



**UPTOWN REGIONAL BIKE CORRIDOR PROJECT  
SAN DIEGO ASSOCIATION OF GOVERNMENTS**

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**OPPORTUNITIES / BARRIERS / EXISTING CONDITIONS**

**COMMENT SUMMARY  
(written comments received through December 2012)**

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**ADVISORY GROUP MEETING #1 - COMMENT CARD QUESTION RESPONSES (1-4)**

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**1. PROJECT OVERVIEW:** Please share any comments about the project background, process, role of the Community Advisory Group, and related topics.

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**Ken Tablang, Uptown Planners:**

Great that we're discussing all options instead of going with routes that we see printed.

**Joe Naskar, Western Slopes Community Association:**

Please provide examples of both successful and unsuccessful bike lane/pedestrian paths.

**Mike Singleton, Balboa Park:**

Opportunity:

- Caltrans, rebuilds, UCSD Long Range
- BRT, Electric Streetcar
- Community Plan, Land Use (Mixed-use, smart growth), Overbuilt Streets, Low ADT (?)
- 2015 Balboa, Plaza de Panama changes, Old bridges, open space connections in the park
- Other traffic calming priorities
- Bike share/car share connectivity

FOR ALL POINTS: Test with paint and phase can work

**Stacie Wissler, Hillcrest Town Council:**

Well-planned and thought out, open/easy forum, great community involvement; SD moving in right direction, thinking things through with communities involved, pride of ownership

**Chris Ward, University Heights Community Association & Uptown Planners:**

Well designed! Appreciate your preparation; good cross-spectrum of community groups.

**Jim Baross, SDCBC:**

- Good Job; thanks for water and snacks.

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**2. BICYCLING IN UPTOWN—VISIONS AND GOALS:** What is your vision for improving how people get around the community? How can the project help your community achieve its goals?

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**Ken Tablang, Uptown Planners:**

Regarding “Uptown Regional” goals, I believe:

- Safety is #1 priority
- Need direct route for commuters
- Another route (more scenic) for recreational/family riders

I like the slowing down of current traffic.

**Joe Naskar, Western Slopes Community Association:**

- Maintain parking in Middletown; Project at Washington should look at cutting into (?) ravine (?); cannot afford lane closures
- Please consider Washington St. Trolley Station as a major transportation mode in an area anticipating increased residential growth; including new affordable housing

**Stacie Wissler, Hillcrest Town Council:**

- One-way on Richmond (traffic W => E) connects uptown to downtown via Little Italy (Curlew, State St)
- Each community having a bicycle support hub (e.g. parking, lockers, etc.) that invite people to stop, browse, eat, shop
- Protected bikeways for the broader demographic of interested riders, but allow for efficient maintenance and lighting, proper drainage

**Anonymous 1:**

- Information – clear, intuitive markings that communicate bike facilities to cars and pedestrians (all modes)

**Chris Ward, University Heights Community Association & Uptown Planners:**

- Safety: include lighting improvements for bicyclists to see path and autos to see bicycle zone
- Include traffic calming measures to lower speeds where shared auto/bike roadway is required.
- Connect residential/employment/recreation

**Jim Baross, SDCBC:**

- Provide for more people getting around on cleaner modes
  - o More parking for bikes (8-12 customers on bikes can park in one car parking space while visiting a business)
- Change bike traffic flow opportunities in Balboa Park area
  - o Allow two-way bike travel on the park where it’s one-way now.
- Realization that it’s better and cheaper to provide bike travel opportunity rather than to provide for car travel

**Anonymous 1:**

Presidio Drive, if traffic was changed to a one-way direction (preferably going uphill) would be a reasonable corridor from Old Town Transit center into Uptown, in the even Washington Street is too contentious.

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**3. UPTOWN BICYCLE CORRIDORS—ISSUES AND OPPORTUNITIES:** Please share your ideas about the issues and opportunities for expanding bicycling in the project area, as well as your ideas for desirable types of bicycle facilities.

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**Ken Tablang, Uptown Planners:**

LIKE:

- One way traffic streets with lanes for pedestrians, cyclists, etc.
- Routes through neighborhoods for scenic and recreational riders.

**Joe Naskar, Western Slopes Community Association:**

- Current bike lane on San Diego @ Hortensin ends and cyclist/car conflicts are a problem.

**Stacie Wissler, Hillcrest Town Council:**

Change is a challenge so auto drivers will need plenty of communication and clear signage with advanced notice of changes

**Anonymous 1:**

Robinson:

- 1 way (west => east, around 163 bridge)
- Pedestrian "Complete Street opportunity"

Bachman Pl:

- Widen road at upper length (?) (parking structure & up)
- Install bike lift/rest points

**Chris Ward, University Heights Community Association & Uptown Planners:**

Consider realignment of preliminary project corridors:

1. Offer connection from Washington St. under I-5 to Pacific Highway (includes trolley station).
2. No 3<sup>rd</sup> Ave, between Lewis and Uppas; instead prioritize 4<sup>th</sup> and 5<sup>th</sup> avenues on this length
3. Focus on Adams => Bikers use it!! Why Howard Ave? Also Texas Street as regional corridor; it's already improved
4. Robinson not a great choice for E/W through Hillcrest; neither University nor Washington are perfect, both have constraints, but better (alternative that should be studied)
5. Add in nodes and destinations that further justify corridor choices.
6. Look at projected growth corridors from plan updates and take further ridership into consideration.

**Jim Baross, SDCBC:**

1. Educate people about how to ride and drive, sharing the existing and new facilities.
2. Enforce traffic lawful behaviors- both people driving and those bicycling.
3. Train traffic enforcement personnel, cops and judges, about rights and responsibilities when bicycling.
4. Provide facility improvements now - do what you can – while planning and funding \$ for future improvements
5. Encourage bike, ped and transit choices by making those choices more convenient and attractive than the same trip by car. PR, elected officials and popular “stars” show biking.
6. Evaluation – do counts before and after. Count numbers, count crashes, measure efficiency (time from place to place).

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**4. ADDITIONAL COMMENT CARD COMMENTS**

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**Ken Tablang, Uptown Planners:**

CONCERNED:

- Upkeep and maintenance of this project
- Connectivity to public transportation
- Secure storage and bike corrals

**Stacie Wissler, Hillcrest Town Council:**

- Very excited! Linking communities to see how they thrive and participate in daily living.
- As an avid cyclist, I welcome having cleaner, smoother streets to ride on, BUT the goal is to get MORE people out of the car and on bikes or on foot, so safety on streets with less distractions or speeding cars is best; or change those streets to more average rider attractions (?)

**Susan Dean, Mission Hills Heritage:**

- Would like data on reduction in number of car trips when Class 1 lanes are introduced
- Would like data on impact to businesses with introduction of Class 1 lanes (does this increase business traffic? Decrease it?)
- Would like data on any decrease in road maintenance costs if number of car trips decrease.

**Jim Baross, SDCBC:**

Get WalkSD and SDCBC (and others) to help/assist committee members out on bikes and walking to experience what they may be dealing with.

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## OTHER WRITTEN COMMENTS

### **Bruce Dammann (email 12/11/12):**

Thanks for coordinating the first workshop on the bike corridor project and I think SANDAG did an excellent job in trying to get input from a diverse group of interested parties. As a 16-year resident of Bankers Hill and not a member of the steering committee I have a few comments as a result of the meeting that I hope will contribute to your planning efforts,

1. SANDAG should illustrate alternatives for bike paths and traffic calming with better pictures showing and describing what other cities are doing for bus, automobile, bicycle and pedestrian movement.
2. Illustrate and provide data how creating great streets with traffic calming can provide pedestrian safety, create new businesses and help existing businesses thrive with a pleasant pedestrian experience.
3. Describe in more detail what great streets are.
4. Try to get input from the committee about the use of stop signs as a means of creating pedestrian safety and slowing down traffic. Although stop signs can help a pedestrian to cross a street, there are other issues such as greater pollution, problems with mass transit, gas usage, bicycle movement and false sense of security for that pedestrian. There is a group of individuals that feel that stop signs are the only solution in Uptown.
5. Although traffic circles in certain locations can be helpful, there are also individuals that feel the cost is prohibitive and should never be considered. There are many designs for traffic circles and they come in all sizes and cost and they should be discussed in more detail; I do not feel that they are appropriate for 4th and 5th between Elm and Thorn but could be considered in other locations.
6. As a method of pedestrian crossings on two-way streets, pedestrian islands could be a possibility on two way and 4 lane streets. I traveled to London recently and they have many pedestrian islands on major streets where two-way traffic exists. The islands provide mid-street safety areas.
7. Comment on Department of Transportation objectives and requirements.

Following are comments directly related to Bankers Hill

1. I favor 4th and 5th as the main bike and bus route through Bankers Hill. I have biked from Center City to Bankers Hill and 4th and 5th are the most direct streets to travel on. 6th avenue is a good street to travel to Center City for myself since I live on 6th Avenue, but others probably would like 4th. Both streets have heavy traffic on workdays and the streets should be narrowed to two lanes in all areas in an attempt to slow traffic. Traffic on 4th, 5th and 6th changes dramatically depending on what time of day and on whether it is a weekday or weekend day.
2. I do not favor stop signs as a means of slowing down traffic or creating pedestrian safety. 5th avenue is a grade from Center City going north to laurel and as a bike rider I don't favor stop signs because of the difficulty in starting out

on a rising grade. I do not remember any discussion at the meeting about the pros and cons for stop signs with bicyclists. I am sure most cyclists hate stop signs on a bike route.

3. Some people have suggested 6th Avenue and Balboa Park as a possible bike route. 6th is only a possible route between Upas and Elm for two way bike travel. Traveling through the park between Upas and Elm does not make sense unless a new bike path is created. There already exists a conflict with the pedestrian on current paths and bicycles should be eliminated from walking paths. I walk the park twice every day from Hawthorn to Upas and witness conflicts between pedestrians, dogs, rollerbladers and bicycles.
4. I favor eliminating a lane of traffic on 4th and 5th where possible and create a bike only lane. I would prefer that SANDAG also study the potential of diagonal parking on those streets. I prefer to have the bus therefore use one of the two remaining lanes for travel as my first choice but would accept a bike/bus lane/turning lane as a second preferred design.
5. Bicycle corral locations should be considered in the street design and I would prefer that they be located out of the standard sidewalk area and located in bulb-outs, islands, parking spaces or some other location (maybe within a property setback that was located on a discretionary development).

As a final comment, there are certain individuals that are vocal and adamant against narrowing and eliminating traffic lanes, providing traffic circles, bulb-outs on 4th, 5th and 6th. The individuals are completely convinced that stop signs are the only solution to creating pedestrian safety but there have already been resident complaints about the noise created by stop signs. Many cities have used other means of slowing traffic and creating ways for pedestrians to cross streets. There is also a concern by these individuals that if lanes on 4th and 5th are eliminated that traffic on First Avenue will increase to nuisance levels and until this issue is addressed some creative solutions for 4th and 5th will not be supported.

**Diane Yee (email 12/4/12):**

Here are my general thoughts for adding cycle infrastructure to Uptown via Bankers Hill:

I would like cycle tracks (protected bike lanes) on the left side of Fifth Ave from Downtown to Hillcrest. (uphill) \*\*

And cycle tracks on both sides of Sixth Ave so people can get to Balboa Park safely without a car, and also for people crossing the street. \*

First Ave could use bike lanes both ways. Remove parking just before the bridge (uphill) (and possibly remove parking at many other places for a continuous bike lane). There's usually a big SUV or truck parked there, blocking view and jutting out. (I took First Ave every day to the UCSD shuttle)

Fourth Ave. I'm not so sure about. Bike lanes on both sides? or greenbacked sharrows on leftmost and rightmost lanes? (downhill)

(all these suggestions assuming the City says it's impossible to change one-way streets to two-ways)

Examples:

\*I like [this](http://www.sfbike.org/?masonic#3) (http://www.sfbike.org/?masonic#3) section for the new Masonic Ave in SF  
\*\*Fifth Ave uphill cycle track like [this](http://www.sfbike.org/?fell) (http://www.sfbike.org/?fell), and should go on the sidewalk for the overpass pass.

**Pat Stark (email 12/5/12):**

Ultimately my vision for a bikeable and walkable community would be pretty consistent with our Community Plan. Attractive green street corridors that connect to the surrounding neighborhoods that would entice their utilization. The greatest challenge is to provide continuity so that segments are seamlessly connected. In order to be functional, a bike lane/path needs to be long enough so that it is worth the effort to get on the bike in the first place.

Having rental/community bikes is a plus along with adequate racks or corrals out of the pedestrian pathway for temporary locking while at nearby businesses.

I have been impressed with parts of a lot of communities Coronado, Portland OR, Washington DC, Santa Fe NM for their dedicated pathways. Where I see room for improvement is in the termination of a dedicated path and the transition to shared vehicular uses.

**Judi Tentor (email 12/6/12):**

Great meeting! All seems to have gone well.

I rode my bicycle to the meeting and had wanted to ride transit back home, but the 7 bus which runs north on Park had 2 bicycles on the rack, so I ended up riding home about 4+ miles.... not a big deal for me but I have on many occasions had this problem of a full bicycle rack on the bus. If we want to increase the numbers of people who ride bicycles to get around our city, I believe the issue of bicycle racks on bus transit will become a larger issue. It is part developing connectivity. Especially as busses are the main transit options for uptown neighborhoods.

Copenhagen has a law that all taxis must have bicycle racks. The idea behind this is that it will increase riding to night spots and if it rains or people get too drunk to ride home, there is an option to take a taxi with their bicycles.

Going back to what Andreas Rohl said (his message is definitely part of the Copenhagenize message) bikes need to be separate from cars in order the average person riding a bicycle to feel safe.

I am looking forward to all phases of this project. Thank you for all your effort.