

## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Uptown > **Bankers Hill** > Centre City (Downtown) **Group 1**

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### Break-Out Group Table Members:

Andy Hamilton  
Brittany Erin Ruggels  
John Semerau  
Mike Brennan  
Paul Walker

Facilitator: Susan Baldwin  
Note taker: Heather Cooper

### Potential Routes

- Already a lot of identified routes
- Connect 3<sup>rd</sup> and 4<sup>th</sup> routes along Walnut Avenue
- Consider moving routes from good LOS streets to bad LOS streets because the slower traffic from congestion could be better for bicyclists
  - Current routes on 6<sup>th</sup>, 5<sup>th</sup> and 4<sup>th</sup> are highly trafficked, high volume of ambulances etc. – consider if 3<sup>rd</sup> and 2<sup>nd</sup> could be better
- Consider 1<sup>st</sup> avenue a good route - better grade for riders, more gradual
- Dedicated bike lane through the Balboa Park to connect to different neighborhoods and eliminate the need to force bikes onto streets with cars
  - Park to Village PL to El Prado to Laurel Street – convert to dedicated bike lanes
- Continue Park St route from University Ave to A Street
- Morley Field Drive connection to Park Blvd. is a good connection – need to improve grade for more users
- Need to improve connections along 6<sup>th</sup>, 5<sup>th</sup> and 4<sup>th</sup>
- Emphasize Balboa Park as a major bike destination – encourage more bike access
- The Prado is a major destination for bicyclists and pedestrians → connections to this central area of Balboa Park is important
- Richmond is a good connector and plenty wide → definitely keep
- Best East-West connection is El Prado to Laurel St to W Laurel Street → need to address grade issues to make it truly bikable
- Juniper is another good East – West connection – except the tunnel connection at freeway – cannot get through the tunnel
- Grape and Hawthorn are other potential East – West connections to connect to Little Italy and PCH
- Cedar is another good East – West connection to PCH
- The northern Hillcrest area is a “crazy” area to try and bike – the “blue” routes in this area are low priority
- Washington St. is a difficult street to bike

- The “blue” routes along State street to Reynard and Dove are bad options – poor areas to try and bike
- Village Area of Hillcrest – Robinson is a great street for bicycling but narrow
- University Ave. is a terrible place to bike – only way to make this desirable is to put in something like a cycle track
- Need a 1-way bike couplet along University from Park to 1<sup>st</sup> Street – area from 5<sup>th</sup> to 1<sup>st</sup> does get narrow though
  - Once you cross the 163 Freeway the streets are much wider on University and Robinson – good connections but concerned where the street is narrowed
- The other paths through Balboa Park are OK – not efficient for connections/ commuting but should keep still
  - The path along Balboa Drive and Upas Street is very steep and no one really ever bikes there – mostly people walk and run – need to consider additional infrastructure to make conducive for more bike riders
- 3<sup>rd</sup> Avenue is a great neighborhood street - should keep
- There needs to be a dedicated bike path from the 8<sup>th</sup> Avenue Drive Balboa Park Bike Path to 6<sup>th</sup> Avenue
- The “blue” path through Balboa Park over I-5 Bridge to the High School in Cortez Hill is a good connection – continue this route to Russ Blvd.
- Ash – Existing Route – good to keep from Little Italy to B Street
- Include a dedicated Bike Path from Richmond Street through Balboa Park (along the walking path) over 163 Bridge at Quince along the 163 to connect to 6<sup>th</sup> Avenue
- Important to include dedicated bike lanes, especially through Balboa Park
- Vermont Street Bridge connecting to Robinson should be kept

### Strengths and Opportunities

- Overall dedicated bike paths is a high priority
- Separate bike paths from cars wherever possible
- 6<sup>th</sup> Avenue Route should be a great path along the park – have great potential/ opportunity
- A lot of pedestrian crossings along 6<sup>th</sup> Avenue where no crossings exist – problem in this area for bikers
- Replace auto trips with bike trips – shifting mode share – will lessen demand for parking – provide a good option to commuters working downtown
- This area has a potential to be a great bikeable area – great location
- Advocate taking a lane out on 6<sup>th</sup> in both directions and add in dedicated/ separated bike lanes
- 5<sup>th</sup> and 4<sup>th</sup> are one lane roads – do not need 3 lanes – should be able to take a lane away for bikes
- 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> all have the potential for dedicated bike lanes – 1<sup>st</sup> has great potential for cycle track
- The pinch point on Robinson after 163 to 1<sup>st</sup> avenue is a major concern – narrow and can get very congested
  - Could consider making this a one-way street, going east, then have a dedicated two-way bike path/ cycle track with other lane

## Uptown > **Bankers Hill** > Centre City (Downtown) **Group 1**

- Challenge along 6<sup>th</sup> is all the pedestrians crossing at random places – the same concern exists along 5<sup>th</sup> and 4<sup>th</sup> although to a lesser extent
- El Prado Route is a challenge to ride through, especially in summer with extra pedestrians– but you do have alternate routes if need a more efficient path
- Close El Prado off to cars from Balboa Drive to the connection at road to Presidents Way/ Organ Pavilion
- Parking problem, especially in the summer months – shuttles do help, but run less in non-summer months, should emphasize more shuttles, less auto traffic to make area more bikeable/ walkable
- Overall, the park should prioritize walking and biking
- Cover the 163 parallel to 6<sup>th</sup> street and make it a park on top – cover I-5 at the 163 interchange too

### Summary Main Points

- Dedicated Bike Path through Balboa Park from Richmond Street to 6<sup>th</sup> Avenue – use existing infrastructure
- Cycle Track on 1<sup>st</sup> Avenue
- Dedicated bike lanes on 4<sup>th</sup> 5<sup>th</sup> and 6<sup>th</sup>
- Make Robinson 1-way, West of the 163 going East
- Improved connections to Little Italy

Uptown > **Bankers Hill** > Centre City (Downtown) **Group 1**



## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Uptown > **Bankers Hill** > Centre City (Downtown) **Group 2**

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### Break-Out Group Table Members:

Mike Singleton – Commuter and Balboa Park Planning Group

Jake Sutton - Bankers Hill Business Association

Daniel Reeves – Downtown Parking District

Mike Pickford – Caltrans and Commuter from University Heights

Beth Robrahn - Facilitator

Rogelio Pelayo - Note Takers

### **What are the potential routes and connections to consider?**

#### Mike Pickford

- 5th avenue
  - Rides 5th Avenue to Downtown and 6th Avenue to go back to University Heights
- 3rd avenue
  - 3rd ave also seems an easy route to get through
- 1st avenue
  - might be too challenging for average due to steep slope
    - Concerned if they will be available to take kids along

#### Mike Singleton

- 1<sup>st</sup> avenue
  - Good alternate
  - Interchange concerns but are fixable
  - Take it up all the way to Robinson
  - Take 6<sup>th</sup> as well up to Robinson
- 3<sup>rd</sup> avenue
  - Good route to take
- Park Ave
  - Consider it up all the way from Robinson to C St
- State Ave
  - Will connect little Italy up to University
  - Good alternative but a lot of constraints

- Prado Park (East west route)
  - If riding up hill will take Prado to go across to park

Jake Sutton

- 6th ave
  - Commuters don't stop in bankers hill
  - 5th and morro heart of it downtown
  - Want to bring business into the area but concerned about taking parking away

**What are the potential routes and connections that are hard to commute on?**

Daniel Reeves

- University Ave
  - Pace on street makes it hard to ride on
- Pennsylvania Ave
  - Bridges constrain your options
  - Riders will take this route if 6th is congested
  - Small but seems possible if constrains are solved

Mike Singleton

- Balboa dr
  - A better route that splits peds with bikes would be better
  - Use Richmond st because its low traffic to connect to Balboa
  - Quince to increase cross traffic

**What could be some things that can be done to bring bicyclist to Bankers Hill?**

Jake Sutton

- Bike racks at corridors
- Empty on weekends that you can ride through without any cars
- Are planning to have more residents to the area in the future
- New business district coming in will promote more residents to live in the area
- Wants to still keep parking
- 5th and Morro is the heart of it business district
  - Signs that display the regional path or
  - Announcements

Mike Pickford

- Even though it's a straight route through Bankers Hill once there is the infrastructure there might be more activity if its separated (cycle track)
- Sees issue with Off-ramps and onramps
- Going uphill cars pass and cut off when trying to get into freeway due to cyclist holding up traffic
- Feels that its more based on for cars and business and not riders

Mike Singleton

- Sees more opportunities if cycle track is used instead of other treatments
- If there was more pedestrians and sidewalk activity it would bring in more business and attract more bicyclist to the area promoting business
- Angled parking on 6th
  - Better to take upis on 5<sup>th</sup> ave up to Robinson for veh
  - Less take 5<sup>th</sup> ave when congested
  - Upis to Robinson on 5<sup>th</sup>
    - Reconfigure parking to angled parking on one side
- Provide bike lane to lower stress on cyclist with separation from vehicular traffic

- Cycle Track
  - Another option if they can't fit cycle track
  - Run a two way cycle track on a one way street
  - Split the type of facility on 4<sup>th</sup> and 5<sup>th</sup> ave
- Benefit to use angled parking on one side of one-way street and still protect the cyclist

Daniel Reeves

- Important for uphill for 5th avenue to help with the higher speeds
- Concerned with pace on 5th street

***Strengths and Issues of the routes:***

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1. More important to have a facility that works on uphill due to the uphill speeds of cyclist (slower) and vehicles (faster)
  - a. Makes it dangerous
2. Possible balboa connections to get off street using underutilized streets
  - a. Hillcrest to bankers hill south to northeast area in uptown
3. North south is easy but east west is still difficult
  - a. Limited options
  - b. Constraints of canyon and freeway that bisect
4. 4<sup>th</sup> and 5<sup>th</sup> and 6<sup>th</sup> are more important than 3<sup>rd</sup>
  - a. Need split on upis for east west destinations going north from downtown
5. 5<sup>th</sup> is an important destination
  - a. Biggest opportunity to take a lane away because it has 3 lanes
6. Robinson
  - a. Convert a portion to one way at ramp going eastbound
7. Speed is more apparent on roadways instead of slope due to cyclist going at a slower pace uphill
8. Robinson, Washington, university all need improvements regardless of what happens through sandag





**Uptown Regional Bike Corridor Project**

**Legend:**  
 - Proposed City Route (blue line)  
 - Project Corridor (yellow line)  
 - Proposed Regional Corridor (red line)  
 - Existing Bicycle Facility (black line)  
 - Trolley Stop (square icon)  
 - School (circle icon)  
 - Park (green square icon)

**Logos:** KOA CORPORATION PLANNING & ENGINEERING, SANDAG

**Opportunities**

- ways to entice people to stop in Bankers Hill
  - bike racks (Fifth/Laurel heart)
  - signs
- more people living in Bankers Hill
  - good for business
- business, sidewalk, cycle track, parking
  - more enticing for people (wanting to stop)
- wide streets with little traffic
  - there is capacity to reduce travel time (vehicular)
- upto 6th - vehicles
- upto 5th to Robinson - for bikes
  - make parking on opposite side of bike facility or cycle track between parking at sidewalk
  - lower stress for riders with bike lanes
  - into reducing parking
  - grander entrance to BRT on 6th

**Issues**

- feels like cars are just passing through
- parking loss
- uphill segments on 5th
- face of traffic on 6th

**Notes:**

- Falcon - Little Italy to Wisconsin
- bypasses Bankers Hill
- UP 15 split
- + NE 4th / 5th
- + NW 3rd
- facilities for BRT
- pull services

- Safe facility on 5<sup>th</sup> (uphill) is important
- Possible connects through Balboa Park
- E/W difficult (limited options)
- Interchanges difficult
- E/W split at Upis (North)
- 5<sup>th</sup> important business destination

## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Old Town > **Five Points** > Mission Hills **Group 1**

### Break-Out Group Table Members:

Jennifer Pesqueira

Joe Naskar

Chris Celentino

Bob Daniel

Facilitator: Carolina Gregor

Note taker: Carline Au

San Diego Ave is often used as a bike route but its not successful

Folks in the Mission Hills area often use Fort Stockton Dr.

West Lewis is narrow and problematic although it is the "commercial district" so Fort Stockton is the preferred route

Goldfinch and Fort Stockton intersection – very problematic for bikes and cars

Presidio Drive – it's a "bike" route but people have to ditch their bikes on their way up because it is not safe and parked cars encroach on the bike lane; the way finding signs are not good; definitely not an "everyday" person bike experience; should not be a "regional route" that connects neighborhoods

Juan Street – steep hill

West Lewis – not a preferred bike lane but could be "leisure" route

Old Town > **Five Points** > Mission Hills **Group 1**

Fort Stockton – bike lane would be preferred; “alternate” or “secondary” “leisure” route;  
preference on Fort Stockton rather than West Lewis

Much wider and preferred than West Lewis as a “secondary” route

Washington Street (primary route)– would like multimodal access but huge conflict with parking  
and lanes

currently #1 roadway where pedestrians, bike, and car users use

Would like to connect to trolley stop on Washington Street

Proposal: would like grade separated bike lane shared with pedestrian

Because there is a steep hill, build a retaining wall

Combine pedestrian and bike lane, not bikes and cars

Perhaps a build pocket park along Washington; or some sort of traffic calming feature/“resting  
area” for pedestrian and bicyclists

This would help slow down vehicular speeds

Another concept: Possible bike/ped connection to Grant Elementary School and Pioneer Park

Important: Would not like lane and parking reduction

San Diego Ave – is not safe, especially near Old Town Academy; packed during peak hours

Should be secondary bike route

Currently, there is huge conflict with bikes and cars (going to Old Town Academy for pick up and  
drop off)

Parent drivers and bikes conflict (cars must cross through bike lane)

Proposal: two-way bike lane moved to the west side of San Diego Ave; remove bike lane on the east  
side of San Diego Ave (where the conflict between parent drivers and bikers intersect)

Pacific Highway – Potential Regional Connection

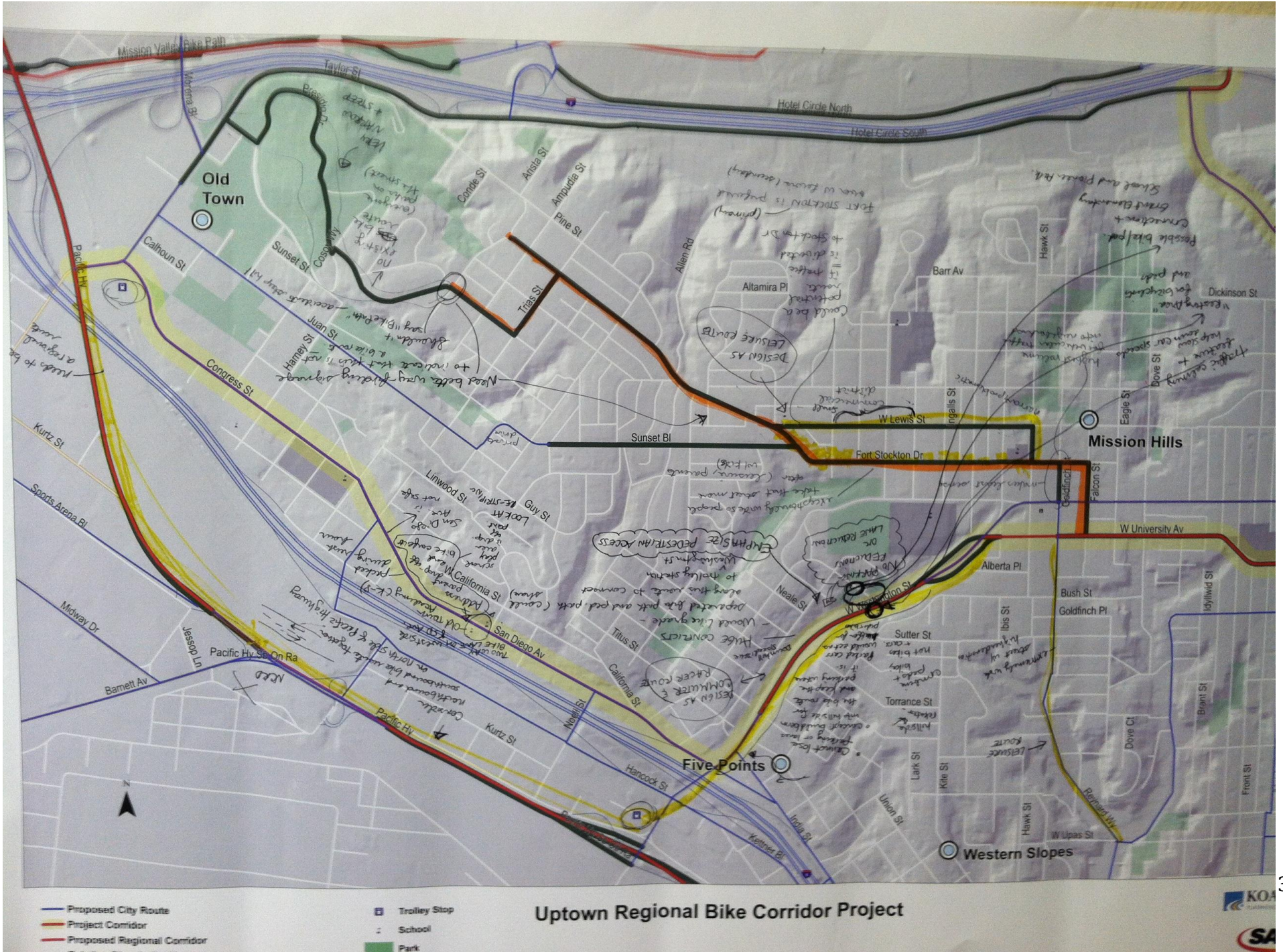
Proposal: North bound and southbound bike route on the trolley side

Reynard Way - currently lots of mixed housing; high density; less steep hill;

“Secondary” potential route; good leisure route but not a regional bike route

Congress Street – very narrow; much less preferred to bike on

Old Town > Five Points > Mission Hills Group 1





- Proposed City Route
- Project Corridor
- Proposed Regional Corridor
- Existing Bicycle Facility
- Trolley Stop
- : School
- Park

### Uptown Regional Bike Corridor Project

5P

# Washington:

- primary route

- Build retaining wall

- combine ped & bike lane  
not bike & car

- pocket park & traffic calming  
"rest area" for ped & bikes  
also helps slowing speeds

- Do not remove parking & lanes

# Presidio

- improve wayfinding
- shouldn't say "bike route" because it isn't towards the top of Presidio
- used often as residential parking so not pleasant for bikes

- alternate route; more preferred than West Lewis Ave much wider

## SAN DIEGO AVE =

- needs re-striping
- huge conflict bt cars + bikes near Old Town Academy on East side
- propose: move bike lane (2-way) to the west side & remove East side bike lane

## Pacific =

- potential regional route
- 2-way (N+S Bound) bike route on trolley side

## West Lewis:

- "leisure" route

## Ft. Stockton

- "alternate" route; more preferred than West Lewis b/c much wider



## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Old Town > **Five Points** > Mission Hills **Group 2**

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### Break-Out Group Table Members:

Belinda Smith

Bob Rast

Jasper Benke

John Lomac

Judi Tentor

Richard Stegner

Facilitator: Marlon Pangilinan

Note taker: Alison Moss

### **What are the good routes for direction and connection?**

Stegner: right here, California is one way right here (near 5 points) since I have a business, I get a lot of traffic. San Diego ave is a very good route... but you have to get on the sidewalk, currently

Belinda: confirms sidewalk riding

Judi: also there is an issue with traffic volume, proximity to the five, pollution (along san diego ave)

Stegner: there is traffic there, but it's slow traffic, nice and flat

Belinda: this (sd ave) would be a better route if it were two way

Judi: it's hard to picture, but it's the bottom of the hill. You have to come down Washington, presidio, juan...

Jasper: what about Henry? There is a lot of traffic here.

Marlon: Would we want to keep Washington street on the table?

Judi: Traffic volume, traffic pollution. In the middle of the canyon, there's nothing there. You could dump a lot of money in the corridor, but you won't attract many people

Belinda: 5 points is such a destination area. To ask them to go on side streets... people want to go on the best route. I think you could mitigate that through planting trees, etc. There is a lot of traffic, but I think

Jasper: you need to decide which side of the split to choose one Washington

Judi: this corridor is an onramp to the five

Belinda: there are MANY businesses there

Judi: is there potential to come at it from another way?

Jasper: grade separated would be awesome

Judi: that's pie in the sky... the issue of grade. You could go through presidio that includes switchback and make it easy

Belinda: people would have to take too circuitous route

Jasper: suggest Reynard way

Judi: on these lower volume streets, maybe we could take land ROW and build bridges

Lomac: It's really pretty easy to cycle up Washington because of the grade; other streets are very steep

Judi: comparable grade

Jasper: going through the park will involve too many agencies

Belinda: when we're trying to get most direct, we want them to have access on the main streets. Have you tried to take your bike to Brooklyn Girl on a Friday night. There's no parking; we need to take bikes.

Where is Washington street trolley?

Judi: to ride from the station uptown is hard

Jasper: people seem to agree two available routes are Washington and university

Belinda: I would want to be where shops and restaurants are. That's good for businesses too

Lomac: University has two lanes, need to reduce lanes

Stegner: My experience is there's tons of traffic on university; not much on Washington

Lomac: There are more opportunities for cyclists on university and there are more things to do

Belinda: that onramp on university... they have talked about closing it off and making it a cul de sac for cars only

Stegner: Laurel gets cut off

Judi: do they use Washington?

Belinda: I've tried to ride my bike up the street to vons

Bob: I think there will be a lot of car traffic there (sassafrass airport traffic) in the future. I am concerned about that.

Judi: Washington is a very car centric place; there are huge gas stations and travel to the airport

Stegner: If you're on rosecrans, there is only one way...washington

Lomac: Most people who are casual cyclists do not want to go up extreme hills. You're going to do that if you're an extreme cyclist. The casual person will not do it.

Judi: which is why we should use switchbacks

Richard: European visitors come and ask how they can get up the mesa. They would take congress to Harney to juan

Belinda: I feel like little Italy is such a destination for all of us; little Italy is disregarded. It's challenging to ride through it presently

Judi: part of what we have to do on a limited budget is get more people on the road; big roads won't accomplish that

Lomac: How do you get people already in the mesa riding; I think the topography is really a challenge

Rast: How bout an escalator a funicular?

### **OPPORTUNITIES**

Belinda: how much hospital traffic is created? Saying it's just too difficult... we're trying to eliminate that issue. People are riding Washington already

Judi: we need better data (numbers of riders); I sold my car in 2008; the reason I am interested in the corridor up in mission hills is that there are more services; down south it's mostly canyons; I don't think it's going to be financially feasible. If you look at the overpasses there, they're incredibly narrow; you'd have to re-engineer entire stretches of Washington street. Washington is an auto corridor

Lomac: your only opportunity is the parking on Washington street; that makes it unsafe and it's a new development

Belinda: we could close a lane on Washington

Judi: the traffic on Washington is 10 times that on university

Stegner: nothing says you cant build an elevated sidewalk; it's like a boardwalk along side the road, on pylons

Belinda: thinking of Washington as an onramp is not acceptable; speeds are too fast and it's a gateway to our community

Judi: pollution there

Jasper: What about all of the services on Washington in the eastern part of the map

Lomac: I think the presidio is an easy solution by making it one-way

Judi: We have two destinations, five points and the station

Stegner: we should survey cyclists at destinations: where'd you come from, how'd you get here?

Jasper: You have to do a pedestrian solution here on the split part of Washington

Judi: SRTS opportunities in Mission Hills and Little Italy

Belinda: Little Italy is really important!

Rast: The Old Town area is VERY important because it provides connectivity to the Mission Valley, beaches, La Jolla, etc.

Judi: we need to keep in mind the bike transit connection

### **SUMMARY**

Marlon wrote it on the map itself

# Old Town to Five Points to Mission Hills Group 2



- Proposed City Route
- Project Corridor
- Proposed Regional Corridor
- Existing Bicycle Facility

- Trolley Stop
- School
- Park

## Uptown Regional Bike Corridor Project

## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Mission Valley > **Hillcrest** > Centre City (Downtown) **Group 1**

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### Break-Out Group Table Members:

Johan Wangbichler (Jans) – SD Co. Bicycle Coalition

Ken Tablang – Uptown Planners

Stacie Wissler – Hillcrest Town Council

Ben Verdugo – Uptown Community Parking District

Stephan Vance - Facilitator

Ryan Zellers - Note Taker

### What are the potential routes and connections to consider?

Jans: Desire to have University Avenue to be a connection, because there are several destinations along the route. Notes that it's very congested, but would like a lengthy continuous route down the length of University (Washington to Park? For example?)

Ken: Prefers Washington from Goldfinch to Park. Feels that there is a heavy desire to use it. Goldfinch used as a connection to University on west end of the area

Stacie: Robinson is a viable option... offers the option to create one-way EB facility and dedicating to bike... consider 3<sup>rd</sup>/University > 3<sup>rd</sup> > Robinson > Robinson/Park

Ken: Upas trails crossing SR-163 is nice, comfortable. Only for pedestrians? Maybe add a better bicycle bridge connection

Stacie: Consider new bridges... What about Lewis continuing east across SR-163 to Lincoln? Continue on Lincoln to Park? Continue Lewis well into Mission Hills?

Jans: Bachman isn't bad for him, but the parking should be brought away from curb and used as protection for a new bike lane uphill. Downhill is less of a concern due to ability to maintain speeds

Ken: Likes 1<sup>st</sup> for commuter cyclists, but 3<sup>rd</sup> is nice and wide and is scenic. 3<sup>rd</sup> is better for the casual cyclist, but isn't for fast-moving cyclists

Stacie: Using 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, etc are challenging due to non-continuous roads, need to make turns, changing vehicle directionality, etc

4<sup>th</sup> and 5<sup>th</sup> and 6<sup>th</sup> are wide. 6<sup>th</sup> is nice, but there is heavy parking needs

Other N/S routes could include Maryland and Cleveland

Jans: Camino del Rio South would be nice if it connected E/W through the I-8 and SR-163 interchange... connecting to Hotel Circle South.

Stacie: Consider Camino Del Rio South through TGIFridays and Bally parking lot > Lincoln through the canyon valleys.

Jans: Hazard center undercrossing to connect across SR-163

Jans: Reynard for N/S connection?

*Strengths and Issues of the routes:*

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Stacie: Washington and University and heavy-congestion areas. Freeway ramps are a primary concern.

Ben: Robinson is also congested. Parked cars add to the difficult.

Ken: 3<sup>rd</sup> is good for the casual rider

Stacie: 1<sup>st</sup> is good for a more experienced cyclist but has directionality concerns that would have to be overcome.

Jans: 5<sup>th</sup> is nice coming uphill because of its slighter grade and wide roads. (Used to be trolley line and was good for lower grade inclines)

Stacie: Vehicle speeds on 4<sup>th</sup> and 5<sup>th</sup> Avenues

Jans: 1<sup>st</sup> is nice and wide and might provide for bike facilities

Stacie: Could 1<sup>st</sup> avenue become one-way NB and dedicate the rest to cyclists?

Jans: Reynard has a 3-lane section (center lane no one uses). Could it be removed to use for bike lanes?

*SUMMARY:*

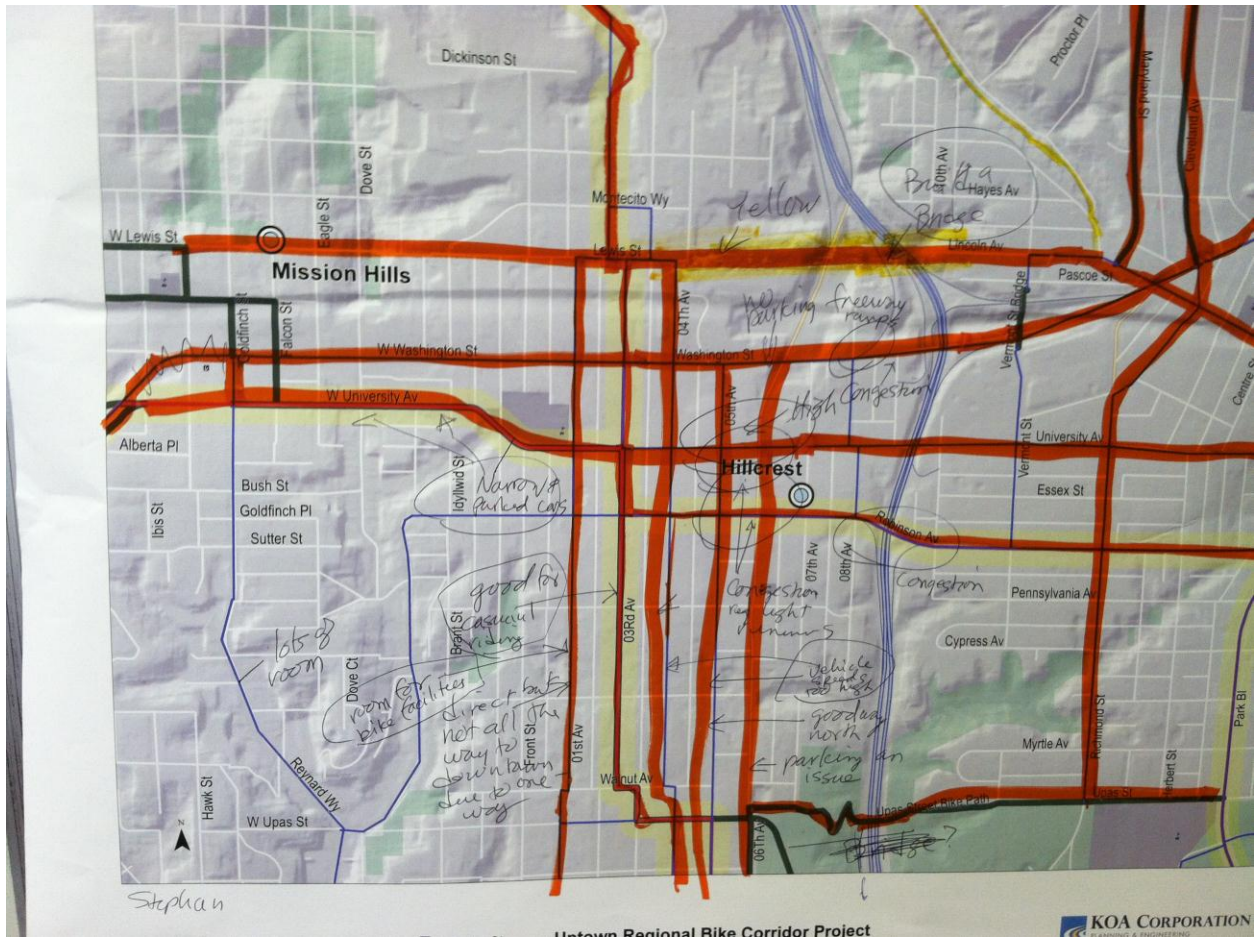
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1. N/S streets could serve different riders. (e.g. 3<sup>rd</sup> for casual, 1<sup>st</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup> for experienced riders)
2. Camino del Rio South uphill through canyons to University Heights is desirable for controlling steep grades (vs Bachman, for example)
3. Hillcrest issues.... the highest destinations happen to also be the most congested, creating challenges. Freeway entrances also a concern
4. N/S streets through Banker's Hills have high-speed traffic, but plenty of room
5. Bold idea: Lewis to Lincoln bridge?





Mission Valley > Hillcrest > Centre City (Downtown) Group 1



- North/South streets from downtown serve different purposes for different types of riders
- Extend Camino de Rio South up from Mission Valley to Univ. Heights
- Hillcrest Center is a destination but very congested
- Bankers Hill streets have too high vehicle speeds, but plenty of room for facilities
- Bold idea: bridge from Lewis to Lincoln

**SANDAG Uptown Regional Bike Corridor Project**  
Community Advisory Group Meeting, February 6, 2013  
Break-Out Group Discussion Notes

Fashion Valley/Mission Valley > **Hillcrest** > Centre City (Downtown) **Group 2**

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Break-Out Group Table Members:

Harold Clayton – Centre City Advisory Committee

Char Lou Benedict – Bankers Hills Neighborhood Parking Committee

Walt Chambers – Great Streets San Diego

Bruce Dammann

Andy Hanshaw – San Diego County Bicycle Coalition

Dave Schwab

Chris Kluth - Facilitator

Mariela Rodriguez & Eriko Kobayashi - Note Takers

What are the potential routes and connections to consider?

Bruce: Prefers the couplet that goes down 4<sup>th</sup> and up 5<sup>th</sup>, there is no need to have 3 lanes of vehicular traffic, one lane can be dedicated to bicycle facilities. For the east-west route would prefer Washington instead of Robinson, East of 3<sup>rd</sup>. Points out that there should be a connection to the new library that will be built on Washington and Front. Desire to have a connection to west portion of Mission Hills from Downtown (5<sup>th</sup> to Washington to Fort Stockton to Hawk to Lewis).

Andy: Definitely an advantage to help the business community with the couplet on 4th and 5th and creating nice amenities. Proposes to look at Long Beach and how they made accommodations for businesses, something like that can be done in San Diego too on 3<sup>rd</sup>

Char Lou: If the City of San Diego comes up with a route and SANDAG comes up with another route, isn't that a waste of money en effort?. 3rd avenue is a more direct route than the other proposed ones

Harold: Getting up to mission valley is where the problem is. Bachman to mission Valley and under the 5 is a great connection. One of the issues on Bachman is that it has a blind spot as one approaches the hospital, it is dangerous especially as people try to leave the hospital's parking structure (Install a device to warn vehicles of approaching bikes and peds?)

Walt: People want to go to restaurants and bars, cafes, why bring them through residential areas? The better alternative would be 5<sup>th</sup> to Washington to 4<sup>th</sup> to Lewis and Montecito linking to Bachman. 5<sup>th</sup> and 6<sup>th</sup> are getting developed and denser. Connecting to the park is important so 6<sup>th</sup> is food option all the way up to university, some lanes can be taken away and a cycle track can be created. The community would welcome slower traffic.

Strengths and Issues of the Routes:

Andy: Washington is a concern for a lot of riders. Corrals and bike amenities will help business

Char Lou: Put pretty amenities for bikes. Vehicular speeds on 5<sup>th</sup> are very high and dangerous for the entire corridor. Traffic calming would be nice for both bikes and peds. Reduce the wide of the lanes on university, east of 6<sup>th</sup> street

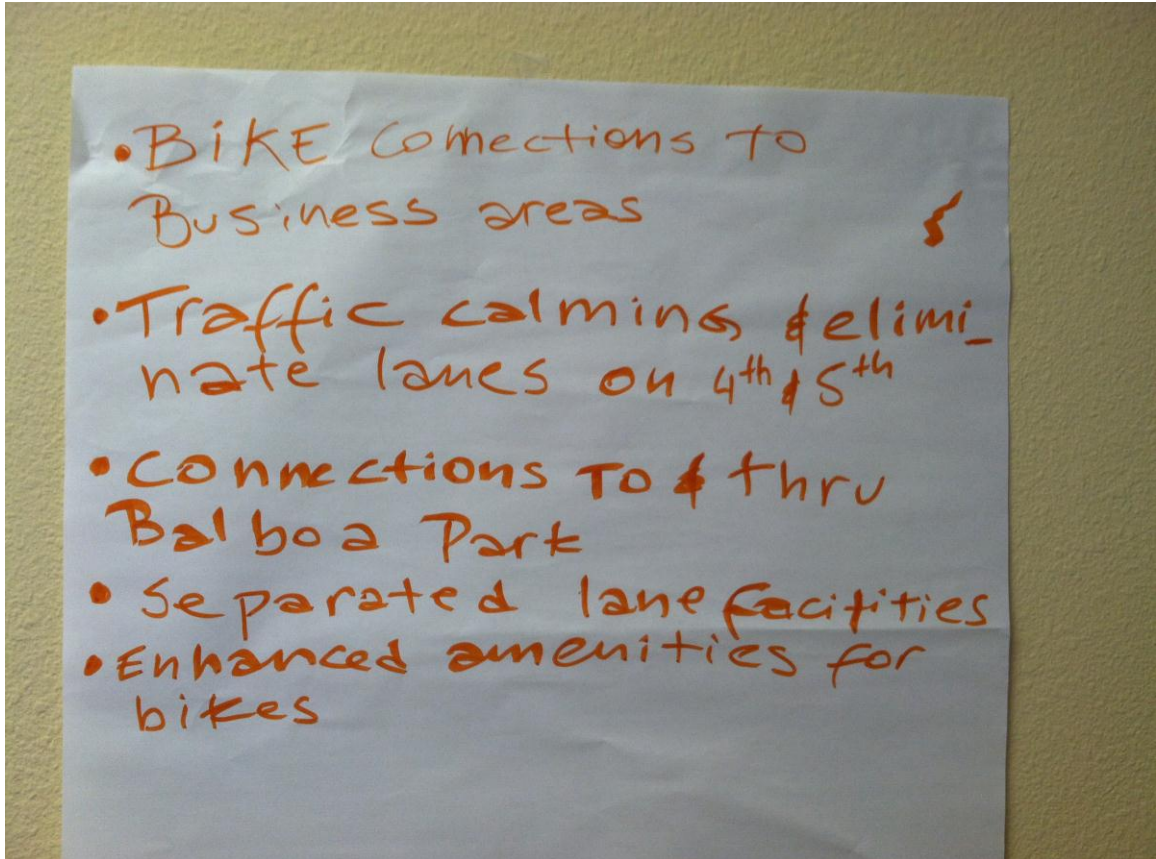
- Can we put the bike facility in the middle?
- 4<sup>th</sup> and 6<sup>th</sup> would connect you to the park

Bruce: Desires connection to and through Balboa Park. There should be a facilities going through the park, that would be nicer than through the 5th and 6th. 4th and 5th eliminate lanes of traffic, no need for 3 lanes

Harold: We want to encourage tourism and business maybe we can propose as an alternative to close the park to vehicles to enable people to – Bike sharing can be implemented. Drivers, at rush time will probably go faster on Robinson to avoiding congestion on Washington. Robinson is the back street from the businesses that are on Washington. Wider streets are easier as riders have more space (wider and straighter streets convey a sense of protection than the narrower streets). Washington would be better than the other options.

Walt: Washington in its current states is not appealing to the broader audience, but with improvements it would be





- BIKE Connections to Business areas
- Traffic calming & eliminate lanes on 4<sup>th</sup> & 5<sup>th</sup>
- Connections to & thru Balboa Park
- Separated lane facilities
- Enhanced amenities for bikes

## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Hillcrest > **University Heights** > Balboa Park **Group 1**

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### Break-Out Group Table Members:

- Chris Taylor
- Walt Pennington
- Khalisa Bolling
- Leylla Badeanlou
- Dionne Carlson
- Rene Vidales
- Roger (Left Early)
- Facilitator: Bridget Enderle (SANDAG)
- Note taker: Sarah Strand (SANDAG)

Bridget: Introductions, ground rules, starting out-- working document with city's planned bike facilities, existing infrastructure, project corridors, regional corridors. Think about how to connect major activity centers;

### **Question: Looking at routes between Hillcrest and University Heights shown as existing on the map, which of the routes work the best for bikes?**

1. Interested but scared riders would take the Vermont St Bridge to go from University Heights to Hillcrest or Mission Hills, whereas more experienced riders would probably take Robinson. University Ave would be ideal, but it is so fast and busy— traffic deters users even though it is the best route.
2. I live in University Heights, so I usually want to go along Park Blvd and other business routes. The bridges across the freeway are the most difficult barriers. Adams Ave is a high traffic corridor trying to get to mission hills and Washington is a scary connector to ride on.
3. Hospital traffic is a major safety issues for cyclists (emergency vehicles, cut through traffic); "hospital hell" is a major problem area.

### **Question: What are the ideal routes in a perfect world? Without focusing on existing constraints, what would be the ideal connecting routes?**

1. The best routes are the business routes: Adams Ave, Park Blvd, University and Washington, 4<sup>th</sup> and 5<sup>th</sup>. They have better lighting and restroom facilities along the way.
2. There needs to be lighting on routes. People stop along the way on their ride home for groceries, meals, and other errands, so the commercial corridors are ideal routes.
3. Heading South from Adams to Park to Washington (via Univ. north on 4<sup>th</sup>) and University west is the main ideal route.
4. There is a significant hill on the Washington curve that might deter less experienced riders.

5. 4<sup>th</sup> and 5<sup>th</sup> south are good for the downhill. 4<sup>th</sup> and 5<sup>th</sup> are better because they are wider and they have more businesses. 1<sup>st</sup> is darker and narrower. Also, 4<sup>th</sup> and 5<sup>th</sup> are one-ways which is good for bicyclists.
6. El Cajon has sharrows, but it doesn't feel any safer; I'm not going to ride in with traffic period. It's too dangerous! I've had multiple experiences of having cars ahead of me slam on the brakes. Unless there are separated protected bike lanes, then I feel like the City is saying "Don't ride your bike"; people who ride bikes in traffic are like rock climbers without ropes. YET, if we had facilities like the long beach picture, I WOULD ride. Also, Long Beach's facilities are good for businesses.

**Question: So, this would be ideal if it provided protected separate lanes and felt safe riding with kids? (Yes)**

7. Connectivity. Why don't we do more class ones? On Florida drive, we have right of way; it would be perfect to connect to downtown through Balboa Park with a Class I.
8. But there's no lighting through Balboa and a freeway style entrance (constraints).
9. Connect Florida North to University Ave as an ideal route.
10. Park Blvd should connect University Heights to Downtown, no question about it.
11. I would never ride Robinson if University was better; there is traffic congestion, it is too narrow, one lane each way, sharp turns and grade, and cyclists are forced to take the lane which frustrates drivers.
12. University Ave is a major connector to North Park neighborhood.
13. Mobility plan will remove all parking from University Ave and create a middle lane for bus and alternative modes of transportation.
14. The University Heights neighborhood west of Park Blvd is fine- it is slow, low traffic, low density, with a clear bike path—it's fine as is.

**Question: Any potential routes that don't already have markings?**

15. No, not really. Well, I use Meade sometimes and El Cajon Blvd, but they are already identified.

**Any white streets?**

16. Meade would be good, it's wide enough. El Cajon is where business is though.
17. But El Cajon is too auto-centric.
18. However, it is so wide that we could easily put infrastructure for bikes in, but now the BRT is going to be sucking up space that bikes could have.
19. There should be a Class I bike lane along 163 (yellow line drawn).
20. El Cajon Blvd and University Ave is where people want to be.

**Strengths and Opportunities of identified ideal routes:**

1. Provide access to key commercial activity centers;
2. University: well lit, direct access to businesses, flat overall, where people are, eyes on the street, major connector through a number of communities, lots of transit connections



(strong transit network), especially coming from Downtown/Bankers Hill and don't want to ride up the hill;

3. 4<sup>th</sup>/5<sup>th</sup> have wide streets, one-way traffic increases safety, access to businesses, good lighting, connectivity to everything, least intensive grading of the N/S streets, most direct route, slower traffic, lower traffic volume, more stop signs(differing opinions-stop signs slow bikers down...) lots of cops on 4<sup>th</sup> and 5<sup>th</sup> increases safety;
4. Park Blvd: Access to businesses, reasonably flat, commercial corridor (up to the park), major connector of neighborhoods and rec facilities, lighting, easy access to parks;
5. Florida: completely residential, right of way, not heavily trafficked, we should cordon off the north Balboa park segment of Florida to cars and keep it open to bikes.

#### **Weaknesses/Challenges....**

1. When I look at government spending, I want worthwhile projects—in order to be worthwhile, they should have measurable goals. These routes are nice and helpful, but I want to have a goal to increase the number of bike trips relative to car trips, so we can measure the change and show money well spent. Also, we should increase safety and show it through less accident and death statistics. If changes are measurable, then we can see if we achieved the goals.
2. Yes, in order to make the routes attractive to less experienced riders, it will take more than just paint on the road.
3. Reiterated the need to make measurable changes.
4. Statistics show that a separated bike lane is what gets people biking in large groves; I surveyed book clubs and mommy groups who don't bike and asked them what would make them bike; it is a separated bike lane, even a small one like a curb. People want to feel safe with their kids.
5. Same as our experience in Buenos Aires—protected separate bike lane, also there was a two way one lane bike lane. AND it had connectivity.

#### **Summary Main Points**

- 1. Potential for direct routes that connect neighborhoods.**
- 2. Serve major commercial corridors.**
- 3. Well lit for safety, eyes on the street.**
- 4. Wide streets = opportunity for class I separated bike lanes, including the closure of Florida drive.**
- 5. If we had to prioritize route one over the other, we should choose opportunities to separate bike lanes first. And if we had to pick one street, we would pick University.**



## **SANDAG Uptown Regional Bike Corridor Project**

Community Advisory Group Meeting, February 6, 2013

Break-Out Group Discussion Notes

Hillcrest > **University Heights** > Balboa Park **Group 2**

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### Break-Out Group Table Members:

Chip and his wife Kelly– BikeSD

Everett – resident

Bill Ellig\* – resident, active cyclist

Tyler Bergin – BikeSD, Normal Heights resident, Normal Heights Community Assn., SDSU student

Chris Ward\* – University Hts. Community Assoc

David – quiet guy with glasses

Facilitator: Chris Carterette

Note taker: Christine Eary

TB – university is the obvious route, would like to see protected infrastructure, remove parking on one side

Chris Ward – University is where the businesses are

### **Where are the connecting routes:**

Chris W – Park Blvd. from/thru Balboa Park up to its end at Adams

Bill E – then Madison to Maryland, to Vermont ST. Bridge to get to Hillcrest

Everett – my goal for North Park/Mid-City is a cycle track on El Cajon. Just so everyone knows.

Chip – 6<sup>th</sup> isn't good for the everyday cyclist; my wife would rather go on 3<sup>rd</sup>, there's not a lot of traffic. But it's already a safe route, don't know if it needs anything built there.

Tyler Bergin- I like 6<sup>th</sup> because it connects the Park to Hillcrest.

Everett – gotta include Bachman as a way to get up

Tyler – maybe we should build a ski lift up Bachmann

Chris C – what about First to Lewis?

Chris W – it's OK

Chris W – from Bachmann – east on Lewis to 4<sup>th</sup>.

Chip – there's no signal on 3<sup>rd</sup> at Washington coming from Bachmann

Nobody likes Meade. Everyone likes Adams. No one gets Howard.

3<sup>rd</sup> is OK to extend with improvements.

**Yellow marker question – any routes you'd like, regardless of what would need to be done to correct it**

Everett – Washington straight up to Vermont so that you can get straight to Normal Heights, and also continue to El Cajon; include El Cajon; Also – Hillcrest to University Heights – it would be nice to have a bridge across the 163 (this is the random yellow line across the 163. Also there is a canyon access from Cypress Ave. into the park (this is also the random yellow lines into the park with red dashed lines); Bankers Hill we need a cycle track or barricade on 4<sup>th</sup>/5<sup>th</sup>, there is plenty of capacity on both of these streets

Tyler – bidirectional, one way

Chip – yes good for downtown especially with bike share, great way for tourists to get from downtown to Hillcrest

Bill Elig – Robinson

Chris W – my biggest interest is making the Adams route more secure; I struggle with the downtown route; 4<sup>th</sup> and 5<sup>th</sup> is where the businesses are; 6<sup>th</sup> is slow; streetcar is a consideration on 4<sup>th</sup> and 5<sup>th</sup>, you're giving up a lot of r/w

Tyler – In Copenhagen they built cycle freeways from the burbs to the cities; they can't widen 163 so just shut it down and make it a bike freeway

**Strengths of specific routes**

University

Where ppl want to go

Direct

Fairly flat

If you can make it safe for everyday cyclists, a lot of ppl would ride it

One of the few actual routes into Hillcrest

Biggest uptown/mid-city neighborhood destinations

Great for business

Park blvd

North/south route bisecting uptown

Lots of businesses

Connects to balboa park

Wide enough for cycletracks; part of the streetcar feasibility study, light rail

Connects to the main trolley station

Washington

Cycletrack potential

Access to businesses

Connectivity between mission hills/hillcrest/north park

Lots of space if parking is moved off Washington

5<sup>th</sup>

Lots of room

Access between hillcrest/balboa park/downtown

Drivers can take the 163 from hillcrest to downtown

4<sup>th</sup>

Downhill all the way to downtown!

### **Broader community goals question**

Park is a business district, idea of bringing a trolley up there, increased foot traffic to increase business

El Cajon and Park – before they do the LRT, they are doing BRT and it would be good to connect with it so ppl don't hafta ride over to downtown to connect; connecting bikes and transit is key

Startup businesses on 4<sup>th</sup> and 5<sup>th</sup>, lots of language schools would be there and gone because traffic is going so quickly so no one stops there

On 6<sup>th</sup>, open up the park for not just parking (ppl parking on 6<sup>th</sup> all day and walking)

Cycletracks sets the community identity as more walkable, promotes infill and smart growth, fancy buzzwords, sustainable communities

Also it advertises biking, draws attention to that transportation option

More community interaction on a smaller scale, not shielded by steel walls

Businesses along adams ave depend on foot traffic and bike traffic, they don't have huge parking lots

The idea of being able to just walk to the store for milk or bike there, not having to drive there

**Constraints and weaknesses**

Potential loss of parking for residents and business owners; there is a lot of parking in this community though and there are no cycletracks; but education could help

We need to be respectful of drivers, we can't reform every major corridor and constrain their ability to get through in their car

People want to get through doing 50; need to maintain, balance need for vehicular traffic flow

Meade and Howard have no businesses – not good to push bikes to these streets for this reason

Constraints are the same on all these routes – safety, speed, width of the roadway, close proximity to cars being hit by doors; community issues like parking; won't fly unless you can prove to businesses that it will increase their sales, do a pilot to show them

Bike facilities and freeway on/off ramps should not be on the same streets



One way couplet  
of Presidio - Presidio - Down  
Jackson up

4th & 5th  
- Lost room to right size down to  
2 lanes w/ cycle track  
1 Down 4th  
1 up 5th  
Access in  
out  
Hillcrest/Balboa  
Downtown

5th Ave - connects to  
downtown  
- businesses where people  
want to go

Adams -> Normal steps  
-> Texas  
Ridership is high already

University -> North Park  
Access to businesses;  
Main corridor to residential  
street access

Park Blvd - <sup>to Adams</sup> North-South  
Rt. bisecting Uptown.  
Lots of business. Connects  
to downtown + Balboa  
Park. Wide enough for  
cycle track.

Support Broader Community  
Goals access to business'  
Means connectivity to main  
streets where the business'  
are.

Weakness -  
Pushing bikes to  
side streets (Meade,  
Howard Ave)

Each Community could  
design the Bike racks  
to make their neighborhood  
unique

Washington St / El Cajon Blvd  
- connectivity between Mission Hills  
Hillcrest  
North Park  
- space if parking  
is moved off Washington/ECB  
- Cycle track potential  
- access to business'

University Ave  
- People want to go  
- Connectivity  
- Relative low grade  
- Into/out of Hillcrest-NP

Strength of area  
The most dense  
concentration of residents  
Business' + relatively low  
grade to topography

Weaknesses  
Not building something  
Bold - Not Meade, Howard (Robinson)  
or other identified  
proposed corridors.

Group is aware  
Very constraints & trade offs  
between Business Needs/community desires  
& Building the most accommodating  
Facility  
Routes - University Ave / 4th & 5th  
Strengths - Future Transit Connections

Weakness - grid network w/ remain  
University Ave is major  
thoroughfare connecting two  
biggest ~~the~~ Uptown/Mid-City  
neighborhood destinations.  
Great for business!

Main Business corridors  
Need adequate Bike parking  
to support the influx of  
New Everybody riders

**Hillcrest to University Heights  
to Balboa Park  
Group 2**



