



## **NORTH PARK – MID-CITY REGIONAL BIKE CORRIDOR 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

---

### **MEETING SUMMARY**

---

#### **OVERVIEW**

The San Diego Association of Governments (SANDAG) has formed a community advisory group to assist with the planning and design of the North Park – Mid-City Regional Bike Corridors Project. The role of the North Park – Mid-City Regional Bike Corridors Community Advisory Group (Advisory Group) is to provide in-depth input on community issues, opportunities, and proposed facility designs and to facilitate broad community involvement from kick-off to completion of the planning and design phase of the project. The Advisory Group is meeting four times at key project milestones.

The third Advisory Group meeting was held on June 25, 2013 at the Teen Challenge Center, located at 5450 Lea Street, San Diego, CA 92105. The purpose of the third Advisory Group meeting was to:

- Review the outcomes of the first and second Advisory Group meetings;
- Review the project goals and the relationship between the goals and the corridors;
- Describe the alignment alternatives analysis process;
- Describe what is being proposed for each alignment and the results of the alignment study; and
- Discuss and gather Advisory Group input on the benefits and challenges associated with each of the alignment options.

Approximately 50 community members attended the third Advisory Group meeting. Of those who attended, 16 were Advisory Group members. All community members are welcome and encouraged to attend the Advisory Group meetings.

The materials presented and input obtained at the Advisory Group meetings will also be posted to [www.keepsandiegomoving.com/NorthParkMidCityBike](http://www.keepsandiegomoving.com/NorthParkMidCityBike) for community members to review and comment on after each meeting.

The following sections summarize community members' discussions during the third Advisory Group meeting, organized by meeting topic. Each section briefly describes the agenda item (shown in italics) and then lists community members' comments and questions. Where applicable, the project team's responses are listed below the respective



question (shown in italics). For the small group discussions, comments from all groups are summarized by corridor.

## **SUMMARY OF TOPICS AND DISCUSSIONS**

### **I. Welcome and Introductions**

*Council President Todd Gloria (District 3) welcomed participants to the meeting and thanked them for their continued involvement. Elisa Arias, SANDAG Principal Regional Planner, welcomed participants and described her role in managing the agenda and facilitating the large group discussion of the meeting. Ms. Arias also provided an overview of the meeting purpose and agenda, inviting any questions about the agenda from participants.*

### **II. Project Overview**

*Bridget Enderle, SANDAG Associate Planner and North Park – Mid-City Regional Bike Corridors Project Manager provided an overview of the project goals and background. She then explained the alignment alternatives analysis process and provided a preview of the six highest scoring alignment alternatives, which includes two alignment options per corridor.*

### **III. Alignment Options and Analysis Results**

*Ms. Arias introduced the purpose and format of the small group discussions and oriented participants to the four stations. Three stations provided information and discussion in English about each of the three alignment corridors, North, Central, and South, with two alignments in each corridor. A fourth station provided information and discussion about all three corridors in Spanish. Participants spent twenty minutes at each station, after which the facilitators rotated to move to the next group. After three rounds, participants had an opportunity to discuss all six alignments in the three corridors.*

*For each round, facilitators provided an overview of the potential alignments, cross-sections, key intersection treatments, and results of the detailed analysis. The community then provided feedback and discussion of the challenges and benefits associated with each alignment, and the ability of each option to achieve the project goals. Discussions are summarized below by corridor: North, Central, and South.*



## **North Corridor Discussion**

- [Pointing to a diagram of a cycle track/protected bikeway] The way the bike lane is on the inside – between the sidewalk and raised curb – that should be on every street; it is safer for the bike riders than having the bike lane on the outside of parked cars next to travel lanes.
- Are you saying Meade is more relaxed?
  - *If implemented, Meade would have less traffic and be slower than exists today; El Cajon would be more complex to implement and would cost about 2.5 times more than constructing the Meade Ave option.*
- For the Mid-City Rapid bus project are there a full set of construction drawings to compare to the cycle track option on El Cajon?
- For implementation, is it worth it to save up – in time and money – and get a direct facility or a “quick and dirty” and cheaper facility? Would it actually be possible to get a facility on El Cajon or would it cost more than is budgeted for this project?
- With a cycle track on El Cajon Blvd, would traffic volumes decrease?
- What about commercial vehicles; how would bikes on El Cajon coincide with commercial vehicles?
- Another survey should be conducted before deciding to cross off El Cajon as an option; a lot of things can change in 10 years. As a bike rider, I think it has a lot to do with it, the cars move too fast. The businesses are failing. And there are a lot of schools around there too. I think people would support it more now today than before.
- Did you mention that there is a pretty high level of service on El Cajon?
  - *Yes, basically, you could remove a travel lane and not create gridlock, except for some congestion at the freeways.*
- I know the YMCA is going to have a huge draw. I know having a safe route for kids is important. We should think about putting the money toward El Cajon to make a bikeway. We should think about others who aren't as good of riders as we are.
- One of the benefits I see is the continuation of flow. People say that bicyclists stop at stop lights, but in reality they don't. We should have a free-flowing ride experience.
- Ten years ago the traffic analysis was about the same; it showed you could take a lane. Now there is more support, however. Meade could be a catalyst, however.
- Most of the business community does support a cycle track on El Cajon.
- If the Mid-City Rapid bus project is also on El Cajon, does it help to offset the cost of the project by combining it with the bus facility?
  - *The Mid-City Rapid bus project is breaking ground this month.*
- With El Cajon, you're providing a direct access route from SDSU to Downtown.
- There are three lanes in each direction. Does the Mid-City Rapid bus take away a



lane?

- No.
- If a cycle track went in, that would take one of the lanes?
  - *Yes, that is an option. Is there community support for removal of a lane, when there wasn't support ten years ago?*
- Would there be impact to parking on El Cajon?
  - *There would be little impact to parking, but, as it is shown here, the major impact would be to a travel lane in each direction.*
- I like to bike to businesses and restaurants. If the facility were on Meade, it would lead from low-stress to very stressful.
- If you put a cycle track on El Cajon, traffic will take the side streets. Also, I haven't seen how the cycle tracks will interface with the intersections. We are also trying to bring our kids out.
- Cycle tracks are safe.
- Using El Cajon, you can make cycling a more popular and accessible option for ordinary people.
- There is not a high level of traffic on El Cajon Blvd.
- We have to start thinking about health when considering the options. On Meade Avenue, it's a healthier place to ride because there are less emissions and more trees.
- I think El Cajon will be worth the wait because Meade is already fine.
- Why have the cycling facility separated on Meade? Why not have both directions of the bikeway together and have more of a park buffer.
- When picking three options, we need to think about spreading them out. We don't want three facilities all close together. It seems like, if you're going to impact El Cajon, we should leave University alone and choose a bike boulevard option instead.
- I think Meade is a great street, but that the climb up from Texas is a significant climb. We should institute something like "The Wiggle" in San Francisco.
- The hill is not as intimidating as the traffic. You have to stop for traffic right at the bottom of the hill.
- Is there a limited amount of money for all of the projects? If we use all the money on El Cajon, might we run out of money?
- It seems Meade would be a better shot economically because there are no businesses there; it would be easier.
- Would putting a cycle track on El Cajon preclude ever having a dedicated BRT (bus rapid transit) lane there?
- What about a combined bike/bus lane on El Cajon?



- Are you guys coordinating with the Mid-City Rapid bus project folks? Are the groups coordinating, especially where the projects connect? Even if they are parallel facilities, they will still meet up. I am seeing so many areas where there are silos within SANDAG and its projects.
- Given how far along the El Cajon rapid bus project is, will they already have all of the bus infrastructure built by the time we have finished designing this?
  - *They are breaking ground this month. It is ten years in the making. We could try to make it so that retrofitting for bike facilities is possible, but it would still add a lot of time and money.*
- Assuming that the Howard corridor moves forward, wouldn't it be kind of redundant to have another bicycle boulevard over on Meade? Wouldn't it be better to have more diversity of facility types?
- I see what he's saying. It seems to apply even more to cycle tracks. Maybe one cycle track and maybe one bicycle boulevard would be best.
- The distinction would be that people on El Cajon Blvd are going there because they have a reason to. I think that Meade is more of a leisurely ride. If the densification goes in on El Cajon, as it is slated to, I think they would really like a bike facility.
- Let's look at the Meade – Monroe option, it's not a destination. To the east, it doesn't go anywhere. This might be okay. Meade might give us the chance to do something intelligent with Fairmount, which has really bad traffic currently. Meade – Monroe is cheaper, faster, better.
- The Mid-City Rapid bus is going to have the possibility of having a shared bus/bike lane. I am upset that the project was not a complete streets project to begin with; the whole community was in favor of a complete streets design.
- I agree that you will get more "eight-to-eighty" traffic on Meade. You will get more benefits to businesses on El Cajon. Keep in mind also the fact that Mid-City Rapid will be transitioning to rail; we should plan ahead for rail.
- University Avenue is actually a better corridor than El Cajon.
- Not being combined, building both the bike and bus projects is going to be extra disruptive to communities.
- If you want a direct route that goes through communities and opens up the communities, you should not have five projects going on at once that you are not combining.
- When you have bike corridors on commercial corridors, you need to have more bike racks than anywhere else.
- I would like SANDAG to consider the use of bike facilities by all users; consider the needs of less able cyclists.
- I think it comes down to design. I think people would be surprised by how safe it feels to be in a truly separated facility.
- If I were to pick a main corridor, I'd pick University or Washington. But no matter where it is, we should have bike parking.



- Slowing down traffic on El Cajon would not be a bad thing; it would be good for everyone.
- El Cajon has much higher stakes in terms of design. You have to do a really good job in terms of all the intersections or it won't be a successful project.
- I am concerned that if we build these projects on major corridors, traffic will be displaced from major corridors into residential neighborhoods.
- I am wondering if there is a way to connect the two -- have a great bicycle boulevard and have it connect to El Cajon in a really great way.

### ***Spanish Discussion Station***

#### *Resumen:*

La mitad del grupo prefería la ruta en Meade-Monroe por ser más residencial, seguro y orientada a la comunidad y también porque el proyecto duraría menos tiempo implementar que la ruta en El Cajon Boulevard dado al proyecto del Rapid Bus que se va a implementar entre poco. La otra mitad del grupo prefería la ruta en El Cajon Boulevard porque es más directo y tiene más destinos comerciales, y porque la calle es bien ancha.

#### *Comentarios:*

- Hay mucho tráfico en Monroe Avenue ahora, lo que hace peligroso andar en bici en esa calle.
- Tiene más sentido poner el ciclovía en El Cajon Boulevard porque hay más destinos comerciales y si el carril se hace en Monroe, los viajadores en bici tendrían que desviarse para llegar a sus destinos.
- El Cajon Boulevard es muy amplio, así que es una buena opción.
- Opción 1D en El Cajon Boulevard sería una sendabici más protegida ya que tendrían que proteger el carril de bicis del trafico demás con barreras físicas y porque pondrían señales para bicis; todo eso haría que la calle sea más segura, no solamente para ciclistas, pero también para peatones.
- Tomaría demasiado tiempo realizar el proyecto en El Cajon Boulevard y sería muy caro.
- La opción en Meade y Monroe es mejor porque sería menos estresante andar en bici en esa calle por la menor cantidad de tráfico y también por el menor costo.
- Tendría miedo llevar a mis hijos en bici en El Cajon por la velocidad de los vehículos.
- Los divisores que pondrían en El Cajon Boulevard no serían suficientes para proteger los que andan en bici ya que no se puede poner divisores elevados.
- Esperamos que hagan una sendabici en Collwood Boulevard que conecte a University Avenue.

En Aldine Drive, hay una porción de la calle que cruce la avenida Monroe que es muy peligroso.



## **Central Corridor Discussion**

- At 30<sup>th</sup> and Upas, how will you get lower traffic volumes if the zoning is going up in that area?
- Would there be mature trees included in the Orange corridor? The trees are nice on Meade – could we have something similar on Orange?
- On Estrella there are three churches and two schools that could be accessed if we just went straight down Estrella rather than Winona.
- The Lincoln/University split is a stressful area.
- We walked with several residents and also biked through the project area. The good thing about Estrella is that it is relatively flat, and if anything works out with El Cajon, it could run all the way through, connecting the corridors.
- College is a great north -- south route for the future. Keep that in mind.
- Would it be possible to build something to cross over 54<sup>th</sup> on University? Maybe something with grade separation?
- What about a special signal light for the bikes at 54<sup>th</sup> and University?
- Florida is a better connector than Georgia.
- Georgia is a nice place to ride and it would be nice to be able to cut through the median on El Cajon from Georgia St.
- Is there a difference in cost between the two options?
  - *Yes, option 2C is more expensive. The improvements at 54th and University drive up the cost significantly.*
- University (2C) is the most intuitive option. All of the zigzags on 2B are not intuitive and steep. People are riding on University now and it is unsafe. We don't know that they will ride on the other option just because you install wayfinding signs and traffic calming.
- I want to say the opposite – the Kroc Center has major draws so if you build on University, traffic would be pushed farther into our neighborhood. For the 2B option on neighborhood streets, it looks like a lot of turns but those are the very routes I used to take. Part of the attractiveness is the meandering aspect of it. This will draw families. It will cost less money. Part of the mobility study that was done found that we can have both. By traffic calming the smaller streets, we encourage the traffic to go where it belongs – on the arterials. Spending money on University will create more problems.
- If we go for the cheaper option, would that give us more money for amenities like trees, etc.?
- I would actually ride a more winding route that was slower and safer. I would ride it with kids rather than the main route. I'm not a hardcore biker.
- The north - south connections are really going to be key to get people to ride these.
- If the land uses are more inviting, more people would want to walk or bike.
- How would families biking with kids work with diverters? How would they be able to



get across? I would be concerned taking kids through the middle.

- *There would be an opening for bikes to pass through and the entire intersection would be stopped with a red light.*
- What's missing so far in the discussion is that if Lincoln got chosen you would have a 'block away from a boulevard' scenario. Lincoln would pick up demand from University so it lends itself to cost savings. Ideally, you would have alternating facilities: bike boulevard, then a bike facility on a busy street, bike boulevard, then a bike facility on a busy street.
- A lot of City Heights residents have expressed interest in the Orange - University route, partially because it's flatter.
- There are a lot of kids already walking east of Euclid on University after they get out of school. There are a few schools around there. So, if they have access there on their bikes that would be ideal.
- I tend to ride on high volume busy streets when I'm in a hurry. The wiggly routes are more fun, more peaceful but are best for when you have more time.
  - Estrella is a better option than Winona for the north – south portion of the route because there are destinations and it is flatter.

### ***Spanish Discussion Station***

#### *Resumen:*

Entre el grupo había una preferencia, aunque no muy fuerte, para la ruta 2C en University Avenue por ser más directo. Todos estaban de acuerdo que en la alineación 2C, la ruta debería doblar en Estrella Avenue en vez de Winona Street.

#### *Comentarios:*

- La opción 2C es más directa y los ciclistas quieren cortar el camino e ir directo.
- Hay demasiadas colinas y vueltas en la opción 2B.
- Con la opción de la alineación en University Avenue, sería más fácil para los peatones cruzar la calle porque se calmaría el tráfico con el nuevo diseño.
- Pensé que el diseño del camino de bicis en Orange Avenue iba a tener ciclovías protegidas y separadas y creo que eso es importante porque los camiones grandes corren rápidamente y es peligroso.
- Orange Avenue necesita muchos arreglos de pavimentación.
- Mucho de Orange Avenue no es muy ancho, pero se podría instalar estacionamiento diagonal para tener más espacio.
- Nuestra preferencia para la ruta 2C es un camino que va en Orange Avenue desde North Park hasta Estrella, y luego que sigue en University Avenue hasta La Mesa.
- En la opción 2B, sería mejor si el camino se doblara en Estrella Avenue y sube allí en esa calle en vez de subir en Winona Street porque no tiene colinas altas como Winona Street así que sería una mejor opción que Winona.
- Hay tres escuelas e iglesias en Estrella, lo cual hace que sea una opción mejor





también.

- University Avenue es más amplia y hay muchas escuelas cerca de Orange Avenue.
- Se debe separar los carriles para bicis de ida y vuelta.

### **South Corridor Discussion: Lincoln – University & Robinson—Landis**

- Making the connection between Robinson and Alabama Street with a pedestrian and bicycle bridge improves the value of that alignment option.
- Touch base with Michael Prinz (City of San Diego) about the plans to turn portions of Chollas Parkway into a linear park.
- Look into which areas will need the implementation of a pedestrian flashing light signal. For example, westbound from University to Lincoln where it is one-way.
- Make sure you are integrating the project with improvements defined in the Chollas Triangle Master Plan. Portions of Chollas Parkway will be closed and reconfigured based on the Chollas Triangle Master Plan recommendations.
- We need to consider the relationship and proximity between the alignment alternatives chosen. We need to make sure that the combination of alignments chosen addresses the different demands. The alignment combination should provide a balance between bicycle boulevards and direct, destination-serving facilities. For example, we shouldn't have two bicycle boulevards trapped between two busy streets with no facilities. The choice of alignments should be strategic and made in-relation to each other.
- Based on feedback I've received from residents, Robinson – Landis is a good option to increase bicycle use. The wide cross-sections allow a better design for incorporating a bicycle facility based on the goal of providing a lower stress and calmer environment. The farthest south route will provide access to people living in the southernmost portion of the study area.
- If there is parking loss, SANDAG should coordinate with the City to possibly develop a parking facility. A consolidated parking facility will relieve the streets of parking and parking-related traffic. Look into the details for mitigating parking issues.
- How will the preferred alignments connect with the Uptown project bicycle facilities? This is a key issue.
- The Landis-Robinson option will need to eventually connect to University.
- The facility can traverse along Landis especially in areas where University is narrow but Landis needs to extend further east of Euclid and connect to University.
- Where is displaced parking going to be recouped?
- Parking can possibly be recovered on side streets or we do not replace the parking removed in order to encourage use of alternative modes.
- Between University and El Cajon, it is really hard to use Euclid as a bike facility.
- Facilities that have dead-ends are not desirable options.
- The western side of Landis will need to incorporate warning and wayfinding



signage because it jogs.

- Slowing car traffic along University – via traffic calming, signals, and reducing speed limits – will increase bicycle traffic and use, as well as improve the businesses adjacent and along the corridor.
- It would have a similar effect to what the supper sharrows along 2nd Street in Long Beach have done to the businesses in Long Beach.
- However, we need to be cautious about slowing down traffic on main streets so that traffic won't divert to neighborhood, side streets and cause speeding on those residential streets.
- The University option provides better connectivity than the other options.
- Make a high stress street into a low stress facility. Revisit the idea of incorporating a bicycle facility along all of University instead of Lincoln to University.
- On Landis, for example, what about building a two-way cycle track with both directions adjacent to each other and a linear park, then the travel lanes.
- However, driveways will pose a problem.
- What about a bicycle-bus shared lane facility on University? That could provide a good facility and direct access to destinations.
- I don't know if most people would ride on a shared bike-bus lane on University.
- Advantages to University are that it is a major corridor. It provides direct access to desirable uses and grade is not as bad in comparison to the other proposed alternative alignments.

### ***Spanish Discussion Station***

#### *Resumen:*

Entre el grupo había una preferencia para la ruta del sur en Robinson Avenue- Landis Street, por ser más accesible para la comunidad y destinos como parques, escuelas y centros recreativos. A todos les gustó el diseño propuesto del puente para peatones y ciclistas que pasa sobre la carretera 805 porque es mucho mejor que el puente en Wightman Street, el cual no es seguro. Lo único malo notado acerca de esa alineación es que la ruta es menos directo y no llega a ningún punto de interés, aunque se podría potencialmente hacer una conexión hacia University Avenue.

#### *Comentarios:*

- Sería una buen idea que el camino en Landis se conecte al camino de University Avenue por Chamoune Street antes de Euclid Street.
- Es muy central Landis Street.
- Me gusta la opción 3D porque no hay mucho tráfico, no hay negocios y hay muchas paradas, así que ya es como una ruta establecida y no necesita muchos cambios excepto los puentes que se tienen que construir.
- Sería bueno hacer el camino en Landis porque el camino en Wightman Street que los ciclistas utilizan esta mal.



- Lo malo es que también hay muchas vueltas en esa ruta.
- Queremos el camino en Landis Street porque hay mucho espacio en la calle y no es muy transitada.
- El único problema con la ruta en Landis Street es que no llega a ningún lado.
- Es importante que las familias utilicen el área de la comunidad en el camino.
- Se puede usar el camino para ir a escuelas, parques, el YMCA.
- La ruta en Landis conecta mejor a la comunidad por la puente que va a cruzar la gente.

#### **IV. Large Group Discussion: Alignment Options**

*Ms. Arias facilitated reports from each of the station facilitators. Facilitators summarized the key discussion topics, including similarities and differences among groups. Ms. Arias then led discussion with the entire group about any additional comments or clarifications on the small group discussions, project goals, or overall process. Comments from community members are summarized below.*

##### **General Discussion**

- It would be great if these projects could address pavement conditions. Many of the streets in San Diego are in such poor condition that it is unsafe to ride on them and many people don't ride for this reason.
- What about just combining routes in some portions where they get messy? For example, University can serve many of the alignments in the eastern portion of the study area. If we pick the Howard-Orange-Trojan option for the North Corridor and the University extension for the southern corridor, then we can have more coverage.
- We need to consider the overall coverage that the three corridors together would provide, rather than selecting them independent of each other.
- We should not pit the bike boulevard, "eight-to-eighty" concept against the on-street facility on a commercial corridor treatment. We need both types of facilities.
- There is a concern that if we slow the major streets down, the residential streets will suffer. On University and El Cajon, people are doing ten to fifteen miles over the speed limit. They are also speeding on our neighborhood streets.
- Meade could still serve demand on El Cajon. El Cajon and University will take a lot more money and effort to make families feel comfortable enough to ride on them.
- If we put bicyclists on the main streets, they become safer. I use to ride on the side streets but now I ride on University with my small kids all of the time. Research shows that the more people on bikes, the safer it becomes to ride on those major streets. There are also significant benefits to businesses on major streets when you provide bike facilities.



### **Otros Ideas**

- Sería una buena posibilidad tener la mitad de la calle para carros y luego que la otra mitad este protegida por una barrera y sería un carril bidireccional para bicis en ambas direcciones.
- El Propósito ideal es que más personas usen bicis para que el ambiente mejore.
- Con estas nuevas rutas se necesitará más banquetas y alumbrado público para los peatones ya que se aumentará el tráfico ciclista.
- Si es posible, debería estar incluido un programa de compartir bicicletas en el proyecto.
- Programas de mejorar el medio ambiente como compartir vehículos y bicis no llegan a las comunidades pobres.
- También se necesita estacionamiento para las bicicletas.

### **V. Next Steps and Closing Remarks**

*Ms. Enderle described the next steps to the planning process, noting the upcoming public workshop to be held in August. She closed the meeting and thanked the Advisory Group and all community members for attending.*