UPTOWN REGIONAL BIKE CORRIDORS PROJECT
SAN DIEGO ASSOCIATION OF GOVERNMENTS

SUMMARY REPORT:
COMMUNITY UPDATE MEETING
February 6, 2014
6 – 8:30 p.m.
Roosevelt Middle School Library
3366 Park Blvd, San Diego 92103

INTRODUCTION

On February 6, 2014, the San Diego Association of Governments (SANDAG) held the Community Update Meeting for the Uptown Regional Bike Corridors Project. The purpose of the meeting was to:

- provide a project overview , including the regional planning context, project area, process, vision, goals and schedule;
- present the results of the alignment analysis and associated design concepts for selection locations;
- review potential placemaking opportunities and designs; and
- collect community input regarding the potential design concepts and placemaking opportunities.

Meeting Outreach

Public outreach and meeting notification included a range of methods including:

- Posting information on the SANDAG's website
- Posting information on SANDAG's social media sites
- Distribution of e-blast to representative community groups
- Direct communications with key stakeholders, such as business and property owners, and other interested parties.

Meeting Format

Approximately 80 community members attended the meeting at the Roosevelt Middle School Library, 3366 Park Blvd, San Diego 92103. Upon signing in, participants received an agenda, a project information sheet, a handout with two maps of the project area, and a comment booklet for submitting written comments from the meeting.

Colleen Clementson, Principal Planner of SANDAG served as meeting facilitator and initiated the meeting by welcoming participants and thanking them for attending. She introduced City of San Diego Interim Mayor and City Council President (District 3) Todd Gloria, who provided welcoming remarks.

Ms. Clementson then introduced the SANDAG project team and reviewed the meeting agenda. Beth Robrahn, SANDAG project manager, presented a project overview—including the purpose, background, goals, process and schedule—as well as the bikeway alignments that appear to best meet project objectives – and present the most opportunity to create an excellent community asset –identified along all 12 miles of the three project corridors. Chris Kluth, Senior Active Transportation Planner with SANDAG, presented design concepts from select project locations, highlighting the design features and potential placemaking opportunities.

Ms. Clementson then transitioned the remainder of the meeting to an open house format, which featured posters displayed at stations throughout the room. The posters highlighted project information, potential design concepts, and potential placemaking opportunities from all of the project area's neighborhoods. Project team members were available at each station to answer questions about the project. Participants provided input by (a.) writing comments on notes and posting on the display posters, and (b.)

writing and submitting comments in comment booklets. The following sections of this report provide a summary of submitted comments.

SUMMARY OF COMMENTS

Project Overview

- Address how lost parking will be mitigated
- Explain how bike parking will be accommodated
- Explain the benefits of roundabouts for motorists
- Improve east-west links between sub-communities from Mission Bay to Mid-City across arteries like Taylor St, Rosecrans, Morena Blvd, Pacific Highway, and Barnett
- Ensure adequate funding for ongoing operations and maintenance
- Demonstrate health and economic benefits with health impact assessments
- Provide additional community engagement opportunities for the project

Old Town to Five Points

San Diego Ave and Noell St Traffic Calming

- Design Concept 2: Create a larger pedestrian refuge
- Design Concept 2: The Noell St intersection design is better for all users
- Design Concept 3: The Noell St roundabout would be confusing for drivers
- Consider narrowing the width of San Diego Ave, possibly with trees
- Consider mini-roundabouts instead of median islands or full stops
- Allow residents and businesses in this area to decide on final designs
- Study research on bike safety in roundabouts
- Ensure a bike lane is provided within the Noell St roundabout
- Address concerns about vehicles recognizing the contraflow through the McKee intersection
- Consider four-way stop at Noell St as eastbound cyclists will be entering at a very slow speed due to the hill

Washington St and San Diego Ave

- Include bike alert lights on India St
- Continue bike lanes through intersections by painting continuous bike lanes
- Address parking impacts at Washington St and India St from bike facility
- Consider a two-way bike lane on the south side of Washington St
- Protect trees in median with guardrails
- Attempt to preserve diagonal parking on India, not head-in
- Close India St between Winder and Andrews creating an outdoor plaza
- Address parking loss for businesses' customers
- Discuss with restaurant owners the preferred locations for adding street parking
- Provide protected access to Pacific Highway, Barnett Ave, Marine Corps Recruit Depot, and Liberty Station
- Provide directional signage
- Consider Juan St as an alternative to driving

Mission Hills: University Ave Bike Boulevard Ibis St to Front St

Ibis St

- Address delivery vans that use University Ave to access Washington St stores
- Neighbors will appreciate closing the access ramps
- Move non-local traffic off of University Ave by closing both ramps at Washington St
- Widen the bike lane from Washington St to University Ave
- Study traffic speed impacts from shifting vehicle traffic to Washington St at Albatross St
- Provide bike speed recommendations for each type of facility, particularly those with little or no buffer with pedestrian areas
- Place bike lanes in the Washington St medians with signalized access between Goldfinch St and India St
- Include westbound pedestrian facilities from Front St to Five Points
- University Ave is a "collector", not a cut-through or residential street, as defined in the street manual
- Install rumble strips on westbound Washington St to slow traffic
- Provide planted buffers between bikes and cars, as well as bikes and pedestrians
- Consider providing dedicated space to bikes and pedestrians that reduces noise levels and vehicle speeds, similar to Bird Rock
- Address how Washington St will absorb additional traffic, particularly during rush hour, including timing of traffic signals and width of new street medians
- Explain how much east bound traffic will divert from University Ave to Washington St
- Consider a pedestrian and bike bridge from the west terminus of University Ave to Grant Elem

Front St

- Start the one-way at Albatross to allow better egress from Hillcrest
- Avoid a large median buffer at the intersection if not also serving as a pedestrian crossing
- Emphasize design for local traffic only, not high-speed cut through traffic
- Making University Ave one way is not balanced transportation
- University Ave is a "collector", not a cut-through or residential street, as defined in the street manual
- Consider a roundabout at Front St to calm traffic
- Provide bike parking

Hillcrest: University Ave, 1st Ave to 3rd Ave

- Consider making University Ave and Robinson Ave paired one-ways west of 5th Ave as eastbound University is already gridlocked here
- Provide grade-separation between pedestrians and bicyclists
- Provide planted buffer between bicyclists and vehicles if possible
- Coordinate with the City of San Diego to ensure landscaping and beautification are included

- Conduct a weekend temporary implementation to demonstrate permanent solutions
- Address current high traffic speeds
- Allow experienced cyclists to utilize full traffic lanes as desired

Hillcrest: University Ave, 5th Ave to 6th Ave

- Address how the protected bikeway transitions to the normal bike path
- Add colored pavement below the Hillcrest sign
- Add Copenhagen foot rest rails at intersections
- Provide curb or grade separation between pedestrians, cyclists and vehicles
- Treat this block as the “townsquare” of the neighborhood
- Address safety concerns from the adjacency of the bikeway and pedestrian area
- Prioritize bus stops on University Ave

Hillcrest: University Ave, Vermont St to Richmond St

- Identify where bus stop is located: on the island or original curb
- Consider pocket park designs on Normal St
- Provide sidewalk seating, curb dining, wider sidewalks, and trees
- Provide bike parking on bulbouts

Mission Valley: Hotel Circle / Interstate 8

- Install overhead lighting and bicycle alerts in the underpass
- Allow westbound Hotel Circle cyclists to move into the left turn lane for safe access to Bachman Pl
- Coordinate with UCSD for Bachman Pl street design
- Limit traffic on Bachman, considering one way
- Provide protected bikeways both directions on Bachman Pl, providing shared lanes with pedestrians if needed
- Consider a traffic circle design at Bachman Pl and Hotel Circle
- Use Caltrans right-of-way to expand the bike path
- Install signs or warning devices for bikers about dangerous pavement conditions
- Study downhill speeds on Bachman Pl to inform a safe design
- Provide street lights for safety
- Address connectivity north of I-8 to Friars Road
- Ensure two-way path designs meet Caltrans separation requirements for Class I facilities
- Provide directional signage to access the San Diego River pathway
- Provide a ski lift or escalator mechanism uphill/southbound on Bachman Pl
- Include a three-way stop at Bachman to allow cyclists to safely cross
- Provide separation between bicyclists and parked cars uphill/southbound on Bachman
- Install a buffered bike lane to the Sefton ball field at the San Diego River pathway

Bankers Hill: 5th Ave and Nutmeg St

- Consider installing infrastructure improvements only, and pursuing beautification later
- Increase efforts to visually narrow the street to reduce speeds, including use of diverters
- Address how bikes can make a safe right turn onto Nutmeg
- Change the simulation to show the church
- Address landscaping maintenance responsibilities
- Provide traffic calming on Laurel St at 5th and 6th Aves
- Avoid providing café tables in the medians between bike and traffic lanes
- Provide continuous landscaping
- Improve the pedestrian experience through enhanced curb appeal

Downtown: 5th Ave and Beech St

- Consider shifting bike lanes to 6th and 7th Aves in Downtown
- Address how bikes can make safe turns onto Beech St
- Address visibility of bikes to cars at bulbouts
- Include signage

Additional Comments

- Design the network to provide greater mobility, ease congestion, and support economic growth for neighborhood businesses
- Provide concrete paving that is easy to repair/maintain
- Provide spaces for bikeshare kiosks
- Transform Uptown into a local, regional and national destination through connectivity to Downtown and enhanced placemaking
- Utilize data from Ciclosdias
- Design for water-wise landscaping