



NORTH PARK – MID-CITY REGIONAL BIKE CORRIDORS PROJECT

SAN DIEGO ASSOCIATION OF GOVERNMENTS

COMMUNITY ADVISORY GROUP MEETING 3

June 25, 2013 ♦ 6:00 p.m. – 8:30 p.m.

Teen Challenge Center

5450 Lea Street, San Diego, CA 92105

COMMENT CARD SUMMARY

During the third North Park – Mid-City Community Advisory Group meeting, participants were asked to complete a comment card to provide feedback on the meeting content. This document lists the comment card questions and meeting attendees' responses to those questions.

PROJECT OVERVIEW: Please share any comments about the project overview, alternatives analysis process, and related topics.

RESUMEN DEL PROYECTO: Favor de compartir cualquier comentario sobre el resumen y el proceso de análisis de las alternativas del proyecto y los temas relacionados con el proyecto.

- Project should connect commercial/public/education/transit destinations, not simply run through empty neighborhoods.
- Linear parks on Landis route, Meade route, and Howard route
[commenter's drawing]: sidewalk | parking | traffic | traffic | parking | bike lane | bike lane | sidewalk
- El Cajon and University Ave need more bike racks. University needs more work: 54th and University. More signs.
- In order of preference: 1) Orange Ave. 2) University Ave. It's critical that the project include both of these routes: one has the best "8-to-80" potential, the other has the best commercial corridor potential.
- Great outreach for participants for this project.
- Nice job making complexity easier to comprehend.

ALIGNMENT OPTIONS AND ANALYSIS RESULTS: Please indicate for each option what you believe to be the most important benefit, the biggest challenge, and any additional comments.

OPCIONES DE ALINEACIÓN Y RESULTADOS DEL ANÁLISIS: Favor de indicar para cada opción lo que usted considera que es el beneficio más importante, el mayor reto y cualquier observación adicional.

NORTH CORRIDOR / CORREDOR DEL NORTE		
Option/ Opción	Benefit / Beneficio	Challenge / Reto
Meade-Monroe	<ul style="list-style-type: none"> • Cheap • Cheaper • Calm street can be greened with linear park. • Safer route for families. • 8-to-80 potential • Stress-free/greenway more desirable for family and physically challenged wanting to go to a destination can connect to "The Boulevard" on any adjoining streets. • Much better safer route. In Talmadge Kensington neighborhood. • Low traffic volume. Existing street width allows cycle tracks • This is already a low-stress route – doesn't need a lot of money to construct. That might leave money for El Cajon Blvd. • Low stress. Direct route. More leisurely and inviting. • Already slower. • Closer to residences and Normal Heights folks. Fewer intersection delays. • Improve a good street for bikes to a great street. Reduce cross through traffic. • Low cost. Bajo uso energia ciclistas. Fix the Aldine & Monroe intersection. • Bueno, seria una opción no muy buena. • Meade es la mejor opción por el costo, energia, menos estrés. 	<ul style="list-style-type: none"> • Bike route to nowhere. Nothing on Meade/Monroe. Not protected. • If you're creating a bike boulevard, you should put the parking outside of the bike lanes. [commenter's drawing]: sidewalk bike lane parking traffic lane traffic lane parking bike lane sidewalk. • Low visibility. No impact to biking community. • Driveways. Already low stress. • Will ignore safety needs on El Cajon Blvd. • Selling this choice of corridor to recreational bicyclists who prefer El Cajon corridor route. • Maintenance without a BID/MAD. No/few businesses, lighting • Doesn't go anywhere – Collwood isn't attractive to anyone and diverting off Collwood also doesn't go anywhere worth going. • Connection and no extensions. • Hilly – no businesses. Not too many parks. • Hills at Texas and Florida – avoid these. • None. Easy. • More traffic on El Cajon Boulevard. Area residencia. • Diminuir velocidad, implementar cruces peatonales y mejorar la infraestructura. • Mas costoso; quita muchos estacionamientos • y (debe) buscar mas opciones en otras calles.

NORTH CORRIDOR / CORREDOR DEL NORTE		
Option/ Opción	Benefit / Beneficio	Challenge / Reto
El Cajon	<ul style="list-style-type: none"> • Central route, connected. Businesses, schools, transit. • Statement of commitment. Increased investment. More ability to hold future capacity. • Benefit to business, bike commuters • Better for businesses. Faster bike route from point A to B. Direct. Improve speed limits (slower). • Eyes on the street. Intuitiveness. Commercial benefit. • More destinations for the recreational bicyclist. • More direct – more central to businesses – raise awareness and visibility of cyclists. • Meets goal 1, 2, 3, 4, 5. Supports the transformation of the corridor to one for people and people on bikes. • Businesses. Cycling facilities. Multi-modal. BID maintenance \$. • Commerce is about the only attraction on the boulevard. • Business • Tons of room for it. Business and lots of room for growth. Connected to existing and planned transportation: bus, etc. • Lots of businesses to visit. • Reduce freeway-like feel of ECB. Bikes would improve business. Reduce the steepness of grades! • Will slow the traffic velocity. • Es amplio, serio bueno como una primera opción o segunda. • No veo beneficio al incrementar el trafico. • Se tendrian mas seguridad los ciclistas que en la Monroe 	<ul style="list-style-type: none"> • \$\$ – but SANDAG has plenty. ☺ • I don't want to wait 10 years because they are already planning on putting in the bus and they've been working four years already on the plans. I imagine it'll take 10 years for this to be implemented. • Cost. Challenge and will. • BRT project might hinder corridor. • More cost. Longer time. • Mid City Rapid • Bicyclists vs. Rapid Bus and motorists forcing traffic onto residential, narrow streets in older neighborhoods already dealing with "unsafe" traffic conditions. • Making lanes smaller may constrict traffic on El Cajon? • \$ and time (but it's worth it!) • Very expensive to make work. Dangerous! • Mid-City Rapid Bus EIR prohibits cycle tracks (?) • Opposite of Meade – Monroe, i.e. high-cost, high-stress. Not many benefits. Costly, dangerous, few attractions for bikes. • Too costly, too controversial with decreasing travel lanes. Too much traffic. • Narrow and high level of traffic. • Fast traffic (can slow it down). • Transit BRT conflicts! A high speed arterial better for vehicles. Lots of delays at signal intersections. • Too costly and stressful and overcrowded. • Es mucho estrés, inseguridad, tráfico, muchos negocios entrada y salida de locales.

CENTRAL CORRIDOR / CORREDOR CENTRAL		
Option/ Opción	Benefit / Beneficio	Challenge / Reto
Howard-Orange-Trojan-Solita-Tower	<ul style="list-style-type: none"> • Cheaper • Access to the college student population • Many city destinations for the bicyclist • Straight thru • Quieter. If Southern route includes University, this option provides an alternative. • Corredor central. • Todas las Escuelas que quedan a lo largo de Orange (beneficiarán). 	<ul style="list-style-type: none"> • Too many turns. • <u>HILLS</u> • Off track • Almost no one riding from La Mesa to Uptown will use Tower option, a non-intuitive, 15-turn, zigzag route. This is one of those cases where “build it, they will come” will not work to generate the ridership SANDAG wants. Let’s not recreate an Island Ave. vs. Market St. mistake San Diego made years ago by picking Island. No one uses it and put life at risk on Market instead. • Topography and pushing traffic onto residential streets • Trojan is super steep! • Many joules! • Terrain is a serious challenge. • Hills. • Too many turns and stops. • Hills! • Mejorar las rampas para incapacitados, alumbrado. • Se perderían 25 estacionamientos

CENTRAL CORRIDOR / CORREDOR CENTRAL		
Option/ Opción	Benefit / Beneficio	Challenge / Reto
Howard-Orange-Winona-University	<ul style="list-style-type: none"> • More direct, crosses businesses, connects with other University routes, gained parking. • More commercial access • Street wide enough for bike lanes after 54th. Orange and Howard are used and are pretty safe. • Guaranteed to bring higher bike ridership than the alternative because people are using this route now. Far more intuitive than the alternative. Uses less cycling energy. • Many city alternate routes for both recreational and leisurely bicyclists • How about Howard-Orange-Chamoune-University? ☺ • Direct neighborhood connections • It's a straighter fit. There's more schools and more walkable locations from Orange. • University has all the business and needs infrastructure. • Flatter. Already included in one of Southern route options. • *Orange-Estrella-University*. Ruta mas directa y sería mejor usar la Av. Estrella ya que es mas quieta que la Winona y beneficiaría bajar la velocidad desmedida del trafico en la University. • El corredor del North Park se viene la Orange es mas directa se sigue la Estrella para salir a la University hasta La Mesa. • Excelente siempre y cuando usaran la Calle Estrella por que es muy amplia y no tiene una subida tan grande. • Orange y Estrella. Se perderian que la desviacion seria Estrella. 	<ul style="list-style-type: none"> • More expensive. • Should put in ciclovias in Orange to separate traffic from the cars and the bikes. There's already been people killed on bikes on this street -> 16 wheel trucks drive on this street. Even if you put wider bike lanes on this street you have to add ciclovias so that families will ride. • The University access • Topography and pushing traffic onto residential streets • University Ave. from Winona to La Mesa is very dangerous. Will need a bunch of money to install. • Connection to main street. • Beneficios peatonales y para la ciclista ya que hay bastantes escuelas. • Poner un semaforo en University y Estrella. • Se perderian 25 estacionamientos (y esto sería un) impacto.

SOUTH CORRIDOR / CORREDOR DEL SUR		
Option/ Opción	Benefit / Beneficio	Challenge / Reto
Lincoln-University	<ul style="list-style-type: none"> • Connects with University. Businesses/destinations. • Already cars drive too fast. • Preferred option. Connects Uptown and Mid-City projects. University is the link and it's an intuitive one. • Business on University and a connected route that can go all the way through from Mission Hills to La Mesa. • Direct. Slower speeds appropriate for business. Replace car parking with side street car parking. Add bike parking. • Need to divert traffic. Reduce turn lanes. • Me gusta que puede ser un sección intera de North Park -> La Mesa y tambien añadir mas secciones que tiena ciclovias. • Es más larga y tiene lugares más angostas 	<ul style="list-style-type: none"> • Doesn't go through heart of North Park. Very disappointing! • University is a high-stress street. • University is too constrained. Higher traffic. • Connection • Slow down traffic! • Loss/move on-street car parking • Steep grade up to Park / Georgia • Elimina muchos espacios de estacionamiento poniendo en problemas a los vecinos porque un problema ya existente respecto a estacionamiento. • Se pierden 128 estacionamientos +25 y 105 antes.

SOUTH CORRIDOR / CORREDOR DEL SUR

Option/ Opción	Benefit / Beneficio	Challenge / Reto
<p>Robinson-Landis</p>	<ul style="list-style-type: none"> • The bridge is cool. • Provides the southern-most west/east connection. • Direct – Robinson is nice – I use it frequently. Great! 😊 • South of University & Orange/Howard for spatial balance. • Transits more destinations than the Lincoln-University corridor. Looks like the least expensive of all the routes under consideration – should be installed first. • More low stress. Direct route. Captures southernmost population. Lower traffic. • Already marked and known as a bike route. • Bridge to Robinson would be a huge improvement. Connect to Hillcrest! • Me gusta los puentes 😊 • Calles anchas. Muchas mas familias usarían y tomarían ventaja de la calle. • Este opcion me parece bien este calle es amplio. • Landis tiene mejor espacio para circular. • Glorietas. Arkansas y Alabama. El Punte une a la comunidad. 	<ul style="list-style-type: none"> • Nothing there. No businesses/destinations. Doesn't connect. Too many turns. • Ends at Euclid. • Ends at Euclid. Bikes must travel two blocks of Euclid to get to University east-west. • Connection • Bridges are too expensive for not enough benefit. • Hills – bridge them. Dead end at Euclid? • Need to align stop signs. Roundabouts for western portion. • Creo que el trafico seria muy lento y es mas segudo para el peatonal. • Tener un mayor alumbrado señalamientos beneficio a la comunidad. • Robinson termina entre Florida y Alabama tendrian que construction un <u>punte</u> (Landis y 805) implica mas costa. Cambio de paradas.

Please share any additional comments about this project.

Favor de compartir cualquier comentario adicional sobre este proyecto.

- El Cajon Blvd. and University Ave. are the two best routes that connect everything!
- Keeping people in the same groups, you only heard the same arguments over and over. Break it up to maybe get a different view. These are all city streets that should be slowed down, designed for, and shared by everyone. Traffic should be directed to the freeways if it's a concern. These are all city streets for everyone. Keep the freeway car-centric.
- The routes need to be coordinated so that the way they relate to each is coordinated.
- BRT is important to consider. Also, looking at all six options, would be nice to look at if one then another, i.e., if 1A then 3D. Focus on one main artery and two neighborhood bikeways – low stress options. Implementation of El Cajon might be delayed, so phasing in would be ideal until full project could be underway.
- Linear park for Meade Avenue – like Mission Bay Park [commenter's drawing]:
sidewalk | parking | traffic | traffic | parking | [grass park with winding bike path] | sidewalk
- The southernmost options are not fairly compared. The University Ave. option here showed more parking loss than Landis but the University Ave. option goes all the way to La Mesa, while Landis ends at Euclid. Also, the stress level for University Ave. needs to be reassessed because the plan did not take into the account that Chollas Parkway will be closed and turned into a park from University Ave. to 54th St. Preferences: northern option: El Cajon Boulevard; Central: Orange/University (use Estrella Ave.); Southern: Landis and then University. We can do both 8-to-80 and commercial corridor. Let's do both.
- Please consider as many corridors as possible to encompass recreational, family, physically challenged bicyclists to encourage mass participation of all corridors considered.
- I was a latecomer due to work – when I arrived no one made any effort to explain what was happening ... I had never attended one of these workshops – but I enjoyed it – after I figured out what was going on! Thanks! Keep it up! 😊
- I strongly support the El Cajon Boulevard alternative. Other cities have combined BRT and cycle tracks!
- This exercise should be aimed at inducing people who do not now ride to begin riding – that means keeping stress levels low. This exercise should get the most bike routes and segments possible for the money available. We should find cheap low stress routes and generally not plan a project with a large price tag. We should plan three corridors, North, Central, South. Then we should install the South option first, then see how many additional users are generated before we install the Central and North alignments. We should learn from experience.
- Let's keep it straight and safe with options that don't disrupt the community.
- Fantastico: solo que si es por la Meade y Monroe. El tráfico se va por El Cajon y ya hay bastante hace 15 años no habia tanto tráfico por la Monroe y en 10 años o 13; hay bastante (ahora) se ha incrementado mucho. Con el corredor en El Cajon sería un congestionamiento.
- En el corredor de Meade y Monroe estamos de acuerdo y apoyamos por que puede beneficiar más a la comunidad a un nivel más bajo de tráfico y estrés. La Howard y Orange es lo major para todas las familias que tienen sus hijos de las siete escuelas, que estan a lo largo de este proyecto. La Robinson y Landis para mi sería la major opción por que esta adaptada para hacer este proyecto tanto para mejorar y implementar y el costo es lo más apta para hacerlo.

- Nos gustaría las rutas de un solo sentido (para autos) y de doble sentido para ciclistas. Que fueran separadas las calles y las líneas (carriles) de ciclistas en forma dividida con una barrera o borda.

MEETING ATTENDEES

The following 50 people attended the third North Park – Mid-City Regional Bike Corridors Community Advisory Group meeting.

Community Advisory Group Members (and alternates):

Denise Armijo, Eastern Area Communities Planning Committee
 Jim Baross, Normal Heights Community Planning Group
 Dionné Carlson, North Park Planning Committee
 Joan FitzSimons, Kensington-Talmadge Planning Group
 Martin Flores, Talmadge Community Council
 Beryl Forman, El Cajon Boulevard Business Improvement Association (The Boulevard)
 Esperanza Gonzales, City Heights Built Environment Team
 Everett Hauser, San Diego County Bicycle Coalition
 Sally Lemmie, City Heights Built Environment Team
 Michelle Luellen, Proyecto de Casas Saludables
 Sam Ollinger, BikeSD
 Lee Rittner, Rolando Park Community Council
 Patty Vaccariello, City Heights Area Planning Committee
 Randy Van Vleck, City Heights Community Development Corporation
 Jim Varnadore, City Heights Area Planning Committee
 René Vidales, North Park Planning Committee

Community Members:

Victor Abad	Paul Jamason
John Anderson	Abigail Lozano
Ronald L. Anderson	Alexander Lukes
Matti Asgarian	Sidney Michael
Tyler Bergin	Marco A. Montiel
Evelyn Black	Andy Pendoley
Khalisa Bolling	Mike Pickford
Rosemary Bystrak	Melanie Qulelo
Walt Chambers	Katia Rodriguez
Kevin Clark	Priya Reddy
Mario Cota	Elvia Sandoval
Katie Crist	Wayne Sardes
H. Figueroa	Aindrea Sparks
Joe De La Garza	James Hansen Trent
Jose Franco Garcia	Ivette Vega
Delfina Guzman	Darren Whittaker
John Holloway	Catherine Williams