

**APPENDIX G**  
*Responses to Comments*



# COMMENTS

# RESPONSES



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

February 4, 2016

Lauren Esposito  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

Subject: Robinson Avenue Bikeway  
SCH#: 2016011007

Dear Lauren Esposito:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on February 3, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A-1

A-1

SANDAG acknowledges receipt and distribution of the draft MND. This letter indicates that SANDAG has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA. No further response is required.

# COMMENTS

# RESPONSES

## Document Details Report State Clearinghouse Data Base

**SCH#** 2016011007  
**Project Title** Robinson Avenue Bikeway  
**Lead Agency** San Diego Association of Governments

**Type** MND Mitigated Negative Declaration

**Description** The proposed project would be constructed in the North Park community of the City of San Diego, along an approx. 0.2 mile segment of the Robinson Avenue public right-of-way (RDW) from just east of Park Blvd. to Alabama Street. A bikeway path would be constructed along approx. 150 foot long missing segment of Robinson Avenue between Florida Street and Alabama Street. The proposed project includes the following components within the proposed project area: Class II buffered bike lanes painted in both directions of Robinson Avenue, construction of a mini-roundabout and traffic circle, and buffered bike lanes painted in both directions of Robinson Avenue. The proposed project would also result in the removal of approx. 25 parking spaces along Robinson Avenue and associated intersections within the project.

### Lead Agency Contact

**Name** Lauren Esposito  
**Agency** San Diego Association of Governments  
**Phone** 619-595-5374  
**email**  
**Address** 401 B Street, Suite 800  
**City** San Diego  
**State** CA **Zip** 92101  
**Fax**

### Project Location

**County** San Diego  
**City** San Diego  
**Region**  
**Lat / Long** 32° 44' 47.17" N / 117° 8' 39.37" W  
**Cross Streets** Robinson Avenue/Alabama Street  
**Parcel No.** 453-012-15 SUB ID 01-14  
**Township** **Range** **Section** **Base**

### Proximity to:

**Highways** SR 163  
**Airports**  
**Railways**  
**Waterways** San Diego River  
**Schools**  
**Land Use** Public Right-of-Way, Private Property (APN 453-012-15 SUB ID 01-14)

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Boating and Waterways; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board; Air Resources Board, Transportation Projects; State Water Resources Control Board, Division of Water Quality; Regional Water Quality Control Board, Region 9; Native American Heritage Commission

**Date Received** 01/05/2016 **Start of Review** 01/05/2016 **End of Review** 02/03/2016

COMMENTS

RESPONSES



THE CITY OF SAN DIEGO

February 4, 2016

San Diego Association of Governments  
Attn: Lauren Esposito  
401 B Street, Suite 800  
San Diego, CA 92101

Submitted via email to: [lauren.esposito@sandag.org](mailto:lauren.esposito@sandag.org)

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT IS/MND FOR ROBINSON AVENUE  
BIKEWAY PROJECT

The City of San Diego ("City") Planning Department CEQA Section has received the Draft Initial Study / Mitigated Negative Declaration (IS/MND) prepared by the San Diego Association of Governments (SANDAG) and distributed it to multiple City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft IS/MND and appreciates this opportunity to provide comments to SANDAG. In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, SANDAG, and other local, regional, state, and federal agencies will be essential. Following are comments on the Draft IS/MND for your consideration.

The City's Planning Department and Development Services Department have provided comments to SANDAG on the Draft IS/MND for this project, as further detailed below.

**Planning Department – Rebecca Malone, Associate Environmental Planner –**  
[rmalone@sanidiego.gov](mailto:rmalone@sanidiego.gov), 619-446-5371

Page 51, The City of San Diego adopted a Climate Action Plan on December 15, 2015. This project would not conflict with the City's Climate Action Plan.

**Development Services Department – Kamran Khaligh, Associate Traffic Engineer –**  
[Khalighk@sanidiego.gov](mailto:Khalighk@sanidiego.gov), 619-446-5357

The road segments and the intersections where the bike facility is planned on, particularly the intersections where changes to their current operations and controls are proposed should be analyzed with and without the project. Acceptable level of services should be shown for all the intersections with the proposed controls, and the controls warranted as well. Conceptual drawings should also be included to show intersection controls, bike facilities, and striping with dimensions.

**Planning Department**  
1010 Second Avenue, MS 413 – San Diego, CA 92101-4155  
Tel (619) 235-5200

B-1

B-2

B-3

**B-1**

This comment provides introductory statements and no further response is required.

**B-2**

SANDAG acknowledges that the City of San Diego has recently adopted a Climate Action Plan. As stated in the comment, the proposed project would not conflict with the adopted Climate Action Plan, which is consistent with the analysis found in Section 7.7, Greenhouse Gas Emissions, Response (b), of the MND.

**B-3**

Pursuant to CEQA Guidelines Section 15071, an MND is not required to include analysis of project alternatives. The Transportation Assessment (Appendix E of the MND) includes analysis of the intersections where the bike facility is proposed and a level of service analysis for the Robinson Avenue / Alabama Street intersection.

## COMMENTS

## RESPONSES

Page 2 of 2  
San Diego Association of Governments  
January 14, 2016

Thank you for the opportunity to provide comments on the Draft IS/MND. Please contact me directly if there are any questions regarding the contents of this letter or if SANDAG would like to meet with City staff to discuss our comments. Please feel free to contact me directly via email at [rmalone@sandiego.gov](mailto:rmalone@sandiego.gov) or by phone at 619-446-5371.

Sincerely,



Rebecca Malone, Environmental Planner  
Planning Department

cc: Reviewing Departments (via email)  
Review and Comment online file

B-4

**B-4**

The proposed project will be subject to the City of San Diego Development Services Department review process and conceptual drawings will be submitted at that time.

These are concluding statements and no further response is required.

## COMMENTS

## RESPONSES

**From:** Don Skolnik <donskolnik@cox.net>  
**Sent:** Tuesday, January 05, 2016 3:54 PM  
**To:** Esposito, Lauren  
**Subject:** Comments on Robinson Bikeway Project Draft MND

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Lauren Esposito,

Here are several comments and questions I have about the draft MND for the Robinson Bikeway project:

1. How many parking spaces will be lost on Robinson between Park and Georgia, and between Georgia and Florida? | C-1
2. Can the paving materials for the mini-roundabout and for the traffic circle be chosen for exceptional beauty and artistic merit, not just basic functionality? And can we get more details on this? | C-2
3. Can a SANDAG budget set-aside be made to fund a statue or other public art to be placed on the Florida/Robinson traffic circle? Perhaps a public contest could be sponsored by SANDAG or a neighborhood group that would be open to local artists. | C-3
4. Can low-water, low-maintenance landscaping of the splitter islands and the curb extensions be included in the project? Can we get more details on this? | C-4
5. Can some of the 14 mature trees scheduled for removal be saved or, at a minimum, replaced with equivalent greenery? | C-5
6. Can we get more details on the design of the elevated bike path, so we can see what it will actually look like? | C-6
7. What is the status of the Robinson Bikeway west of Park Blvd? Is a traffic circle and other improvements still planned for the Park/Robinson/Indiana intersection?

Yours cordially,

*Don Skolnik*  
1857 Robinson Ave.  
San Diego, CA 92103  
Home/Office/Fax: 619 - 269 - 4905

Bcc to neighbors

1

- C-1** As stated in Section 2.1, Project Location and Environmental Setting, of the MND, the project would result in the removal of approximately 3 parking spaces along Robinson Avenue and associated intersections within the project site.
- C-2** The mini-roundabout at the intersection of Robinson Avenue and Georgia Street has been removed from the project. Final design of the project is ongoing, and these comments will be considered for the neighborhood traffic circle by the design team.
- C-3** Final design of the project is ongoing, and these comments will be considered by the design team.
- C-4** As stated in Section 7.4, Biological Resources, Response (e), of the MND, none of the existing ornamental trees are designated under the City of San Diego Public Tree Protection Policy 900-19. Therefore, replacement or mitigation for the removal is not required. Also as described in Section 2.2, Project Components, of the MND, the project may include the installation of ornamental landscaping including trees, shrubs, and wall vines.
- C-5** Final design of the project is ongoing, and these comments will be considered by the design team.
- C-6** Improvements to the west of the proposed project, including improvements to the intersection of Park Boulevard and Robinson Avenue are part of the Uptown Bikeways Project. Alternatives are still being evaluated for the intersection of Park Boulevard and Robinson Avenue.

# COMMENTS

# RESPONSES

**From:** Tom Custer <tommycuster@gmail.com>  
**Sent:** Tuesday, January 05, 2016 4:32 PM  
**To:** Don Skolnik  
**Cc:** Esposito, Lauren  
**Subject:** Re: Comments on Robinson Bikeway Project Draft MND

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

As an add on to Don's items, I would like to see about mitigating lost mature/exiting trees to enhance Robinson Avenue. There are only 2 street trees on the north side of Robinson between Georgia and Park and the trees on the south side are in jeopardy of being removed because of the overhead power lines.

Sent from a device smarter than me and one that doesn't need to be named - hey, publicity isn't free!

On Jan 5, 2016, at 3:53 PM, Don Skolnik <donskolnik@cox.net> wrote:

Dear Lauren Esposito,

Here are several comments and questions I have about the draft MND for the Robinson Bikeway project:

1. How many parking spaces will be lost on Robinson between Park and Georgia, and between Georgia and Florida?
2. Can the paving materials for the mini-roundabout and for the traffic circle be chosen for exceptional beauty and artistic merit, not just basic functionality? And can we get more details on this?
3. Can a SANDAG budget set-aside be made to fund a statue or other public art to be placed on the Florida/Robinson traffic circle? Perhaps a public contest could be sponsored by SANDAG or a neighborhood group that would be open to local artists.
4. Can low-water, low-maintenance landscaping of the splitter islands and the curb extensions be included in the project? Can we get more details on this?
5. Can some of the 14 mature trees scheduled for removal be saved or, at a minimum, replaced with equivalent greenery?
6. Can we get more details on the design of the elevated bike path, so we can see what it will actually look like?
7. What is the status of the Robinson Bikeway west of Park Blvd? Is a traffic circle and other improvements still planned for the Park/Robinson/Indiana intersection?

Yours cordially,

*Don Skolnik*

1857 Robinson Ave.  
San Diego, CA 92103

D-1

**D-1** Refer to Response to Comment C-4.

D-2

**D-2** Refer to Responses to Comments C-1 through C-6.



## COMMENTS

## RESPONSES

**From:** roger leszczynski <rogerles@gmail.com>  
**Sent:** Wednesday, January 06, 2016 5:48 PM  
**To:** Esposito, Lauren  
**Subject:** Fwd: robinson bikeway

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Since Chris wont answer..

----- Forwarded message -----

From: **roger leszczynski** <[rogerles@gmail.com](mailto:rogerles@gmail.com)>

Date: Tue, Jan 5, 2016 at 7:26 PM

Subject: robinson bikeway

To: [chris.kluth@sandag.org](mailto:chris.kluth@sandag.org)

end this project now. the bicycling/walking community wants university as the main through way, because it is better lit and has points of interests to stop at (businesses). This project money is better used on university ave.

| E-1

**E-1**

The Robinson Avenue Bikeway is part of the larger North Park – Mid-City Bikeways Project. There are separate SANDAG and City of San Diego projects planned for University Avenue, and the implementation of the proposed project does not preclude building facilities on University Avenue.

# COMMENTS

# RESPONSES

**From:** Don Skolnik <donskolnik@cox.net>  
**Sent:** Wednesday, January 27, 2016 6:14 PM  
**To:** Esposito, Lauren  
**Cc:** matt.capuzzi@kimley-horn.com; Culp, Linda  
**Subject:** Further Comments on Robinson Bikeway Draft MND

Dear Lauren Esposito,

I have followed progress of the Robinson Bikeway project, and related SANDAG bikeway projects, for months now. In general, I strongly support the bikeway improvements. However, in regard to the Robinson Bikeway MND, I have serious concerns.

On January 5<sup>th</sup>, I sent you an email with comments and questions about the Robinson Bikeway Draft MND.

Since then, I attended SANDAG's Community Open House on January 14<sup>th</sup>. I have also studied the Draft MND and visited the site of the proposed elevated bikeway. As a result of the information gathered, I am submitting the following additional comments:

1. I challenge the following statement in the draft MND:

"The proposed bikeway path has been design/*sic*] to minimize impacts to existing trees and removal of existing trees would only occur as necessary."

I believe that an elegant, modern, elevated bridge structure could easily accomplish the project goal with removal of few, if any, mature trees. An elevated bridge would require few supporting columns, and would likely have lesser effects on storm drainage, among other benefits.

2. I challenge the following statement in the draft MND:

"Despite the removal of several existing trees, the proposed project as a whole would not substantially contrast the existing visual character and would improve the visual quality of the Robinson Avenue corridor. Therefore, impacts would be less than significant."

I believe the removal of approximately 14 trees, many of which are mature and sizable, will substantially diminish the visual character of the corridor. Indeed, except for the portion of the corridor between Florida and Alabama, which would be mostly stripped of trees under the SANDAG plan, the Robinson corridor is already mostly barren of mature trees. The removal of mature trees, some of them decades old, will only make things worse.

3. The draft MND provides no reasonable justification for construction of the proposed mini-roundabout at Robinson/Georgia and the so-called neighborhood traffic circle at Robinson/Florida. And there are several negative impacts associated with these project elements that are not mentioned in the draft MND.

In Appendix E of the Draft MND ("Traffic Assessment"), SANDAG's consultant states the following:

"At present the traffic speed along Robinson Avenue west of the Florida Street exceeds the posted speed limit by 3 mph. The proposed improvements focus on reducing the 85th percentile speed through the integration of narrower travel lanes, a traffic circle and a mini-roundabout. By



**F-1** This comment provides introductory statements and no further response is required.

**F-2** Final design of the project is ongoing, and these comments will be considered by the design team. The alignment of the elevated-shared use path is designed to limit impacts to existing access to residences to the north and south of the path. Impacts to trees would be limited to the extent practical.

**F-3** Refer to Response to Comment F-2. Impacts to visual character are discussed in Section 7.1, Aesthetics, of the MND. As stated in Section 7.1, Aesthetics, Response (c), of the MND, the proposed elevated shared-use path has been designed to minimize impacts to existing trees. As currently designed, approximately 18 trees would be removed at the proposed elevated shared-use path location.

Also as described in Section 2.2, Project Components, of the MND, the proposed project may include the installation of ornamental landscaping including trees, shrubs, and wall vines. As the potential new trees and shrubs mature, the views of the proposed elevated shared-use path and the Robinson Avenue corridor would improve. This, in combination with the proposed neighborhood traffic circle bulb outs and medians, would not substantially degrade the visual quality of the area.

**F-4** The mini-roundabout at the intersection of Robinson Avenue and Georgia Street has been removed from the project and the existing 4-

## COMMENTS

## RESPONSES

altering the cross-section of the road and integrating these horizontal deflections, it is anticipated the travel speed along the road would be reduced.”

And regarding Robinson/Georgia:

“Pedestrians also benefit from this improvement because curb extensions will be constructed on each corner of the intersection to narrow the auto entry lane and deflect traffic entering the roundabout, as illustrated in Figure 6. As a result, pedestrian crossing distances and exposure to on-coming traffic will be reduced from 52 feet curb-to-curb to two 10 to 14 foot crossings.

And regarding Robinson/Florida:

“The Robinson Avenue / Florida Street intersection is currently all-way STOP controlled. The placement of the traffic circle in the intersection would not change this condition. Similar to the mini-roundabout, the presence of the center island in the intersection requires deflection of vehicles and results in reduced traffic speeds through the intersection. The ability to landscape the center median will improve the visual quality of the intersection and make the driver aware of the presence of the circle.”

I have lived on Robinson in the project corridor for nearly 15 years, and I can say this based on my own experience:

- The 3 mph speed overage cited is not a significant issue.
- Pedestrians do not currently have a problem crossing Robinson/Georgia or Robinson/Florida with reasonable safety.

The cost of constructing the traffic circle, roundabout, curb extensions, sidewalk modifications, splitter islands, etc. is not justified by any substantial benefit. There are better uses for the money: For example, the proposed traffic circle and other improvements at Park/Robinson, part of the Uptown Bikeway. That is an intersection rife with accidents and pedestrian hazards.

And though there are no substantial benefits, there are several clear detriments:

- Roughly 22 parking spaces will be lost. This is a sizable percentage of all the street parking now available. And this is already a very parking-deficient stretch of Robinson. Apartment dwellers with no off-street parking spaces will suffer the most.
- The proposed buffered bike lines along Robinson from Park to Florida will be **interrupted twice** in two blocks: by the min-roundabout at Georgia and by the traffic circle at Florida. In other words, the bike lanes temporarily **end** at these locations. Bikes will be forced to share the road with moving, circular traffic through these intersections. Or, alternatively, bicyclists can demount and walk their bikes at pedestrian crossings. This seems counter-productive, given that this is supposedly a *bikeway*-inspired project.
- Pedestrians will now confront constantly *moving* traffic at the Robinson/Georgia intersection. Whereas now there are stop signs, they will be replaced by yield signs.
- Since the Robinson/Florida intersection is currently all-way stop controlled, the construction of a stop-controlled traffic circle there will not reduce the speed of vehicles as they pass *through* the intersection, but it may very well bottleneck traffic at peak hours.

F-4  
Cont.

F-5

F-6

F-7

F-8

F-9

way stop will be retained. Neighborhood traffic circles are proposed as lower cost traffic calming and aesthetic features throughout the North Park – Mid-City Bikeways Project.

There is no proposed change to the intersection control at the intersection of Robinson and Florida. A 4-way stop control would be maintained and the proposed neighborhood traffic circle would improve the visual quality of the intersection.

Pedestrian and cyclist safety is discussed in Section 7.16, Transportation and Traffic, Response (d), of the MND. As disclosed, no significant safety or hazard impacts would occur.

F-5

Refer to Response to Comment F-4. The proposed Robinson/Park improvements that are part of the Uptown Bikeways Project are fully funded through construction, and implementation of the proposed project does not preclude the construction of the Uptown Bikeways Project.

F-6

The mini-roundabout at the intersection of Robinson Avenue and Georgia Street has been removed from the project and the existing 4-way stop will be retained. This reduces the number of parking spaces removed from 22 to 3. Removal of parking spaces is not considered a significant impact under CEQA and requires no mitigation. The goal of the project is to offer an alternative transportation mode by developing a network of bikeways in the City of San Diego's urban core to make it safer and easier for people of all ages and abilities to bike to more places within and between the North Park and Mid-City communities.

F-7

The mini-roundabout at the Robinson Avenue / Georgia Street intersection has been removed from the project and the existing 4-way stop will be retained. Similar to all stop controlled intersections, the buffered bike lane will become dashed for vehicles turning right or left onto Georgia Street. In regards to the bicycle lane approach to the proposed neighborhood traffic circle, the existing 4-way stop at

## COMMENTS

## RESPONSES

the Robinson Avenue / Florida Street intersection will be retained and the approach will be similar to all other stop controlled intersections. The buffered bike lane becomes dashed for vehicles turning right or left onto Florida Street.

Furthermore, it should be noted that the proposed project would not result in an increase in hazards due to a design feature (Section 7.16, Response (d) of the MND). The existing condition along this segment of Robinson Avenue is void of any bicycle infrastructure today. The inclusion of sharrows through the intersection as part of this project is a safety improvement over the existing condition; therefore, impacts would not be significant nor would they require a change in the design.

**F-8** The mini-roundabout at the intersection of Robinson Avenue and Georgia Street has been removed from the project and the existing 4-way stop will be retained.

**F-9** As stated in the Section 2.2, Project Components, of the MND and the Transportation Assessment (Appendix E), the existing four-way stop controls would remain with the inclusion of a neighborhood traffic circle. Since the stop controls would remain the same, no impact to the level of service of the intersection would occur.

## COMMENTS

## RESPONSES

- There are several semi-mature trees planted by homeowners at Robinson/Georgia that could be affected by the construction of the curb extensions.

4. If the proposed traffic circle is built at Robinson/Florida, I propose that SANDAG, the city, or a private group sponsor a design competition for public art and/or xeriscaping to be placed in the circle; funding to be by SANDAG; maintenance to be arranged by agreement with local property owners, if the city declines to do it.

5. If the proposed mini-roundabout and related items are built at Robinson/Georgia, instead of concrete, I propose that portions of the splitter islands and curb extensions be xeriscaped with a mixture of rock and succulents that would require no supplemental irrigation. Assuming the city declines to maintain the xeriscaping, I feel confident that some nearby property owners (including myself) would be willing to do this.

Cordially yours,

*Don Skolnik*

1857 Robinson Ave.  
San Diego, CA 92103  
Home/Office/Fax: 619 - 269 - 4905

Bcc: Neighbors

F-10

F-11

F-12

**F-10**

As stated in Section 2.1, Project Location and Environmental Setting, of the MND, the proposed project is located entirely within the Robinson Avenue public right-of-way (ROW) from just east of Park Boulevard to Alabama Street with the exception of approximately 2,800 square feet of land would be acquired from a property to the north (Assessor Parcel Number 453-012-15-07 to 14). No private property or privately owned trees at the intersection of Robinson Avenue and Georgia Street would be affected by the proposed project.

**F-11**

Refer to Response to Comment C-2.

**F-12**

Refer to Responses to Comments C-2 and C-3.

## COMMENTS

## RESPONSES

**From:** Eric Faunce [<mailto:ericfaunce@yahoo.com>]

**Sent:** Wednesday, February 10, 2016 11:29 AM

**To:** [lauren.esposito@sandag.org](mailto:lauren.esposito@sandag.org)

**Cc:** [linda.culp@sandag.org](mailto:linda.culp@sandag.org); Capuzzi, Matt <[Matt.Capuzzi@kimley-horn.com](mailto:Matt.Capuzzi@kimley-horn.com)>; [toddgloria@sandiego.gov](mailto:toddgloria@sandiego.gov)

**Subject:** Robinson Bikeway Draft MND challenges

Dear Lauren Esposito,

We, the majority of residents impacted by the proposed Robinson Bikeway between Park Blvd. and Alabama St., vehemently object to many of the components of the project as proposed:

1. The proposal will remove acres of green space including over 14 mature trees and grass areas. SANDAG has proposed NO MITIGATION to this loss of greenery and has failed to provide any environmental impact study for its justification.
2. The proposal will remove over 22 parking spaces in a three block stretch already drastically under served with parking spaces. SANDAG has proposed NO MITIGATION to this loss of space and has failed to provide any justification for the hardship it creates on the neighborhood.
3. The proposed mini-roundabout and traffic circle, at the intersections of Georgia and Florida respectively, will not only eliminate green spaces, but also significantly destroy the visual character of the neighborhood with extensive concrete curb extensions, concrete splitter islands and painted concrete circles. The required traffic signage alone constitutes a significant blight to what is currently a relatively green residential neighborhood. The circles will also force bicycle traffic into greatly narrowed traffic lanes defeating the primary purpose of the project.
4. The mini-roundabout at Georgia St. will convert an ALL-WAY CONTROLLED STOP intersection with clear pedestrian rights-of-way into a situation where pedestrians are faced with constantly moving traffic.

The project as proposed is clearly in conflict with our neighborhood's desire to preserve and increase greenery, preserve our already stretched public parking and increase pedestrian safety.

SANDAG has chosen to move ahead with this project with limited public input, NO PUBLIC HEARINGS, no environmental impact studies and no plan to mitigate the loss of greenery or public parking. Therefore we are challenging this project as proposed and plan to use all means necessary to make our reasonable objections known.

1

Thank you.

BCC: neighbors

G-1	<b>G-1</b>	Refer to Responses to Comments C-4, F-2, and F-3.
G-2	<b>G-2</b>	Refer to Response to Comment F-6.
G-3	<b>G-3</b>	Refer to Response to Comment F-3. As stated in Section 7.1, Aesthetics, of the MND, the mini-roundabout and neighborhood traffic circle would be consistent with the Greater North Park Community Plan Urban Design Guidelines and would not substantially degrade the existing visual character and quality of the area.
G-4	<b>G-4</b>	Refer to Response to Comment F-7.
G-5	<b>G-5</b>	Refer to Response to Comment F-9.
G-6	<b>G-6</b>	Refer to Responses to Comments C-4, F-2, F-3, F-6, and F-9. Pursuant to the <i>Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines)</i> (Section 15070[b]) (14 CCR 15000-16387 and Appendices A through L), SANDAG has prepared an MND for the proposed project. The MND was prepared and circulated for public review contains an environmental impact analysis of the proposed project as required by CEQA. An MND was the appropriate CEQA document to prepare as no significant impacts would occur with the incorporation of mitigation measures. While public meetings are not required for processing an MND under CEQA, SANDAG held a public workshop on the Robinson Avenue Bikeway Project to accept public comment on the project on January 14, 2016 at Grace Lutheran Church. In addition, SANDAG has presented this project to the North Park Planning Committee and its

## COMMENTS

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Public Facilities, Transportation, Parks, and Public Art Subcommittee on multiple occasions. There have also been community open houses to present the entire North Park Mid-City Bikeways Project to the community. Previous community meetings and open houses were held during the planning phase of the project. Open House #1 was held on August 27, 2013, and Open House #2 was held on February 19, 2014 – this was a joint meeting with the North Park | Mid-City Bikeways Community Advisory Group. The Community Advisory Group was formed to provide in-depth input on the design and serve as the community liaison from kick-off to completion of the planning phase. The group met four times at key project milestones on January 30, 2013, March 6, 2013, June 25, 2013, and February 19, 2014. Please see the project website for information and materials from these meetings: [http://www.keepsandiegomoving.com/RegionalBikeProjects/northparkmidcity\\_involved.aspx](http://www.keepsandiegomoving.com/RegionalBikeProjects/northparkmidcity_involved.aspx).

Additionally, SANDAG provides information on all projects at [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com) where interested parties have the option to sign up for project-related updates.

# COMMENTS

# RESPONSES

## BikeSD Comments on Draft Initial Study/Mitigated Negative Declaration

### Robinson Avenue Bikeway Project

February 4, 2016

Throughout the Initial Study and environmental analysis, SANDAG states,

*"The proposed project would improve bicycle safety and connectivity within the area while not adversely affecting automobile traffic, consistent with the Regional Plan and the San Diego Regional Bike Plan."*

However, the proposed project fails to provide a complete bicycle network because of the proposed sharrow segment. Forcing bicycles from a protected bike lane, into a sharrow lane, where speeds are faster than an average bicyclist can reach, decreases bicycle safety. This approach results in a gap in the connectivity. Gaps in safe travel lanes actually create a false sense of safety from the bicyclist perspective. Therefore, the project fails to reach the project goal to "connect communities, increase travel choices, improve travel safety for everyone, and create an exceptional biking environment."

For these reasons, Section XVI. Transportation/Traffic should be revised to conclude a significant impact due to incompatibility with the Regional Plan and the San Diego Regional Bike Plan. The fact that the project would propose a separated bike lane, transitioning into a sharrow bike lane, back into the separated bike lane would result an increase in hazards due to a design feature, rather than avoid one. The conclusion should be revised to state impacts would be significant and require mitigation OR a change in the design.

In summary, it the proposed project is not a complete bicycle infrastructure connection; therefore, the premise that it would improve the safety of the segment is false and renders the conclusions of Section XVI. Transportation/Traffic invalid and unsubstantiated.

H-1

**H-1**

Based on Level of Traffic Stress (LTS) criteria established by SANDAG, a Class 3 facility operates at LTS 2 or better if traffic volumes are less than 5000 vehicles per day (vpd). Since the project goal is to establish bicycle facilities that are LTS 2 or better, and the existing traffic volumes on Robinson are less than 5,000 vpd, a Class 3 facility meets the project goals.

For this reason, the proposed project is consistent with the Regional Plan and the San Diego Regional Bike Plan.



COMMENTS

RESPONSES



FROM the Robinson Ave MND

COMMENTS

See back also

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
AINDREA SPARKS	425 UNIVERSITY AVE #2	619-987-8678	aandreasparks@gmail.com

Please email me project updates in the future (email address required above).  
 COMMENTS: BRIDGE SEEMS WAY TOO EXPENSIVE FOR A 4 BLOCK 2nd RATE 2nd CHOICE BIKE PATH.

ENVIRONMENTAL IMPACT @ BRIDGE - I FORESEE MORE PROBLEMS HERE THAN YOU ARE PROJECTING WHICH WILL BRING A MUCH LARGER TIME DELAY THAN WANTED. W/ ENVIRON IMPACT REPORT.

ROUND ABOUT @ GEORGIA & ROBINSON HIGHLY INEFFECTIVE - CARS GOING SOUTH ON GEORGIA ARE COMING DOWN A STEEP HILL ON A FAIRLY BLIND CORNER w/ NO STOP @ THE BOTTOM - YIELD IS NOT ENOUGH EVEN w/ TRAFFIC CRAWLING ROUND ABOUT B/C MOST TRAFFIC USUALLY TURNS RIGHT @ BOTTOM OF HILL ANYWAY AND ALREADY DOESN'T STOP NOW WHEN THERE IS A STOP SIGN.

Whitman/Lewis - This would be the closest "bike-route" connection which is still NOT A GREAT ROUTE - TOO MUCH TURNING & WIGGLINGS - HARD TO FIND ROUTE (EVEN THOUGH I AM FAMILIAR w/ THE AREA - WOULD BE VERY HARD FOR A VISITING PERSON OR NEW CYCLIST.

Lighting Options - ever thought of Lighting from the bottom up or smaller lights on or near ground level to both help guide way, see road/path better - rocks/obstructions etc.

RE: PERTHING BIKE WAY - GOING TO BE 2 BIKE LANES? - ONE EACH SIDE? GOLF COURSE SIDE GETS HUGE DEBRIS PROBLEM ESPECIALLY WHEN ANY RAIN ON DRAINAGE ISSUES.

For official use only:  
 Bikeway Project: \_\_\_\_\_  
 Date Received: \_\_\_\_\_



I-1  
I-2  
I-3  
I-4  
I-5  
I-6

**I-1** The elevated shared-use path is fully funded through construction as part of the North Park – Mid-City Bikeways Project. The elevated shared use path would be a Class 1 bicycle facility with aesthetic treatments and lighting. The elevated shared-use path provides an essential connection to the communities to the west of the project area, allowing an alternative route for people riding bikes who are less experienced and uncomfortable riding on University Avenue.

**I-2** Impacts to traffic movement is discussed in Section 7.16, Transportation and Traffic, and in the Transportation Assessment (Appendix E of the MND). As discussed in Section 7.16 of the MND and the Transportation Assessment, the proposed improvements along Robinson Avenue would not substantially alter traffic patterns within and around the project site. The elevated shared-use path located at Robinson Avenue/Alabama Street is not intended for auto use and would be restricted to pedestrians, bicycles, and emergency vehicles only. Therefore, the proposed improvements would not substantially affect circulation patterns, but would provide several benefits to pedestrians and bicyclists, including reduced speeds, shorter crossing distances, and enhanced safety. Information provided in this comment does not alter the significance determination made in the MND.

**I-3** Refer to Response to Comment F-4.

## COMMENTS

- It is odd to have 2 different round about models - especially that close to each other
- Path would stop @ Alabama - which if you're going back to University would leave you pretty close to the bottom of a hill which risks re-entering traffic to go right (or left) on University. The other option of continuing onto Landis or Whitman bike paths mentioned on other side are confusing, not direct, + riddled w/ turns + stop signs. Not much of a through affect for bikes, which is the point of riding on a bike path.
- Going east on this path would be ok - but heading west over bridge going from Florida canyon UP Robinson is really steep. I NEVER RIDE THAT WAY - did it once on my geared bike + don't think I could do it on my fixed gear / single speed, my folding bike - or a tourist w/ their bike share bikes - the common tourist could make that hill. At least w/ University you have the chance of hitting the green light @ bottom/mid of hill (which I usually do) and the hill is longer but a bit more gradual (and it is still a steep hill that deters many riders). New path is kinda of like biking uphill both ways option.
- \* Also no connectivity to bus routes/transit.

I-7

I-8

I-9

I-10

## RESPONSES

- I-4** While the proposed project has independent utility, it is intended to connect with the larger regional network of bikeways planned for the North Park-Mid-City Community.
- I-5** Lighting would be provided for the proposed elevated shared-use path. Final design of the project is ongoing, and these comments will be considered by the design team.
- I-6** This comment provides statements regarding a different project. No response is required.
- I-7** Refer to Response to Comment F-4.
- I-8** Although the Robinson Avenue Bikeway has independent utility, the proposed project is a part of the North Park – Mid-City Bikeways project. The Landis Street Bikeway connects to the Robinson Avenue Bikeway at Alabama Street. Improvements included in the Landis Street Bikeway would include directional wayfinding, changes to traffic control, and traffic calming (including neighborhood traffic circles) to allow for a bikeway with few stops for people riding bikes.
- I-9** Although the grade on Robinson Avenue is steeper than University Avenue, the proposed project provides an alternative route to University Avenue for people riding bikes who are less experienced and uncomfortable riding on University Avenue, which has more traffic.
- I-10** Several San Diego Metropolitan Transit System bus stops are located nearby on Park Boulevard and University Avenue within biking distance.

# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME ADDRESS PHONE EMAIL

Please email me project updates in the future (email address required above).

COMMENTS:

- ① Attempt to save existing Palm trees on Georgia Street and Robinson
- ② Make roundabout on Georgia aspherical preferably by using river rock for the surface - not just cement.
- ③ Use a tinted cement color (San Diego Buff) for new curbs, sidewalks and roundabouts
- ④ Re-establish "parkways" between curb and sidewalk along Robinson. These landscaped parkways were filled with cement years ago (between Georgia + Crestwood)
- ⑤ Add new street trees on northside of Robinson all the way to Park Blvd.

J-1  
J-2  
J-3  
J-4  
J-5

- J-1** Refer to Responses to Comments C-4, F-2, and F-3.
- J-2** Refer to Response to Comment C-2.
- J-3** The mini-roundabout at the intersection of Robinson Avenue and Georgia Street has been removed from the project. Final design of the project is ongoing, and these comments will be considered by the design team.
- J-4** Parkway reconstruction along Robinson is not within the scope of this project.
- J-5** Refer to Response to Comment J-4.

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COMMENTS

RESPONSES



COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Carl Gehman	2040 Robinson Ave Unit B	949-604-1381	carlgoat@gmail.com

Please email me project updates in the future (email address required above).

COMMENTS:

For the entryway to 2040 Robinson/2044 Robinson, I'm concerned about cutting across bike lanes. There is a lot of traffic going down the alley behind 2040, and that turn is already treacherous, so I'm nervous about how the addition of bikes will impact that spot.

The bridge between Florida and Alabama on Robinson will be over a storm drain, so please preserve the drain.

Anything you can do to minimize shadowing/darkness from the bridge will be appreciated. And anything that you can do to maximize greenery to the →

K-1

K-2

K-3

K-4

**K-1**

2040 and 2044 Robinson Avenue take access from the driveway at the eastern terminus of Robinson Avenue, east of Florida Street. The driveway is located north of the proposed bikeway and generally travels parallel the proposed alignment. The entrance to the driveway is located immediately north of the western end of the proposed elevated shared-use path, as shown on Figure 4, Bikeway Path Architectural Rendering – View East, of the MND. As described in Section 2.2, Project Components, of the MND, and in the Transportation Assessment (Appendix E of the MND), Class II buffered bike lanes would be provided on Robinson Avenue between Park Boulevard and the proposed elevated shared-use path with the exception of a sharrow on the eastbound travel lane between Florida Street and the elevated shared-use path. As described in the Transportation Assessment, access to the driveway would remain unaltered. Motorists travelling to and from this driveway would be required to cut across a bicycle travel lane.

However, as shown in Figure 4, the bicycle lanes would be clearly marked and the elevated shared-use path would be clearly visible to alert motorists of the potential presence of cyclists and pedestrians using the elevated shared-use path. Additionally, this location is a terminus for Robinson Avenue that leads to an alley and driveways to residences. Motorists would not be travelling at high speeds and

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## COMMENTS

## RESPONSES

North of the bridge will help minimize the loss of green space that is currently on that parcel.

K-4  
Cont.

would have adequate visibility at the point of ingress/egress of the driveway. Pedestrian and cyclist safety is discussed in Section 7.16, Transportation and Traffic, Response (d), of the MND. As disclosed, no significant safety or hazard impacts would occur. Final design of the project is ongoing. The design team will consider the addition of stop markings with stops signs and “Cross Traffic Does Not Stop” signs for northbound and southbound traffic into and out of the alley mentioned above. If incorporated, these improvements would be in place of the yield markings shown in Figure 4.

**K-2** As described in Section 2, Project Description, of the MND, the existing east-west stormwater drainage system within the proposed elevated shared-use path location would be abandoned in place and relocated nearby within an existing City of San Diego utility easement. The new drainage infrastructure would be designed to adequately serve the proposed project and existing runoff.

**K-3** Final design of the project is ongoing, and these comments will be considered by the design team.

**K-4** As described in Section 2.2, Project Components, of the MND, the project may include the installation of ornamental landscaping including trees, shrubs, and wall vines.

COMMENTS

RESPONSES



COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME ADDRESS PHONE EMAIL  
 Robert Leone 3544 Del Rey St. #3 558-272-470  
 SD CA 92109

Please email me project updates in the future (email address required above).

COMMENTS:

The bridge (bike/ped) over Florida Canyon has no control or sign - but the motorist cross traffic is stop yield, the sight of way based on yield marks - not even a sign. Please consider a stop sign with the "cross traffic does not stop" notice here.

More than 1/2 the street light options shown for shared-use paths are without shades. That's less efficient in terms of lighting the bridge, and is a source of light pollution.

Also the dotted merge sections of bike path on Robinson @ Georgia merge into the built out traffic calming sections.

Perhaps under-vault lighting like Mike Gotch bridge in Mission Bay Park.

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L-1  
L-2  
L-3  
L-4

- L-1** Refer to Response to Comment K-1. Final design of the project is ongoing, and these comments will be considered by the design team.
- L-2** Pedestrian scale lighting is proposed at the elevated shared-use path. As discussed in Section 7.1, Aesthetics, Response (d), of the MND, all lighting would comply with all applicable City of San Diego municipal code light pollution regulations which are intended to minimize light pollution through shielding and minimization of light trespass in accordance with the Green Building Code. Final design of the project is ongoing, and these comments will be considered by the design team.
- L-3** Refer to Responses to Comments F-7, F-8, and H-1.
- L-4** Final design of the project is ongoing, and these comments will be considered by the design team.

COMMENTS

RESPONSES



COMMENTS my e-mail

harold.Strong@sbcglobal.net

sbcglobal.net

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Barbara Strong	S.D. 92104 3069 Vancouver Ave	(619) 283-1534	harold.Strong@sbcglobal.net

Please email me project updates in the future (email address required above).

COMMENTS: I was told about this open house by a Tenant. Please keep me informed, Removal of 22 parking spaces is a concern. Parking in that area is @ premium. I own property at the 2018-2224 Robinson Ave and vehicles-scramble for parking. North travel at the alley @ the end of Robinson is very heavy due to so many units on the alley. (North bound) Also Trach trucks use the alley (I have noticed three different companies) Bikes coming off the bikeway could be hazardous going west. Robinson Ave. in the 200 block is in bad need of repair, my tenants use their driveway to back up onto Robinson Ave. Thank you for this open house.

M-1  
M-2  
M-3  
M-4

- M-1** Thank you for your interest in the Robinson Avenue Bikeway Project. SANDAG has added your email address to receive eblasts related to the project.
- M-2** Refer to Response to Comment F-6.
- M-3** Refer to Responses to Comments K-1 and L-1. Final design of the project is ongoing, and these comments will be considered by the design team.
- M-4** The proposed project is not located at the 200 block of Robinson Avenue. The City of San Diego is responsible for road maintenance within this area.

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Date Received: \_\_\_\_\_





# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
JIM BAROSS	3335 N. MOUNTAIN VIEW DR.	619-280-6908	JIMBAROSS@COX.NET

Please email me project updates in the future (email address required above).

**COMMENTS:**

1. Please consider Stop or Yield sign at alley at the end of the bridge. Alley gets lots of MV traffic that should be reminded to yield to bikes coming fast down the bridge.
  2. The Bike Lane striping becomes dashed approaching Georgia, fine but the dashed inappropriately heads into the curbs. It should (I think) not direct bikers into the curbs!
  3. Will traffic circle at Florida be plumbed for irrigation if we want landscaping?
  4. Please Do NOT use a Post/Bollard at the base of the bridge! Discourage car traffic some other way w/o introducing a crash hazard for bicyclists — especially at the base of an incline.
- THANKS

- |     |     |   |
|-----|-----|---|
| N-1 | N-1 | Refer to Responses to Comments K-1. Final design of the project is ongoing, and these comments will be considered by the design team.   |
| N-2 | N-2 | Refer to Response to Comment F-7.   |
| N-3 | N-3 | The center of the traffic circle would be plumbed for irrigation and electrical, pending City of San Diego review.  |
| N-4 | N-4 | The intent of the bollard is to prevent vehicles from using the elevated shared-use path. Final design of the project is ongoing, and this comment will be considered by the design team. |

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 Bikeway Project: \_\_\_\_\_  
 Date Received: \_\_\_\_\_





# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME: Richard Phillips ADDRESS: 1712 Granada Ave, CO, CA 92102 PHONE: PHONE NUMBER EMAIL: rsphill@cox.net

Please email me project updates in the future (email address required above).

COMMENTS:

North Park/MidCity Bikeways:  
 • Support Landis Street as alignment rather than University Ave.  
 • Too many stop signs on Landis, several should be removed to encourage bikes.

Robinson Bikeway:  
 • Explore widening the proposed elevated pedestrian/bike way to accommodate bike lane and pedestrians on same direction (to prevent bicycle/pedestrian collisions).

• Address drainage in proper area.  
 • Aesthetics - no chainlink fence

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 Bikeway Project:  
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Entry feature (Cairns) are nice and create presence.

- O-1 This comment provides statements regarding a different project. No response is required.
- O-2 As described in Section 2.2, Project Components, the proposed elevated shared-use path would be approximately 12 to 16 feet wide and evenly split into two 4 to 6 foot wide travel lanes in opposite directions with 2 foot shoulders on each side of the travel way (width of the elevated shared-use path would be finalized upon final design). Widening the bridge would impact access to the adjacent properties. The State minimum standard for a two-way bike path width is 8 feet with 2-foot shoulders. The Federal minimum standard for a shared-use path width is 8 feet (FHWA-EP-01-027, Designing Sidewalks and Trails for Access). The proposed elevated share-use path width would meet the minimum State and Federal standards for similar bike paths.
- O-3 Drainage is addressed in Section 7.9, Hydrology and Water Quality, and 7.17, Utilities and Service Systems, of the MND. As discussed, no significant impacts to drainage would occur.
- O-4 Final design of the project is ongoing, and these comments will be considered by the design team.

# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	SD APCD	ADDRESS	PHONE	EMAIL
Kathy Keenan		10124 Old Grove Rd	SD 92131 858 5862726	Kathleen.Keenan@sancounty.ca.gov

Please email me project updates in the future (email address required above).

### COMMENTS:

I believe the roundabouts are really great - help calm traffic, make it easier for bikes to go through without stopping, <sup>have</sup> air quality benefits, etc.

I would like the roundabouts to be designed the same for both, though. It is important that the bikeway be consistent. If you are allowed on the sidewalk with your bike on one, the other should be allowed, too. If you are going to do one with a pedestrian refuge, it should probably be on Florida where the auto traffic volumes seem likely to be higher.

I think the bridge is great and a long-awaited great addition to the bike network. I don't like having to go on University to get past this section.   
over →

P-1

P-2

P-1

Refer to Response to Comment F-4.

P-2

Refer to Response to Comment E-1.

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## COMMENTS

## RESPONSES

that being said, please don't neglect improvements to University for bikes. ~~For~~ Bicyclists need safe, comfortable access on all our streets, not just specific corridors.

For lighting, please make sure that whatever lighting is chosen it really illuminates the path surface and the bollards at the bridge entrances and all through the roundabouts!

P-2  
Cont.

P-3

**P-3**

Project lighting would be design to adequately illuminate the project area while complying with City of San Diego municipal code light pollution regulations.

COMMENTS

RESPONSES



COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Nathan Rossman	nathanrossman@yahoo	6196077288	2636 Montclair St San Diego, CA 92104

Please email me project updates in the future (email address required above).

COMMENTS:

\* Love the Robinson elevated bike path <sup>idea.</sup> I bike east/west between North Park and Hillcrest and in my opinion a lot more people will be bicycling with this improvement.

\* Totally support the roundabouts, especially as an option to all the stop signs on Landis Street.

\* ~~Area~~ The Robinson section west of 163 is very dangerous for bicycles. It is too narrow to share the road with cars. Please let me know if there is any upcoming improvements being proposed.

\* Speed humps, as are in use on Landis north of Upas Street are very effective at slowing traffic and preferable to stop signs.

Q-1

Q-2

Q-3

Q-1

Thank you for your support of the Robinson Avenue Bikeway elevated shared-use path.

Q-2

This comment provides statements regarding a different project. The Landis Street Bikeway, which is part of the North Park-Mid-City Bikeways Project, will begin at Alabama and continue to the east. SANDAG has added your email to the list to receive e-blasts for the project.

Q-3

Final design of the project is ongoing, and these comments will be considered by the design team. Speed humps are traffic calming devices and stop signs are traffic control devices. Speed humps would not be installed in place of stop signs.

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Bikeway Project: \_\_\_\_\_  
Date Received: \_\_\_\_\_



# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
MARIA DeSANTIS	2095 GEORGIA ST		

Please email me project updates in the future (email address required above).

COMMENTS:

WE CANNOT AFFORD TO LOSE PARKING ON ROBINSON AND GEORGIA. WE ARE STARVING parking now. 17 PARKING SPOTS LOST - AWFUL

R-1

R-1

Refer to Response to Comment F-6.

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COMMENTS

RESPONSES



COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Iris Delaney	1907 Robinson Ave #203	(619) 295-9702	eyeeyeinis@cox.net

Please email me project updates in the future (email address required above).

COMMENTS:

We are going to lose 17 parking spots, mostly on Robinson.  
 Have you seen how difficult it is to park in this area  
 at the present time? Why not come and try? Are you going  
 to put in a free parking structure for the folks who don't  
 have <sup>dedicated</sup> spaces at the present time?  
 Your foot bridge across Fla. Canyon is a good idea.

|  
S-1  
|  
S-2  
|

S-1

Refer to Response to Comment F-6.

S-2

Thank you for your support of the Robinson Avenue Bikeway elevated shared-use path.

For official use only:  
Bikeway Project: \_\_\_\_\_  
Date Received: \_\_\_\_\_



COMMENTS

RESPONSES



COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Christina Gawim	3764 Alabama St.	858-776-9437	Christina.gawim@gmail.com

Please email me project updates in the future (email address required above).

COMMENTS:

I live on Alabama street, in the house  
 three down from the proposed project. I am  
 for this project and excited about it, particularly  
 the addition of the stop sign on Alabama. I am  
 not concerned about the removal of parking  
 spaces, as I see this as an important improvement  
 to the neighborhood, and think that property  
 owners like myself should bear the responsibility  
 to provide parking on our properties. It is  
 important to me that the bridge part be  
 well-lit at night, because it will likely  
 attract transients and teenagers in the  
 evening, and I want bikers and pedestrians  
 to feel safe at all hours. THANK YOU  
 for all of your work on this!!!!

T-1

T-2

T-3

For official use only:  
Bikeway Project: \_\_\_\_\_  
Date Received: \_\_\_\_\_



**T-1** Thank you for your support of the Robinson Avenue Bikeway project.

**T-2** Refer to Response to Comment P-3.

**T-3** Thank you for your recognition of SANDAG's work on this project.

# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
RYAN FLEETWOOD	3764 Alabama		ryan.fleetwood@gmail

Please email me project updates in the future (email address required above).

### COMMENTS:

We would like the bridge to be well-lit at night to disuade loitering

U-1

Hopefully parking concerns can be addressed in other parts of the ~~immediate~~ <sup>surrounding</sup> area to alleviate spaces lost due to the new bridge + improvements

U-2

Overall, we are very excited about this project and hope it will happen as soon as possible!

U-3

U-1

Refer to Response to Comment P-3.

U-2

Refer to Response to Comment F-6.

U-3

Thank you for your support of the Robinson Avenue Bikeway project. Construction of the project is expected to occur in 2017.

For official use only:  
Bikeway Project: \_\_\_\_\_  
Date Received: \_\_\_\_\_





# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME ADDRESS PHONE EMAIL

Kevin Wood 3075 Louisiana

Please email me project updates in the future (email address required above).

### COMMENTS:

This is a great project! makes a much needed connection.

Bridge segment should be 11+ feet to give more space to bikes + peds.

Roundabout traffic circle should prioritize bike movement

V-1  
V-2  
V-3

**V-1** Thank you for your support of the Robinson Avenue Bikeway project.

**V-2** Refer to Response to Comment O-2. Final design of the project is ongoing, and these comments will be considered by the design team.

**V-3** Refer to Response to Comment F-8. The neighborhood traffic circle would be 4-way stop controlled, giving priority to the first vehicle or person riding a bike that comes to a complete stop at the intersection.

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Date Received: \_\_\_\_\_



# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Andrew Dae	3793 Park Blvd	505.231.6867	andy.dae@gmail.com

Please email me project updates in the future (email address required above).

**COMMENTS:**

Rather than have a stone wall as the abatement, work with a local ARTS nonprofit to install a community-driven mural as a graffiti Abatement initiative. Could be cheaper, more interesting, and prevent vandalism

W-1

W-1 Refer to Response to Comment C-5.

For official use only:  
 Bikeway Project: \_\_\_\_\_  
 Date Received: \_\_\_\_\_



# COMMENTS

# RESPONSES



## COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME	ADDRESS	PHONE	EMAIL
Roger	San Diego		

Please email me project updates in the future (email address required above).

**COMMENTS:**

Cancel this project now and  
 move these funds to University  
 Ave protected bike lanes from start  
 of University ave in west all the  
 way to city heights

X-1

X-1

Refer to Response to Comment E-1.

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 Bikeway Project: \_\_\_\_\_  
 Date Received: \_\_\_\_\_



## COMMENTS

## RESPONSES

### Comment Letter Y

Robinson Bikeway Project, North Park - Mid-City Bikeways    SANDAG COMMUNITY MEETING REGARDING ROBINSON BIKEWAY PROJECT

SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

ROBINSON BIKEWAY PROJECT  
NORTH PARK - MID-CITY BIKEWAYS

COMMUNITY OPEN HOUSE MEETING  
PUBLIC MEETING  
THURSDAY, JANUARY 14, 2016  
6:00 to 8:00 P.M.

GRACE LUTHERAN CHURCH  
3967 PARK BOULEVARD  
SAN DIEGO, CALIFORNIA 92103

REPORTED BY: ANTONIA SUEOKA, CSR 9007, RPR

COMMENTS

RESPONSES

1  
2 SAN DIEGO, CALIFORNIA, THURSDAY, JANUARY 14, 2016,  
3 6:00 P.M.

4 - - -  
5 COMMENTS REPORTED AT PUBLIC MEETING  
6 - - -

7 NICHOLAS RYAN:

8 My name is Nick Ryan. I guess my full name is  
9 Nicholas Ryan. I live on University and Seventh in  
10 Hillcrest. And all of my friends, for the most part,  
11 live in North Park, and so I am very excited about -- I  
12 almost always ride my bicycle, and it is almost always  
13 harrowing to make my way there, so I'm very excited about  
14 a safe opportunity to get across uptown on a regular  
15 basis.

16 \* \* \*

17 KATIE CRIST:

18 My name is Katie Crist. And I live in  
19 Hillcrest. I would just encourage SANDAG to be  
20 transparent and very open and frequent in their  
21 communication about the project so that we can be sure to  
22 get as much public feedback early in the process as  
23 possible. And I am in full support of the connection  
24 from Hillcrest to North Park and love the idea of the  
25 bridge. That's it.

**Y-1** This comment provides introductory statements and personal experience of riding his bike in the proposed project area. Thank you for your support of the Robinson Avenue Bikeway project.

Y-1

**Y-2** This comment provides introductory statements and no further response is required.

Y-2

**Y-3** Refer to Response to Comment G-6.

Y-3

We will continue to make information about the project available on the project webpage and reach out to the community and other stakeholders for feedback on potential improvements and refinements to design features as we progress through the final design phase.

Y-4

**Y-4** Thank you for your support of the Robinson Avenue Bikeway project.

# COMMENTS

# RESPONSES

1 \* \* \*  
2 TIM ZASPAL:  
3 My name is Tim Zaspal. Please build the uptown  
4 bikeway in its entirety. That's it. Y-5  
5 \* \* \*  
6 (End of comments.)  
7 - - -  
8 (End of proceedings at 8:00 P.M.)  
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Y-5

This comment provides statements regarding a different project. No response is required.

# COMMENTS

# RESPONSES

1 STATE OF CALIFORNIA )  
2 COUNTY OF SAN DIEGO ) SS

3  
4 I, ANTONIA SUEOKA, Certified Shorthand Reporter  
5 No. 9007, State of California, do hereby certify:

6 That said proceedings were taken at the time and  
7 place therein named and were reported by me in shorthand  
8 and transcribed by means of computer-aided transcription,  
9 and that the foregoing pages are a full, complete, and  
10 true record of said proceedings.

11 And I further certify that I am a disinterested  
12 person and am in no way interested in the outcome of said  
13 action, or connected with or related to any of the  
14 parties in said action, or to their respective counsel.

15 The dismantling, unsealing, or unbinding of the  
16 original transcript will render the reporter's  
17 certificate null and void.

18 IN WITNESS WHEREOF, I have hereunto set my hand  
19 this 15th day of January, 2016.

20  
21  
22  
23  
24 \_\_\_\_\_  
25 Antonia Sueoka, CSR NO. 9007, RPR