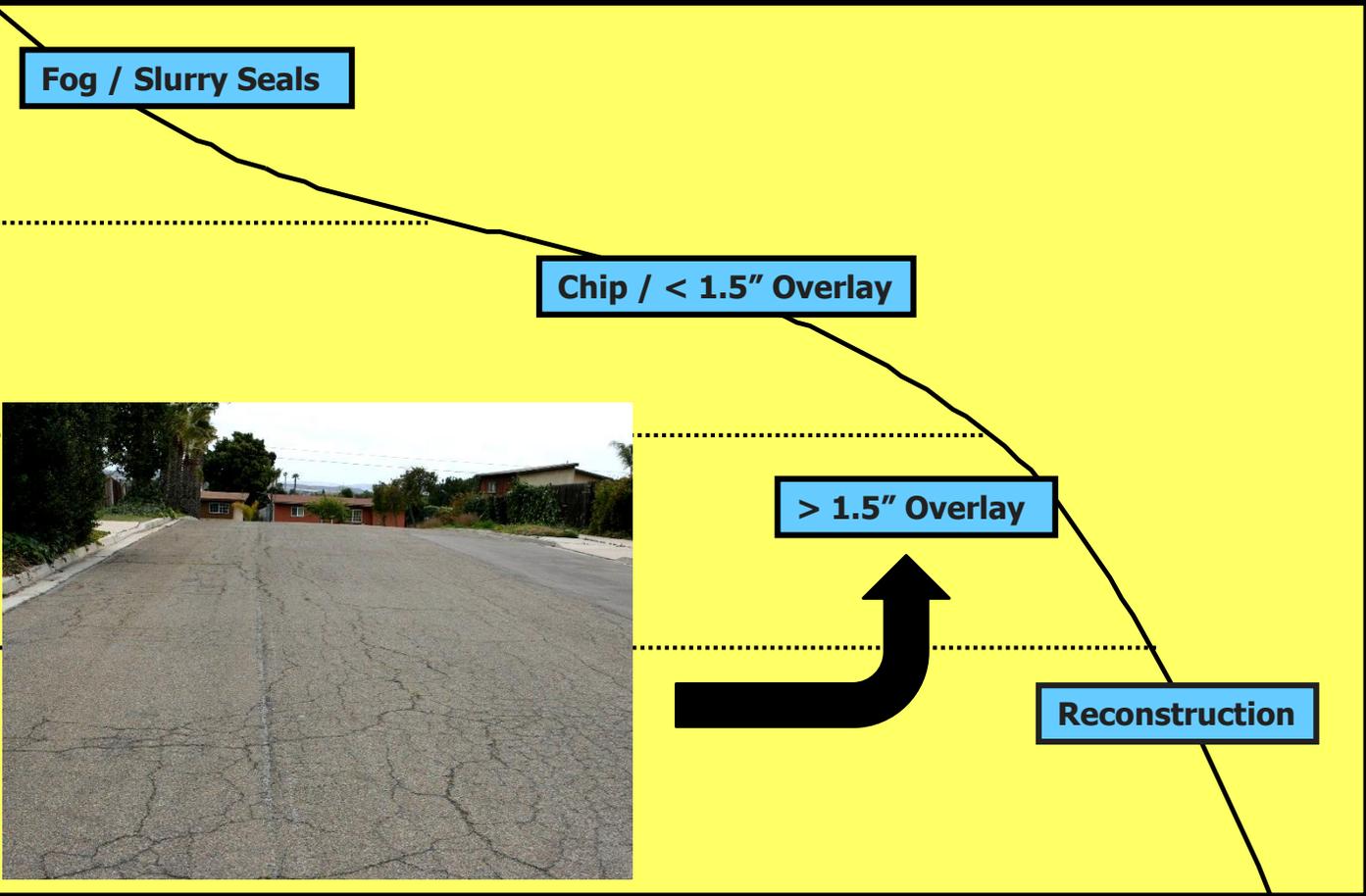
Good

Fair

Poor

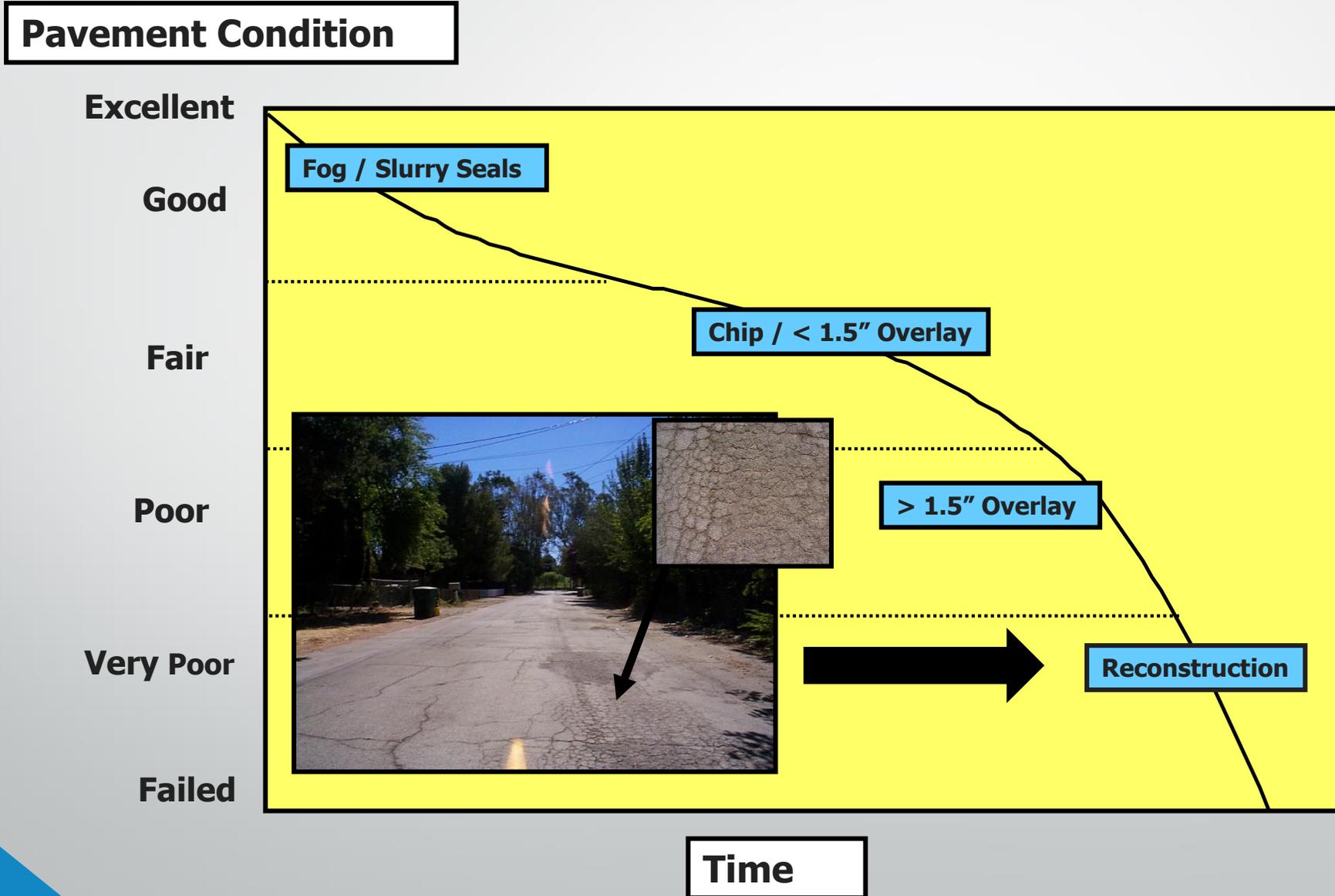
Very Poor

Failed



Time

"Pay now or pay *more* later"



Maintenance Tools for Streets

Crack Seal



Fog Seal



Slurry Seal



Scrub Seal



Chip Seal



Cape Seal

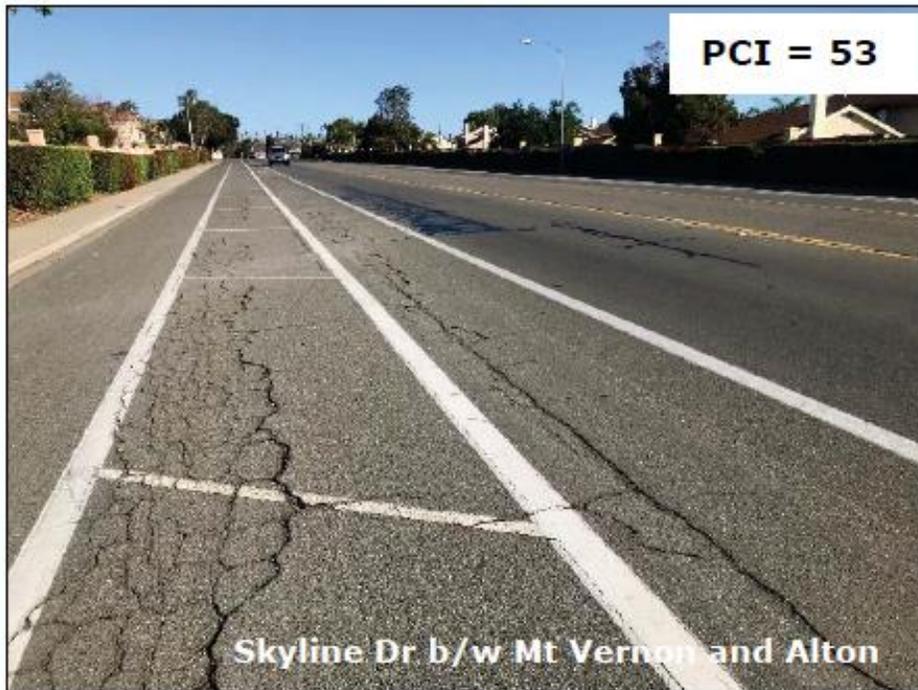
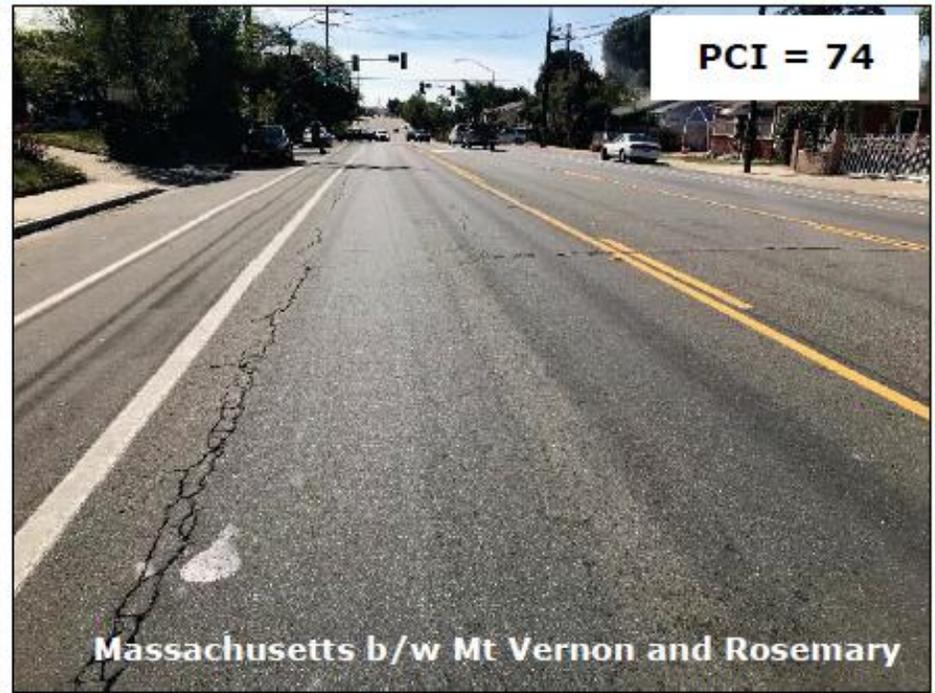
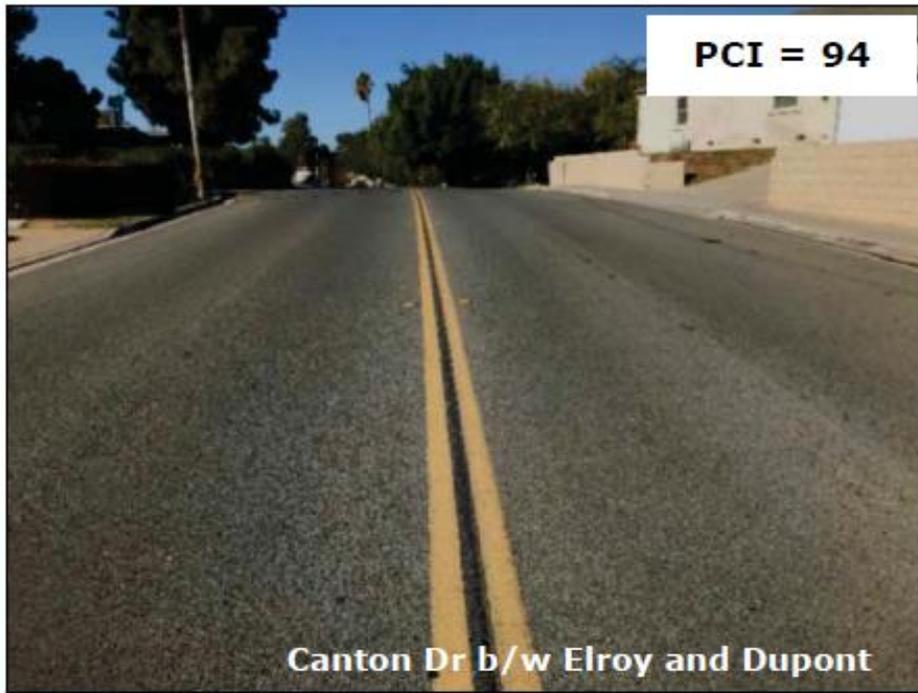


Overlay



Overlay + Fabric





Options to Fix the Streets

1. Contract Out Work
 - a) Allocate from existing funds
 - b) Identify the worst streets to treat
2. Perform Work In House
 - a) Currently have four street staff
 - b) Need to borrow staff to pave
 - c) Need eight to nine staff to operate as a paving unit
 - d) Need a larger (wider) asphalt paver if we want to pave more in house



Treatment Types

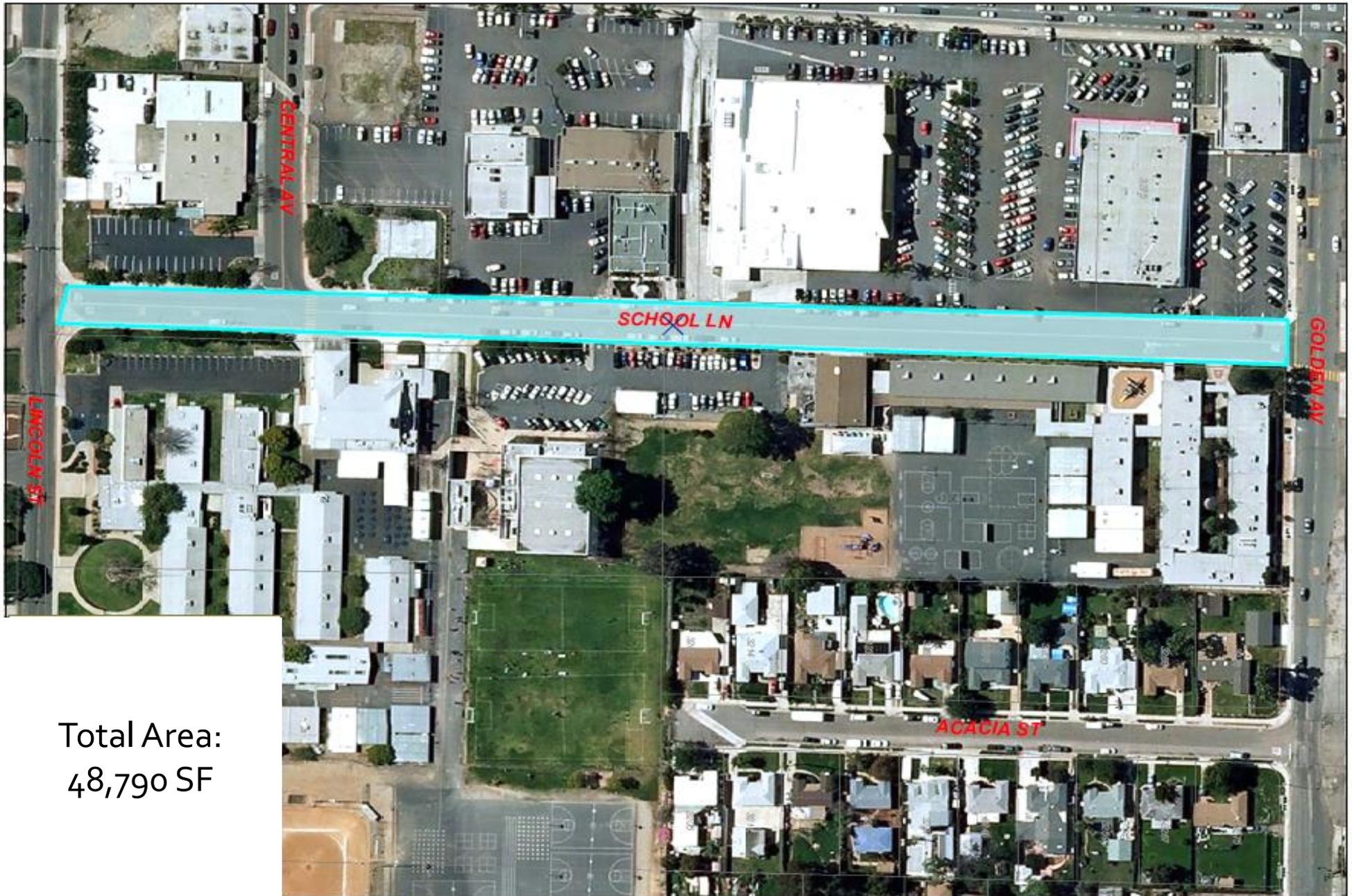
1. Dig outs and overlay
2. Dig out, mill and overlay
3. Excavate to base, replace and overlay











Total Area:
48,790 SF

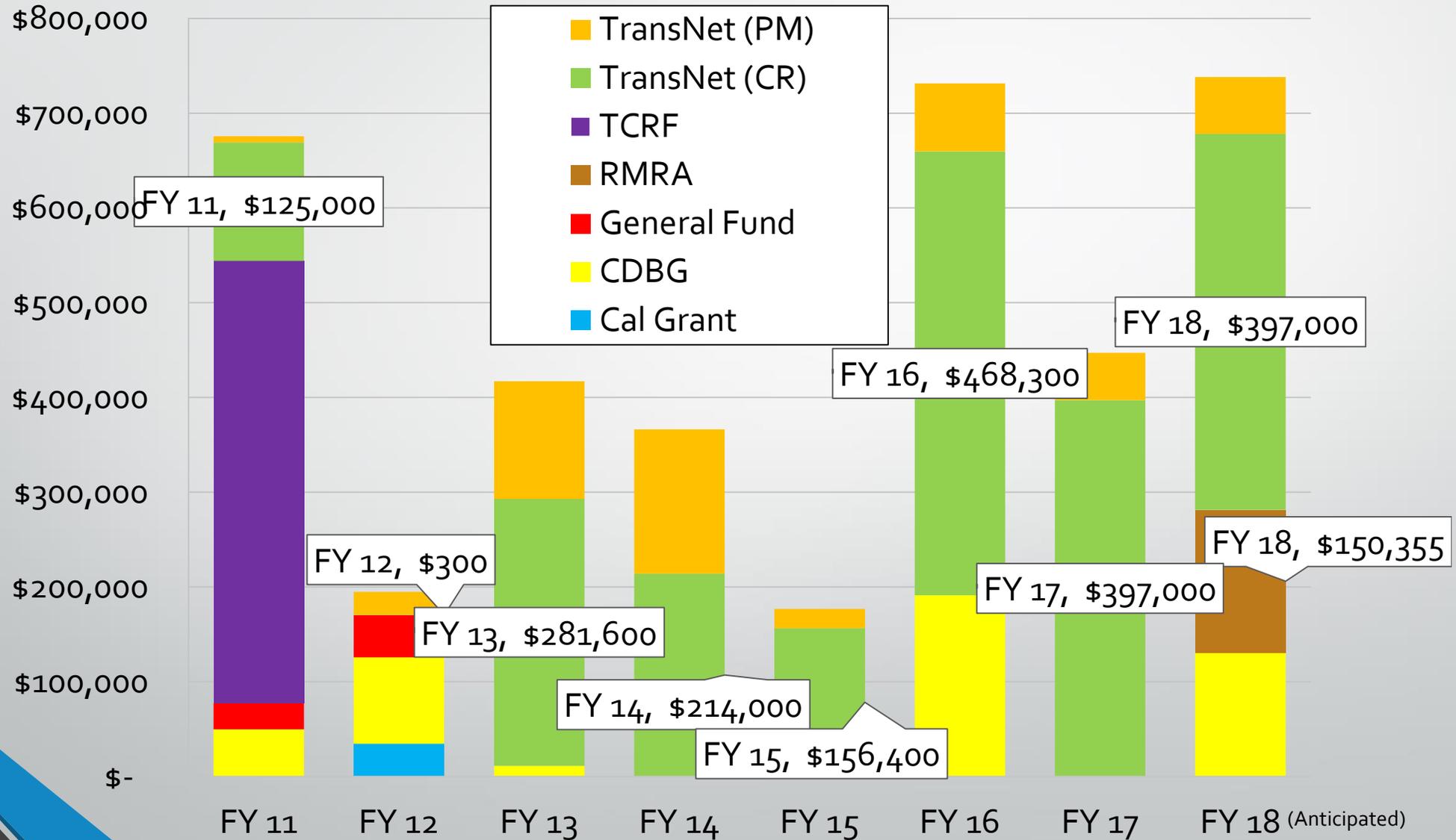
School Lane Walk – 48,790 SF

<u>Treatment</u>	<u>\$/SF</u>	<u>Total ~\$</u>
Fog seal	\$0.07	\$3,415
Rejuvenation Fog Seal	\$0.12	\$5,854
Slurry seal	\$0.21	\$10,245
Chip seal	\$0.65-\$0.85	\$31,713-41,471
Mill + 2" Overlay	\$1.98	\$96,604
Mill + Fabric + 2" Ovrly	\$2.26	\$110,265
Full Depth Reconstruction	\$5.50	\$268,345



Walk School Lane

Paving Budget



STREETS PROJECTS (FUNDED)

Project Name	Funding Sources	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget	FY 2025-26 Budget	Total
69 th Street Joint City Paving Project – CoSD	One Time Rev.	\$40,000					\$40,000
Crane Street Rehabilitation Project	CDBG	\$105,000					\$200,000
	One Time Rev.	\$95,000					
Streets Less Than 25 PCI	One Time Rev.	\$350,000					\$350,000
FY 2021-2022 Street Rehabilitation Project	Gas Tax	\$530,000					\$941,000
	TransNet	\$411,000					
FY 2022-2023 Street Rehabilitation Project	Gas Tax		\$530,000				\$953,000
	TransNet		\$423,000				
FY 2023-2024 Street Rehabilitation Project	Gas Tax			\$530,000			\$979,000
	TransNet			\$449,000			
FY 2024-2025 Street Rehabilitation Project	Gas Tax				\$530,000		\$1,004,000
	TransNet				\$474,000		
FY 2025-2026 Street Rehabilitation Project	Gas Tax					\$530,000	\$1,029,000
	TransNet					\$499,000	
Golden Avenue Street Rehabilitation Project	CDBG	\$155,667					\$300,000
	One Time Rev.	\$144,333					
TOTALS		\$1,831,000	\$953,000	\$979,000	\$1,004,000	\$1,029,000	\$5,796,000

Paving This Year

- FY 20-21 Street Rehab Project
 - Waiting for traffic control approval
 - Treat ~788,272 SF of pavement
 - \$865,507 project budget
 - Will treat 32 streets
- FY 21-22 Street Rehab Project
 - Now preparing the construction bid documents
 - Treat ~826,363 SF of pavement
 - Estimated \$941,000 budget
 - Will treat 49 streets
- Golden Avenue (CDBG FY 20-21)
 - Treat ~31,500 SF of pavement
 - Curb, gutter, sidewalk, street trees
 - Estimated \$300,000 budget
- Crane Street (CDBG FY 21-22)
 - Treat ~40,066 SF of pavement
 - Grind and overlay
 - Estimated \$200,000 budget
- PCI < 25 Street (one time funds)
 - Streets TBD
 - \$350,000



COMMENTS/DISCUSSION

PMP – Take Aways

- Defined the PMP
- PMP update + 5 years
- Walked School Lane and discussed treatment types
- Upcoming paving projects

Streets with a PCI < 25

- Learn how the worst streets in the PMP may be repaired
- Allocated \$350,000 of one-time money for this effort
 - With an additional \$127,720 (CDBG FY 2022-2023)
- Sample list of recommended streets to treat
 - Based on staff criteria
 - ~\$5.50 / SF repair cost
- Receive Feedback

Streets with a PCI < 25

Table 2: Pavement Condition Breakdown by Functional Class and Condition Category

Condition Category	PCI Range	Arterial	Collector	Residential	Other	Entire Network
Good (I): PCI 70-100	70-100	5.9%	13.0%	24.4%	0.6%	43.9%
Fair (II/III): PCI 50-69	50-69	7.7%	5.7%	6.4%	0.1%	19.9%
Poor (IV): PCI 25-49	25-49	1.6%	7.3%	13.3%	0.2%	22.4%
Very Poor (V): PCI 0-24	0-24	1.2%	2.9%	9.7%	0.0%	13.8%
Total (%)		16.4%	28.9%	53.8%	0.9%	100.0%

Streets with a PCI < 25

- 86 street segments
- 60,885 linear feet
- 31 average width
- 1,948,038 total square feet
- \$10,714,209 total need



Future Ways to Fund <25 Streets

Average Street Rehab Allocation	Percentage of Street that are < 25 PCI	Proportionate Allocation	Recommended Annual Allocation to < 25 PCI Streets	Remaining Allocation for PMP
\$991,250	13.8%	\$136,792.50	\$125,000	\$866,250

- Grant Funds
- One Time Funds
- Other Funds (e.g. local sales tax or bond)



Bakersfield

PCI 20

45,050 Square Feet



Madera

PCI 23

74,777 Square Feet



Olive

PCI 17

9,090 Square Feet

Staff Proposed Criteria

- Budget – Maximize # of streets
- Business District – Support businesses or gateway entrances
- City Parks – Near a city park or facility
- Connectivity – Fix a whole block
- Houses – Maximize # of homes
- Schools – Treat within 100 feet

Staff Proposed Streets Segments To Repair

- Bakersfield + Taft + Calvocado
- Buena Vista (North to Broadway)
- Debco (Mt. Vernon to Robbie)
- Debco (Robbie to Alton)
- Mercury (Lemonwood to San Miguel)
- Mercury (San Miguel to Rosemary)
- Mt. Vernon (69th to Beth)

Bakersfield + Calvocado + Taft

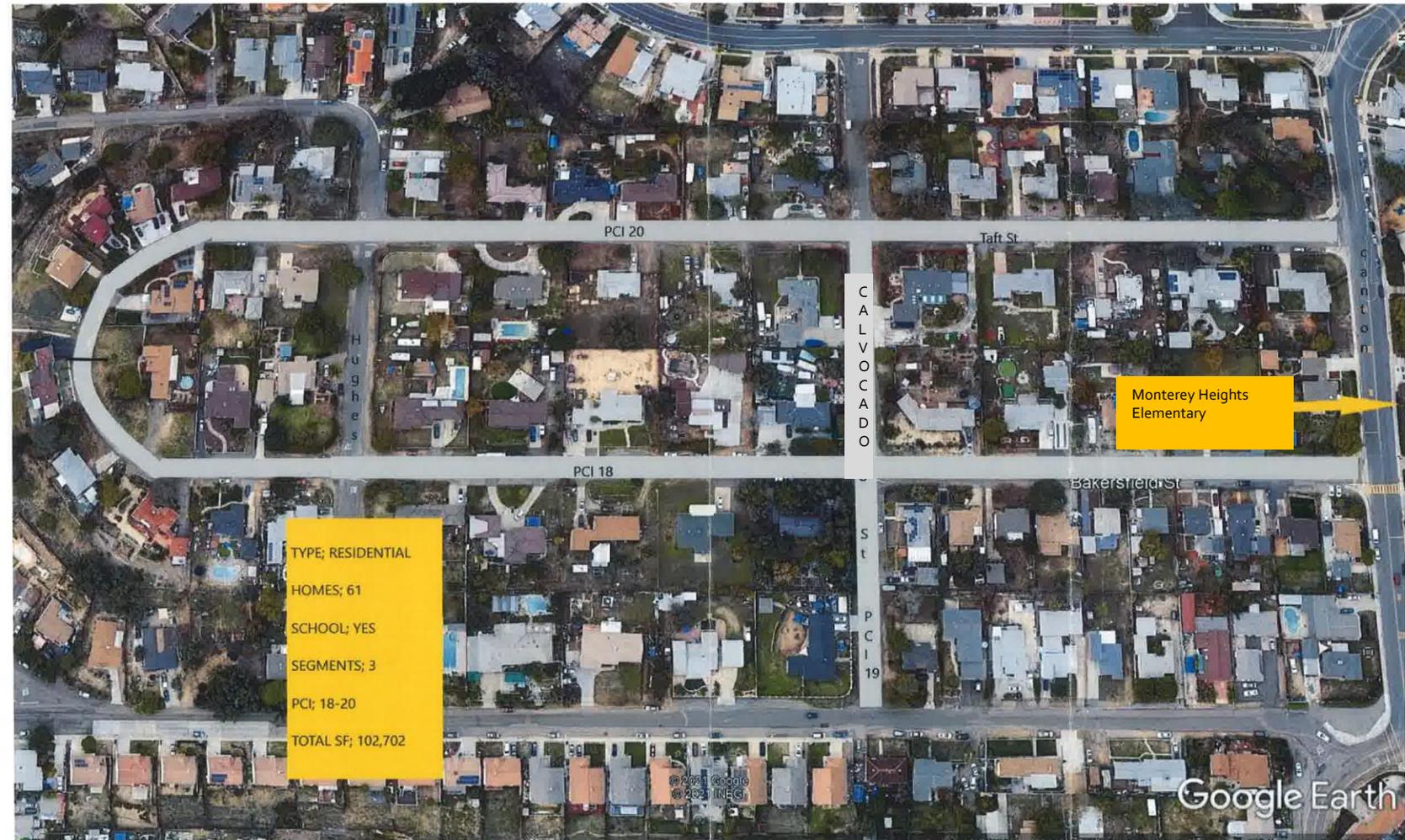
PCI 18, 19, 20

Residential /
Connectivity / School

102,702 SF

\$217,775 + \$86,086 +
\$231,000

Not CDBG Eligible



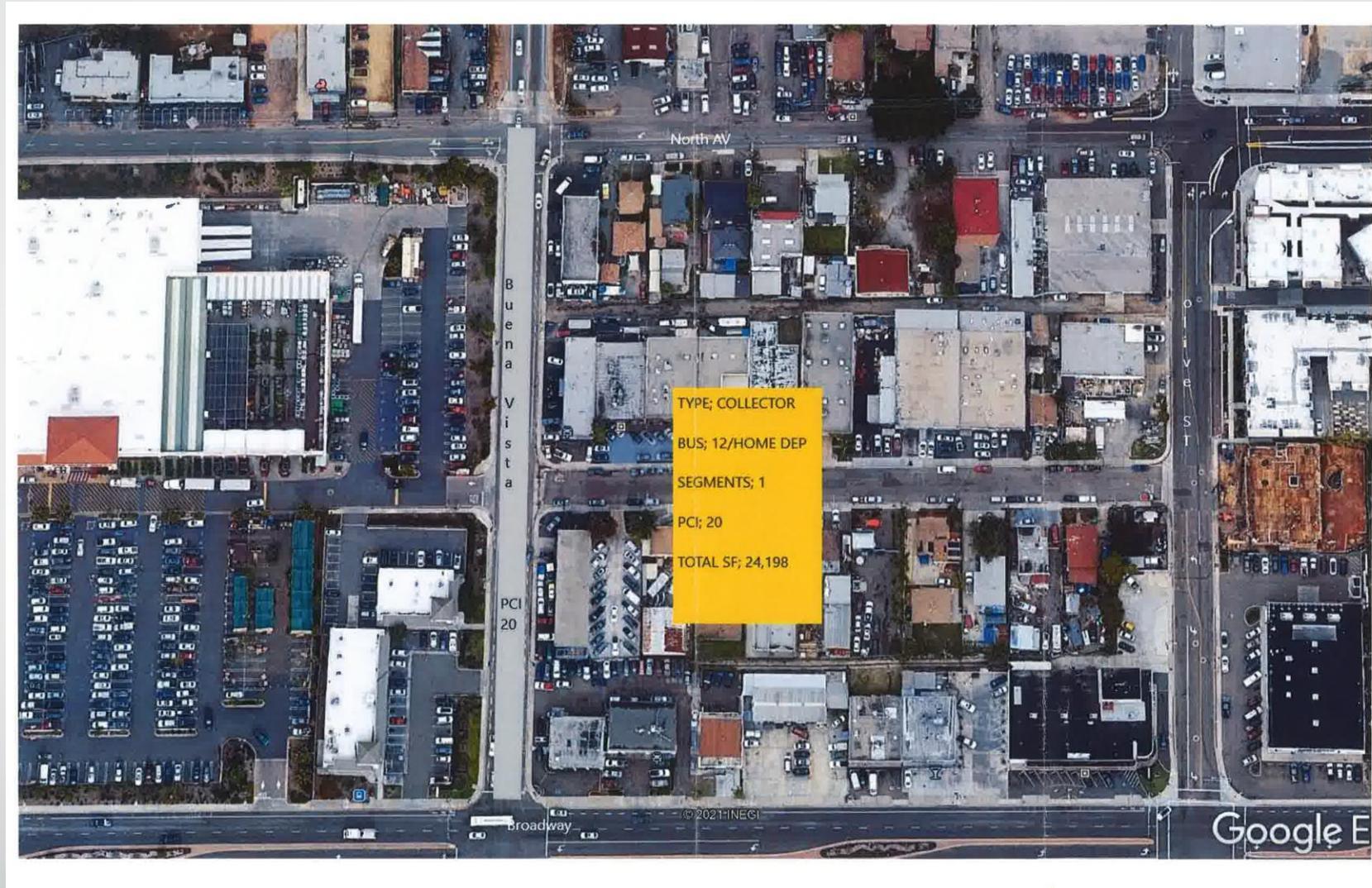
Buena Vista

PCI 20

Business / Connectivity

24,198 SF

\$133,089



Debcos Drive

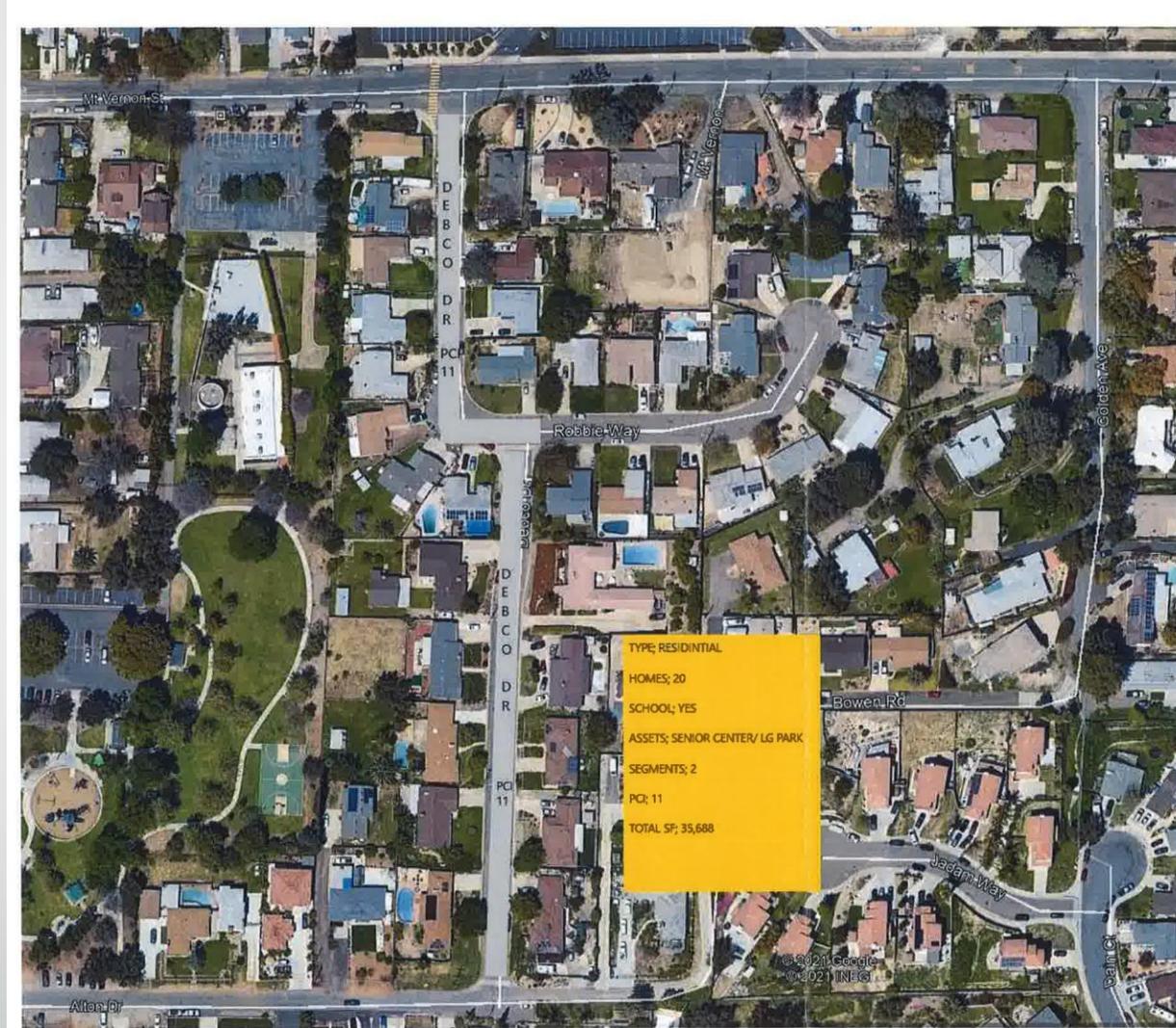
PCI 11

Residential / City Parks

35,688 SF

\$86,213 + 110,171

Not CDBG Eligible



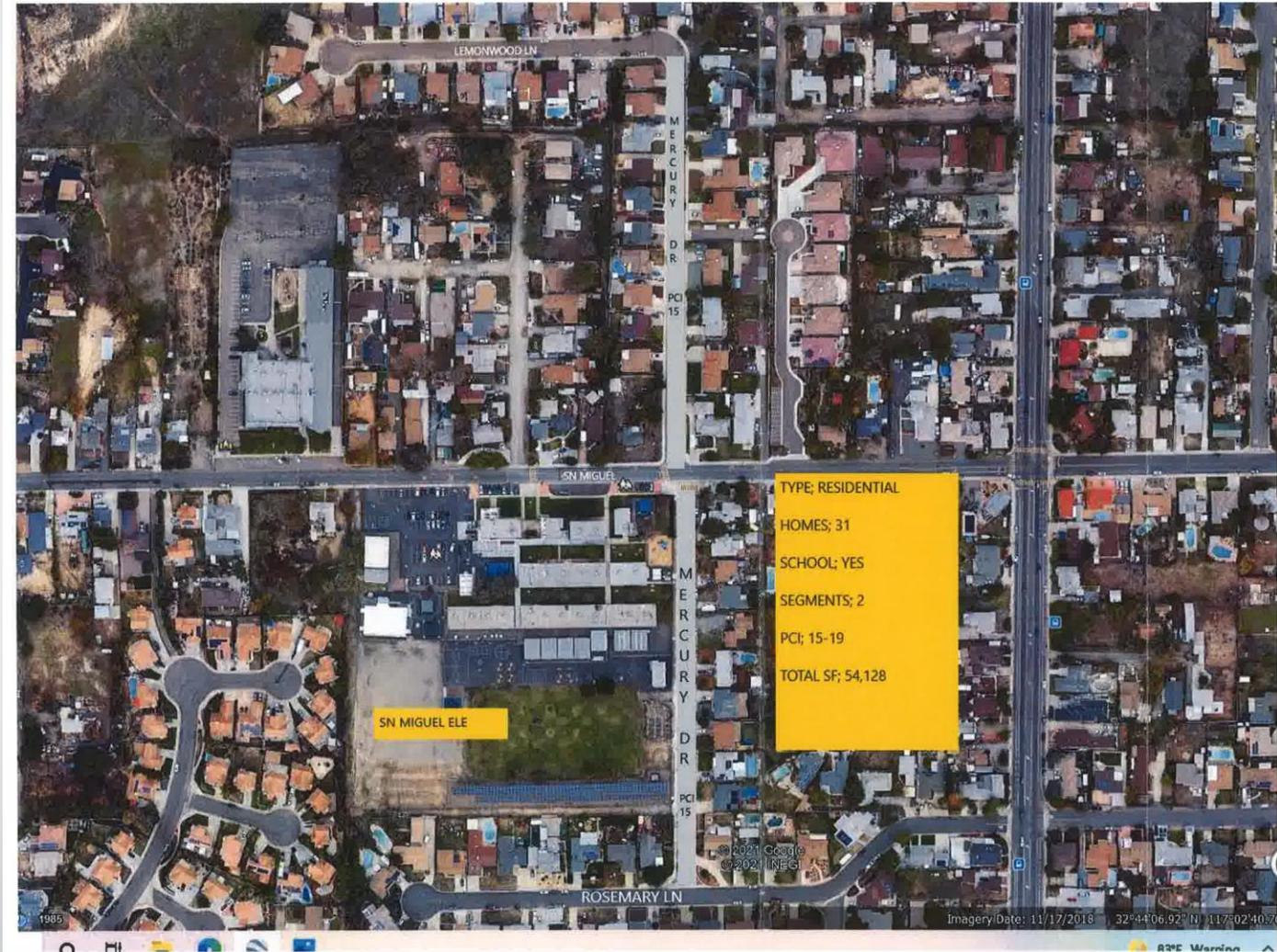
Mercury Drive

PCI 15

Residential / School /
Connectivity

54,128 SF

\$151,096 + \$146,000



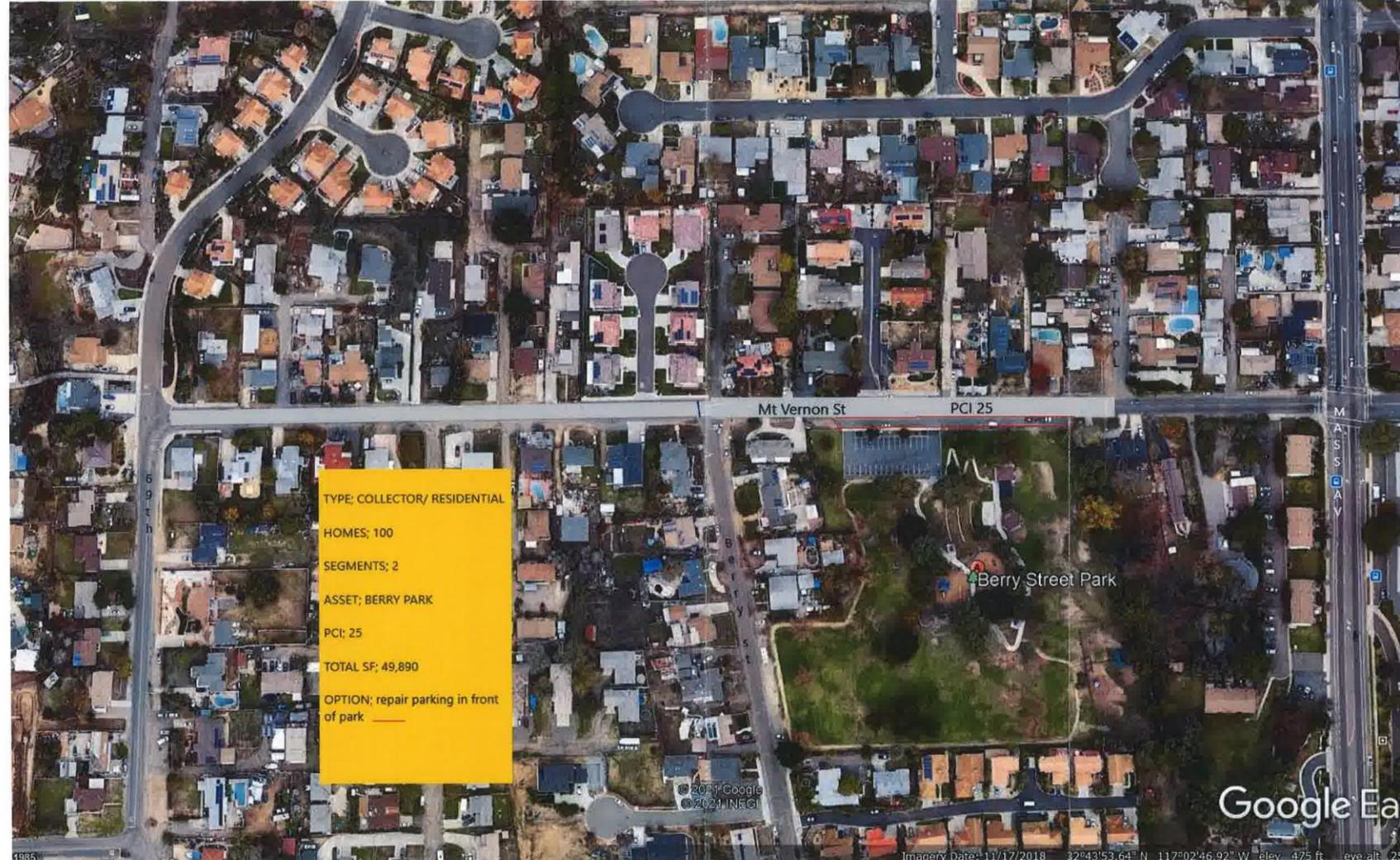
Mt. Vernon

PCI 25

Residential / Park

49,890 SF

\$273,000



Staff's Proposed Streets

Proposed Streets For Consideration

- Bakersfield+Calvocado+Taft
\$247,000+\$86,000+\$231,000
- Buena Vista (North to Broadway)
\$133,000
- Debco (Mt. Vernon to Robbie) \$86,000
- Debco (Robbie to Alton) \$110,000
- Mercury (Lemonwood to San Miguel)
\$151,000
- Mercury (San Miguel to Rosemary)
\$146,000
- Mt. Vernon (69th to Beth) \$273,000

Staff's Proposed Streets

Proposed Streets For Consideration

- Bakersfield+Calvocado+Taft
\$247,000+\$86,000+\$231,000
- Buena Vista (North to Broadway)
\$133,000
- Debco (Mt. Vernon to Robbie) \$86,000
- Debco (Robbie to Alton) \$110,000
- Mercury (Lemonwood to San Miguel)
\$151,000
- Mercury (San Miguel to Rosemary)
\$146,000
- Mt. Vernon (69th to Beth) \$273,000

Staff Recommendation

\$350,000 (one time) + \$127,000 (CDBG)

- Buena Vista \$133,000 (with \$127,000 CDBG Funds)
- Calvocado \$86,000
- Taft \$231,000



COMMENTS/DISCUSSION

Streets with a PCI < 25 – Take Aways

- Total street list reviewed
- Consensus on how to fix <25 PCI
- Funding plan for this year's paving project
- Add < 25 PCI streets to future paving projects via the PMP
 - \$125,000 (13% of the network)
- Future funding opportunities (Grants/1 time \$)

* 5 minutes *

Take a break.
You deserve it!





Complete Streets

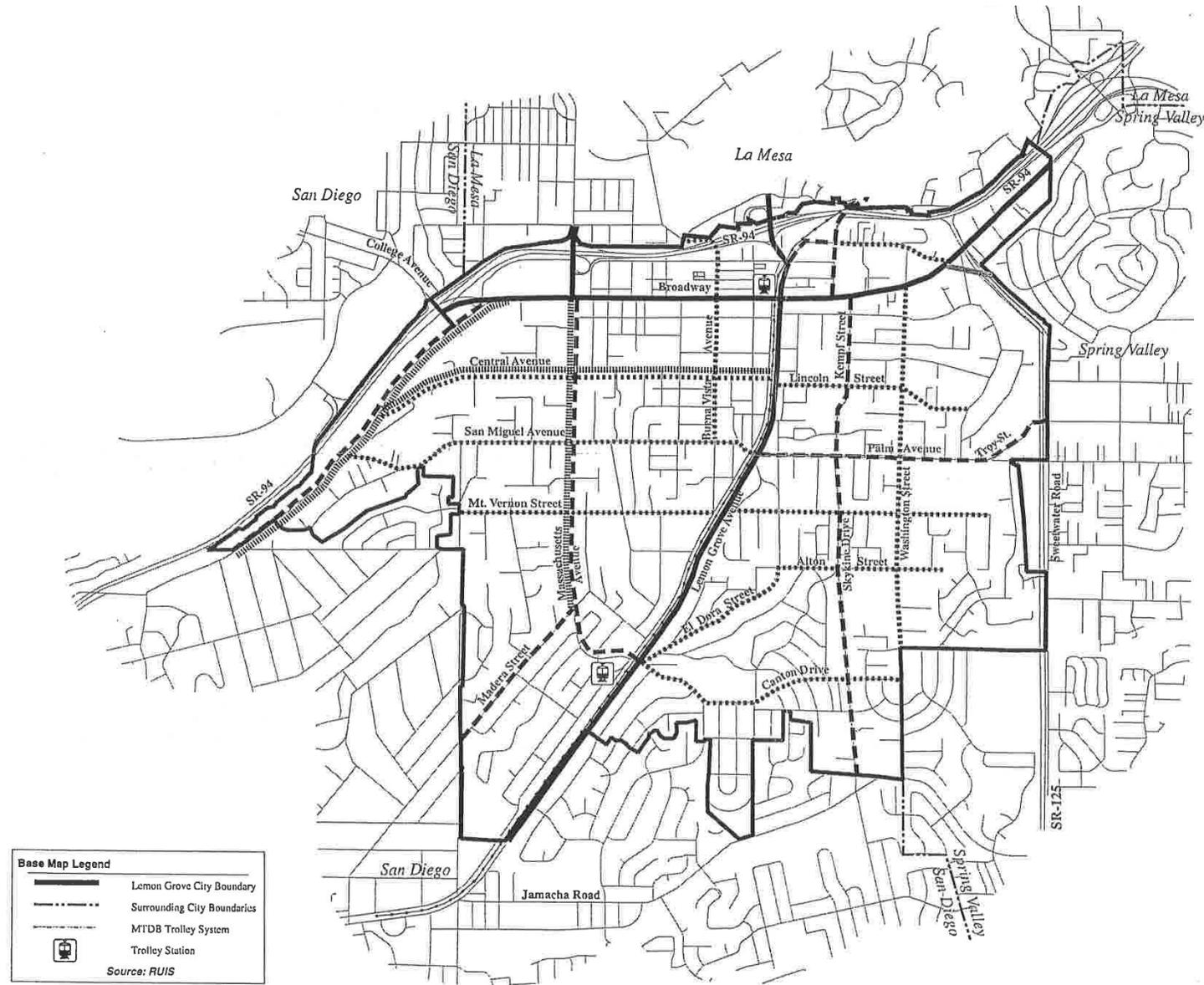
Complete Streets Agenda

- General Plan – Mobility Element
- Definition of Complete Streets
- Approaches
- Behavior
- Examples of Complete Street Projects

General Plan - Mobility Element



Mobility
Element



Base Map Legend

- Lemon Grove City Boundary
- Surrounding City Boundaries
- MTDB Trolley System
- Trolley Station

Source: RUIS

Legend

- 4-LANE MAJOR
- CLASS I COLLECTOR
- CLASS II COLLECTOR
- CLASS III COLLECTOR
- RESIDENTIAL/LOCAL COLLECTOR
- SPECIFIC STREET PLAN



Source: BRW, Inc.

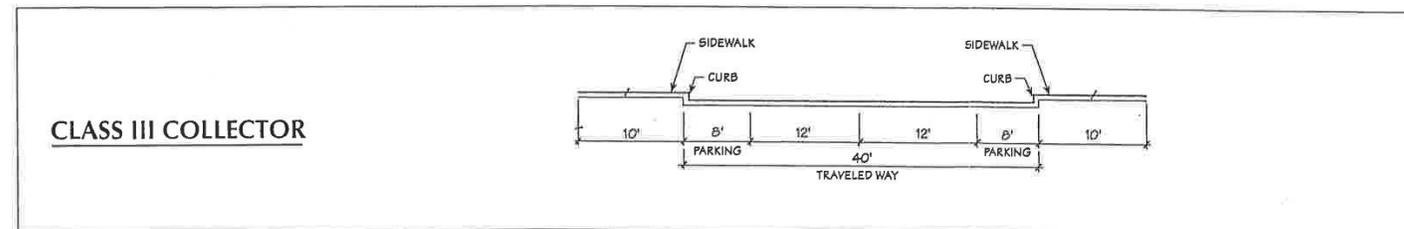
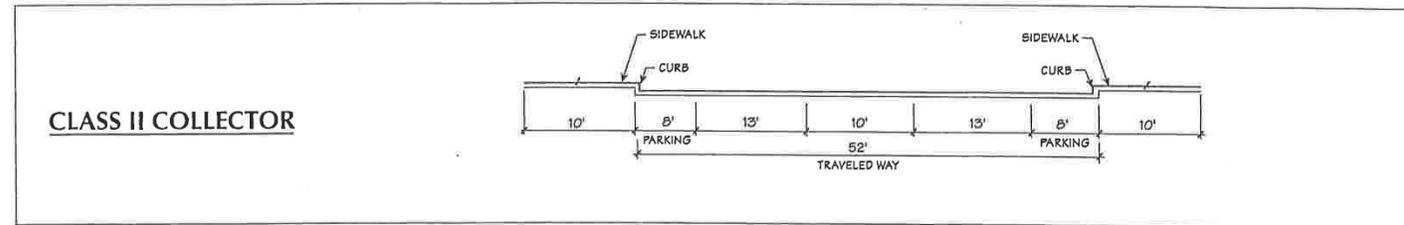
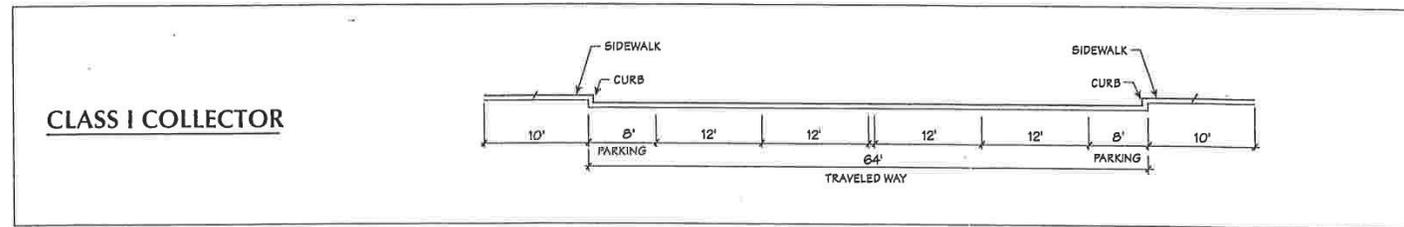
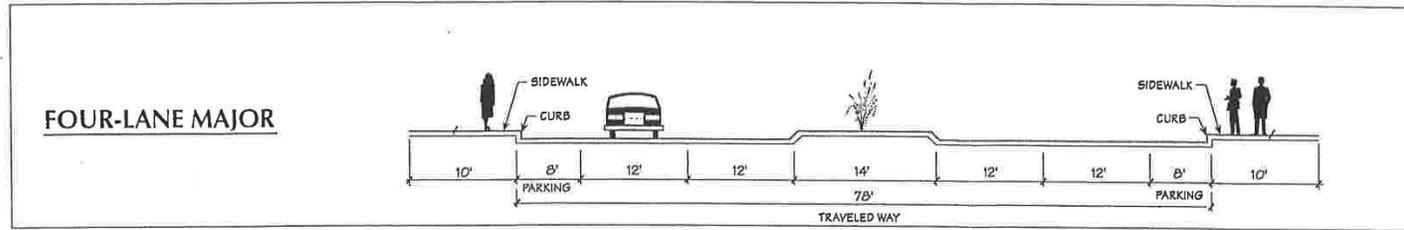
1 inch = 2,000 feet

**Figure M-1
Roadway Circulation Plan**

General Plan - Mobility Element



Mobility
Element



Legend

Four-Lane Major - A four-lane divided roadway with access and parking controlled as necessary to maintain flow. Primary function is to provide mobility; access is secondary.

Class I Collector - A four-lane undivided road intended to provide access between major roads and local or residential streets; parking controlled as necessary.

Class II Collector - A two-lane roadway with a center turn lane to allow for safe access to and from adjacent properties; parking is typically allowed.

Class III Collector - A two-lane undivided road. The main function is to provide access to adjacent properties and distribute traffic to and from higher class roadways; parking is typically allowed.



1 inch = 2,000 feet

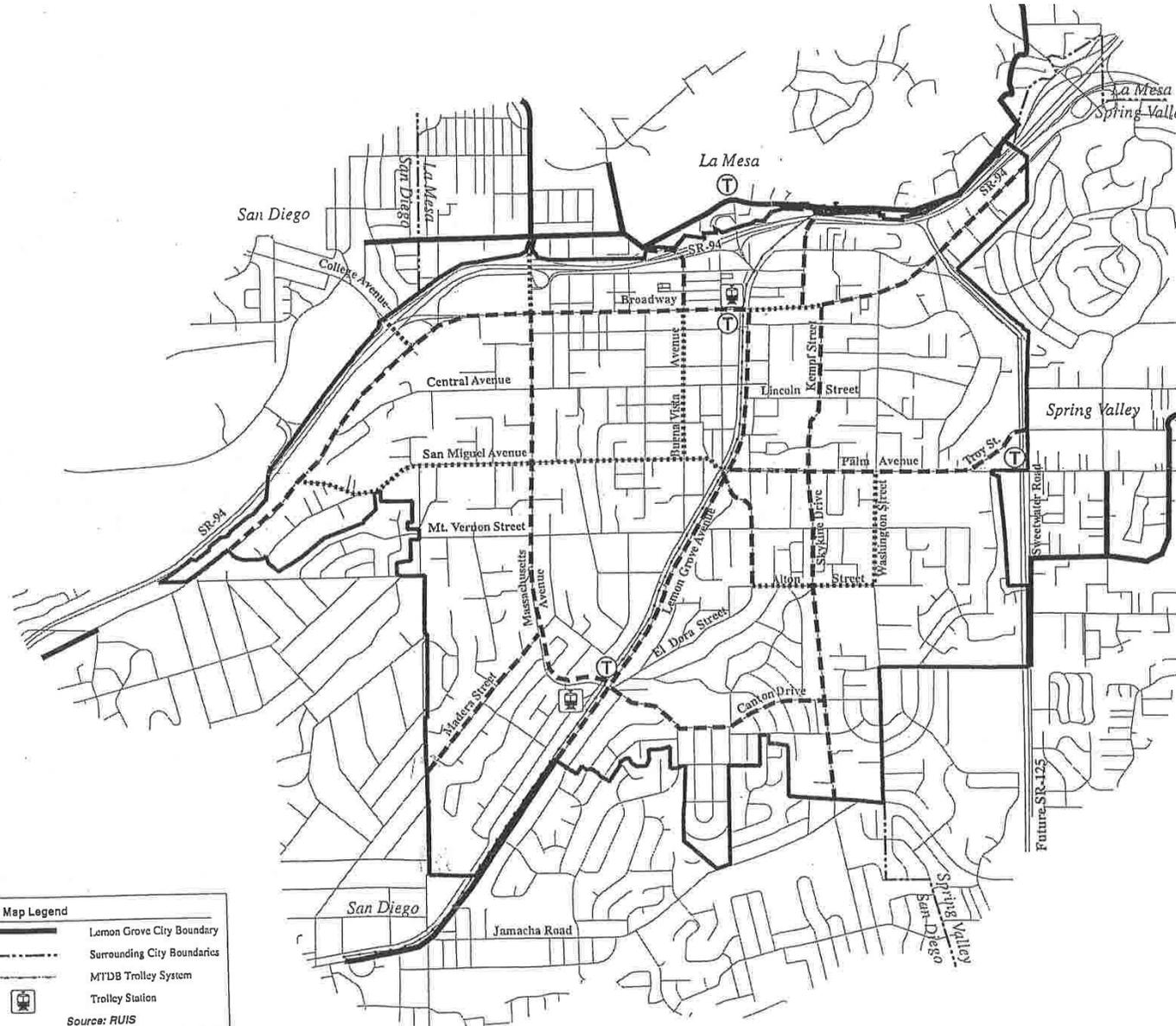
Source: BRW, Inc.

Note: *Total Right-of-Way can vary depending on whether parking and/or sidewalk strip is provided

General Plan - Mobility Element



Mobility
Element



Base Map Legend

- Lemon Grove City Boundary
- Surrounding City Boundaries
- MTDB Trolley System
- Trolley Station

Source: RUIS

Legend

- Existing Bicycle Facility
- Recommended Class II Bicycle Lane
- Recommended Class III Bicycle Route
- Transfer Location

- Notes:**
- 1) The Lemon Grove Avenue median will be narrowed by four feet between Mt. Vernon Street and the City Limits to avoid removal of parking on southeast side.
 - 2) Canton Street will initially be improved to a Class III Bike Route and upgraded to a Class II Bike Lane only if determined to be appropriate by future analysis.



Source: BRW, Inc.

**Figure M-5
Bikeway Plan**

General Plan - Mobility Element



Mobility
Element



Base Map Legend

- Lemon Grove City Boundary
- Surrounding City Boundaries
- MTDB Trolley System
- Trolley Station

Source: RUIS

Legend

- Pedestrian Corridors



1 inch = 2,000 feet

Source: BRIV, Inc.

Figure M-6
Pedestrian Corridors

Complete Streets Defined

- Solution based process
- Encompasses many approaches to plan, design and operate roadways and the public right-of-way
- With all users in mind, make the transportation network more efficient
- Streets designed to enable safe use and support mobility
 - For all users, all ages and abilities
 - As drivers, pedestrians, bicyclists or public transportation riders

Approach to Complete Streets

Approaches vary with each community that address a wide range of infrastructure options:

- Sidewalks
- RoundABOUTs
- Bicycle lanes
- Bus lanes
- Public transportation stops
- Crossing opportunities
- Median islands
- Accessible pedestrian signals
- Curb extensions
- Modified vehicle travel lanes
- Streetscape
- Landscape treatments

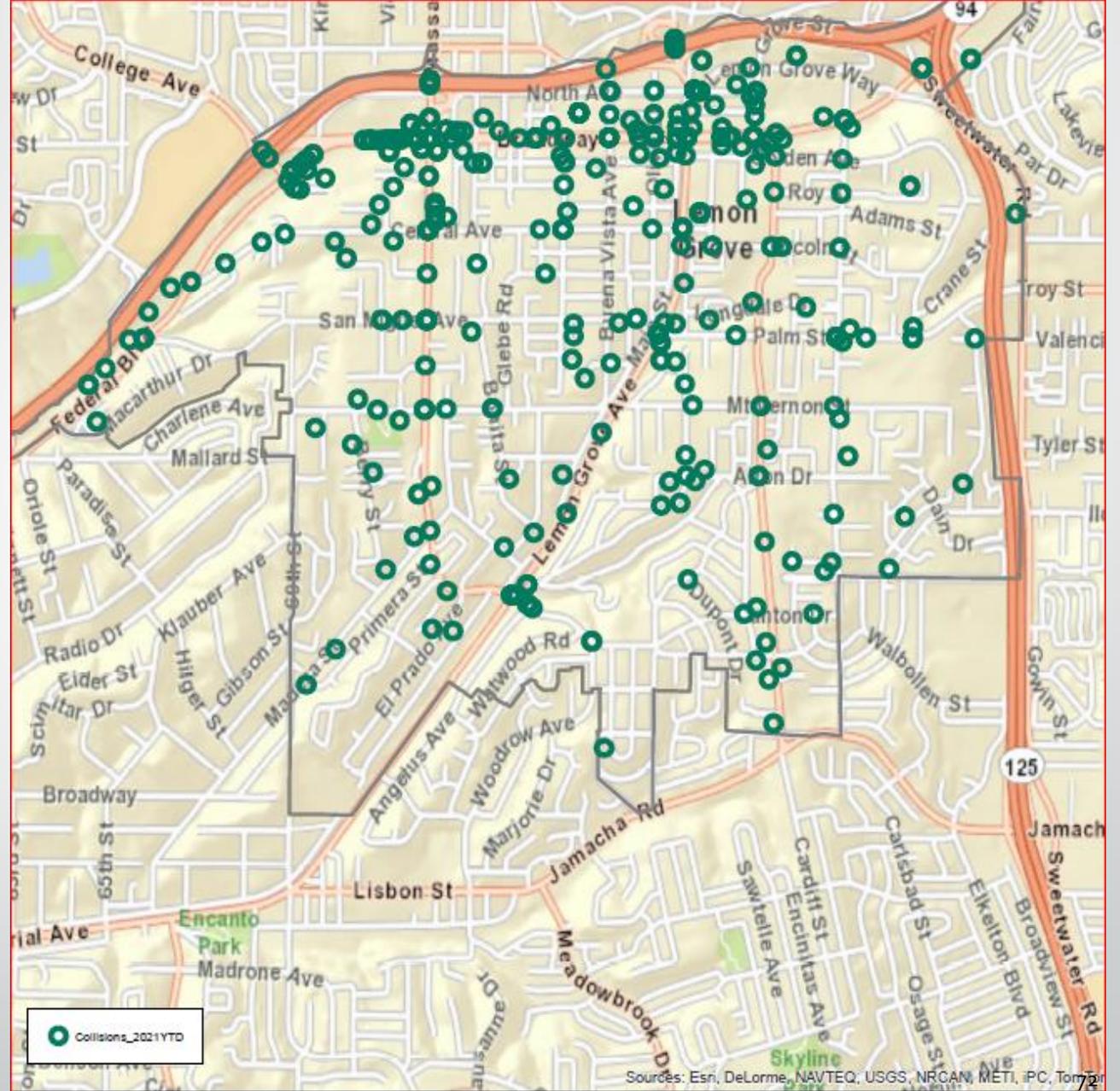
Complete Streets - Behavior Changes

- Stop the rush
- Holistic change in behavior
- Education campaign
 - Drive better challenge
 - Distracted driving awareness



Collision History 2021

- Clusters indicate a higher frequency

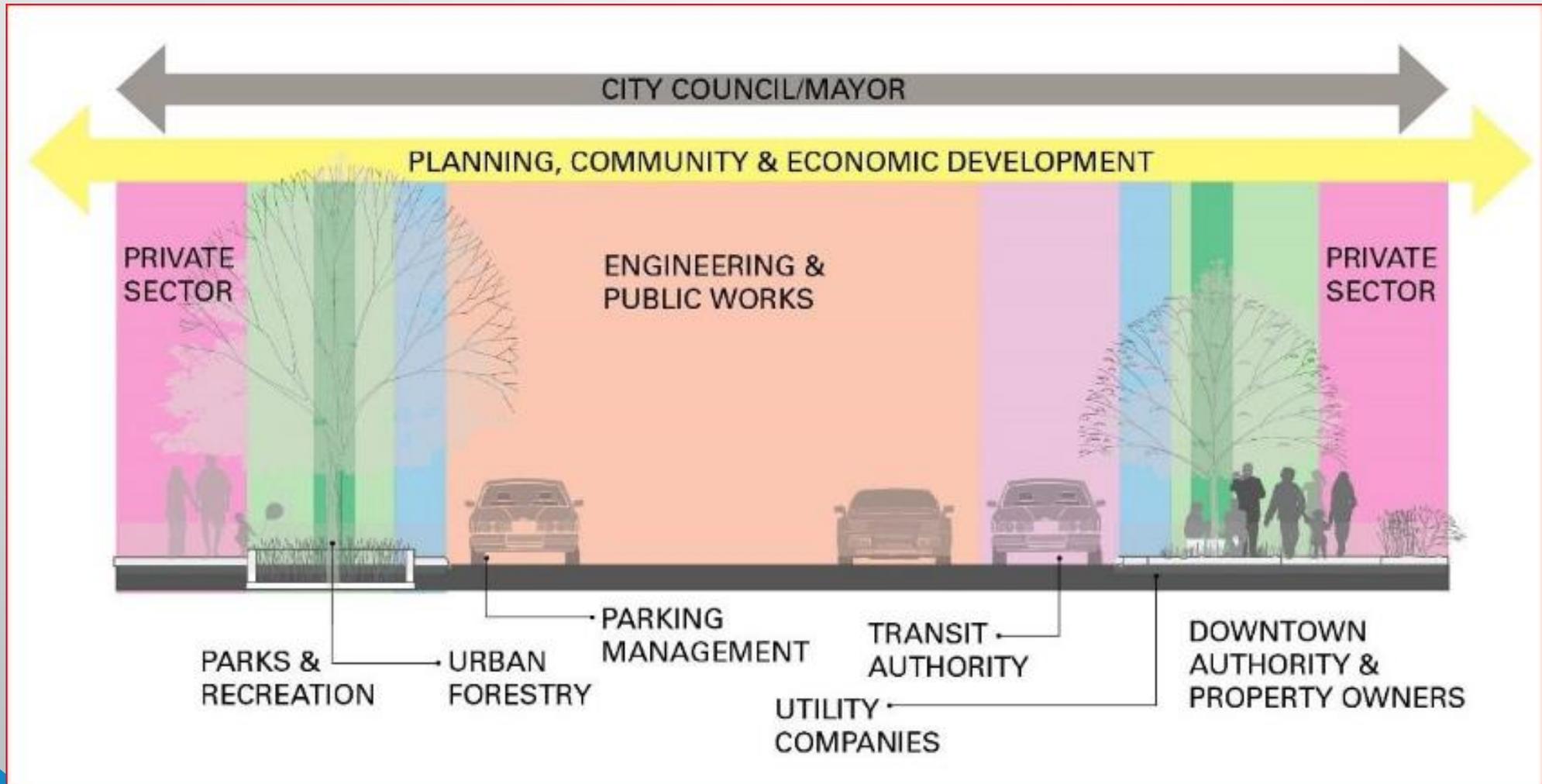


San Diego County's Sheriff's Department
City of Lemon Grove Collision Report
2021

Created by
CAU
Oct 21, 2021



Not Your Normal Street Design





DESIGN WORKSHOP STREETScape PROJECT:

BAGBY STREET, HOUSTON

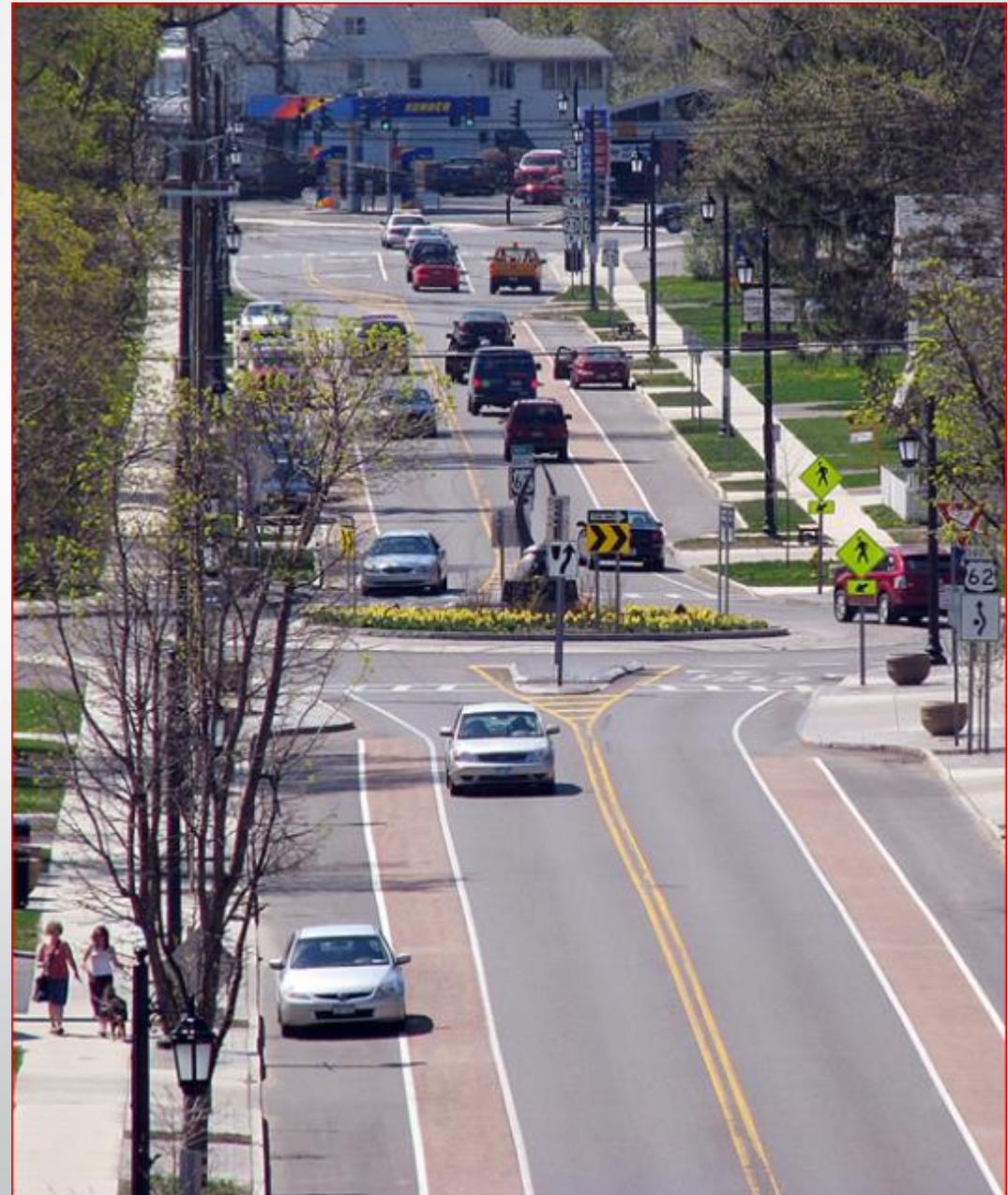
BEFORE: 25.3% ROW DESIGNATED TO PEDESTRIANS



AFTER: 51.2 % ROW DESIGNATED TO PEDESTRIANS



SOURCE: DESIGN WORKSHOP





COMMENTS/DISCUSSION

Complete Streets – Take Aways

- Orientation
- Systematic solution focused
 - Infrastructure
 - Behavior
- Consider future meetings
 - To further define ideas discussed
 - Consider the creation of a complete street design manual
 - Or other options?

Final Workshop Take Aways



- PMP will be updated this year
- Allocated One Time / CDBG Funds
- How to fund <25 PCI streets in the future?
- Complete Streets
 - Additional workshop?
 - Defines and explores concepts



Street Workshop

October 23, 2021



STREET WORKSHOP - STUDY SESSION

LEMON GROVE COMMUNITY CENTER
3146 SCHOOL LANE, LEMON GROVE, CA 91945
SATURDAY, OCTOBER 23, 2021 9AM - 11AM

NOTICE AND CALL OF SPECIAL CITY COUNCIL MEETING AGENDA

For everyone's protection all attendees are required to maintain a safe social distance and face coverings will be required to attend the meeting.

NOTICE IS HEREBY GIVEN THAT that a Special Meeting of the City Council of the City of Lemon Grove, California, will take place at the Lemon Grove Community Center, 3146 School Lane, Lemon Grove, CA on Saturday , October 23, 2021, at 9:00am - 11:00am. The business to be transacted at the special meeting will be as follows:

Call to Order

Pledge of Allegiance

Study Session:

Community Workshop Discussion Item - Pavement Management Program, The Worst Streets in the City and What are Complete Streets

Adjournment

AFFIDAVIT OF POSTING

State of California)
County of San Diego) ss.
City of Lemon Grove)

I, Audrey Malone, Planning Commission Clerk, for the City of Lemon Grove, hereby declare under penalty of perjury that this notice was posted on the bulletin board in front of City Hall, 3232 Main Street, Lemon Grove, California and on the City Website on October 18, 2021 prior to 6 p.m.

Audrey Malone
Deputy City Clerk

"Best Climate on Earth"

Written
Public Comments
October 23, 2021

Becky Runyan

6705 San Miguel

runyan_becky@yahoo.com

I live at the junction of San Miguel & McArthur.

When people come around the corner & the sun is shining in their eyes, they can't see at all.

It's a horrible street with big potholes and no sidewalks.

Police response time from 38 years ago until about 4 years ago, response time is now 30 minutes or more.

Alex McMullen

6756 San Miguel

Nereus90@gmail.com

I think people go way too fast on this street. Speed limit is 30 but people go much faster.

Every time I try exiting the driveway it feels like we are taking a chance.

Donalynn Purificacion

sunbeamhome@cox.net

Perhaps a slow down sign would be good or speed bumps if it would be okay. There was once a car that was hit, and it was a bad accident.

Or maybe we could have a curb on the north side of San Miguel.

Steven Chhuon

stevechhuon@yahoo.com

619-606-1201

We purchased our house around 2009 and I could tell then the roads haven't been paved or addressed. Seems it's been forever ago since they were ever touched.

I've used my own money to clean streets & do work the city should be doing.

People are using San Miguel as a frontage road so if the city is going to have 95% of the city driving on this street then more of the city street funds need to go toward repairing San Miguel.

Oleta Hamby

obaacham56@hotmail.com

Central is my walking path and it's dangerous for me let alone a child. The rumble bumps don't help to be honest and neither does not having speed bumps.

Miguel Nava
miguel.nava.tapla@gmail
6761 Central

I've seen cars racing up Federal and a kid hit right in front of my house. It would definitely help to slow people down before they reach the enter section at federal and central.

Israel Lopez

6769 Central Ave Lemon Grove CA 91945

My son is 14 plays soccer and about a year ago my sons friend was hit by a car traveling at high velocity. The boy flew in the air and got a concussion. He is lucky to be alive. The rumble bars do not work. As we speak a car is driving by at nearly 55 miles an hour. Please take action.

Jamie Macomber
609-312-9872
6777 Central Ave
TaluLabelle4@gmail.com

The rumble bars do absolutely nothing. The faster you go, the less you feel. People speed excessively on this street.

Coral Bowen
619-799-9004
6768 Central
coral1sd@yahoo.com

People can't even walk on the street because it's so dangerous. People being hit is nothing new. We can't even leave from their driveways because everyone is just flying down.

Stephen Cadeira
619-750-7185
stevecadeira@yahoo

To whom it may concern:

First, the white dots are not working. They are a joke. We need speed bumps. Reason to much racing up and down hill. Our fence has been hit and destroyed 3 times since we lived here. Please we need speed bumps before someone is killed.

Gina Jones
619-467-7975
7117 Central Ave Lemon Grove CA 91945

To whom it concerns,

I Gina Jones (address 7117 Central Ave, Lemon Grove CA 91945) believe we as residents need bigger speed bumps on Central Ave. People speed down the street, both ways, like its a speedway. There has been many accidents at the end of central ave going towards federal blvd. No one has regards for lives. There is a elderly lady who is in a wheelchair that has almost been many times. I use to walk my dog and have to use the "street" because the only sidewalk is on the North side for like 5-6 houses. We also had the fire hydrant taken out (throwing enough water it flooded all the street, my street included for over 30 minutes till water people got here. I also have almost been hit trying to pull out of own driveway/street because the house at 7105 is not maintained and the smaller palm trees and cars out in front of 7105 and 7110 have cars park to where you can't see around them. This has happened 3 times to myself. Parents and neighbors - really bad in last 3 weeks. Someone is going to die. There is "no" stop signs to give us a way to get out and cars are obscuring the view. It's dangerous and something needs to be done about "both" these sooner. The speed bumps on our street we call ant bumps because they have no business being called "speed bumps". It was a waste of us as a community to even put them on the street. I as a Lemon Grove citizen (born and raised, 62 years ago) have a right to feel safe in our own community. Why can things be done to improve our surrounding to feel safe. I'm afraid to walk with my granddaughter down our street and this isn't fair. Do something about it please.

Sincerely,
Gina Jones

Pablo Sanchez
Kasandra Blanco
619-829-4978
619-606-2151
7095 Central Ave Lemon Grove, CA 91945

This road is like a freeway especially during rush hour. We have children and it's concerning. We can't get out of our driveway it's so dangerous. A lot of people walk and there are no sidewalks.

Rebeka Samayoa

619-372-4680

7097 Central Ave Lemon Grove, CA 91945

I have a 10 year old and asking him to put the trash cans out is terrifying. What's also concerning is to hear people say it's a pathway to the freeways as though we need to suck up the dangers because of it.

I love Lemon Grove. It's so tight knit and it's disheartening to see these things. No warnings, nothing. There are things that can easily be done to avoid these kinds of accidents and safety hazards.

Dalia

619-459-2505

dnena1998@yahoo.com

7089 Central

My uncle walks the dogs and I tell him to walk carefully because it's dangerous. I bought my property last year and I wonder with the high property taxes I pay. Where is my money going? There should be plenty of money for speed bumps and sidewalks too.

Rasheda
619-251-9440
eatmon.r@hotmail.com

Cars drive really fast not caring if you're crossing the street with a baby. I'm fearful cars are going to lose control and fly into my front living room. We need things like speed bumps. It's scary.

Luis

619-300-7049

L.arellano77@gmail.com

7075 Central

We'd really like some speed bumps. Something to deter the speeding vehicles.

Paula Gannou
7061 Central Ave
619-729-1428
pjpgannon121@outlook.com

Alano Club (AA) down the street can't walk there too dangerous. 80-90 MPH everyday. I am okay with a speed moniter being put on my yard.

Ginger Baker
619-876-3645
gin411@yahoo.com
7052 Central Ave

I'd love to see either a stop sign or some speed bumps put in on Central Ave to slow down traffic. People drive way too fast on this street and it's only a matter of time before someone else is hurt or killed if nothing is done.

Sincerely,
Ginger

Nea
619-252-1229
Northside of Central

Speeding is a huge issue. A lot of people walk up and down the street and there aren't many places for people to walk.

Mallory and Robert Rico

Sidewalks, speeding, no police presence, dark patches at night.

Clarence

There isn't a lot of presence on the road so people are going to do anything when no one is watching. They need to divert the traffic somewhere else.

After the kid got hit there was an officer down there and speeding stopped. As soon as he left, it started again.

Denise and Robert Saenz

Denise: SaenzrdZRD1@gmail.com 619-414-8747

Robert: SaenzZRC@gmail.com 619-414-4778

This street definitely needs speed bumps or other things to slow down traffic. It's one of the busiest streets in Lemon Grove. Vehicles do "burn-outs" and excessively speed to Federal or Broadway. Also, at sundown visibility is limited and extremely dangerous. Children's lives are at risk due to excessive high speed. Many parked cars are also crashed into due to high speed. Many animals are killed due to high speed.