

Responses to Comments on the Pershing Bikeway

SANDAG held an open house and public hearing for the Pershing Bikeway (proposed project) on December 7, 2016, from 5:30 to 7:30 p.m. at the Mingei International Museum in Balboa Park. On November 18, 2016, SANDAG published a notice of the open house and public hearing and made available online the proposed project's Traffic and Safety Impact Assessment.

A total of 68 individuals or organizations provided comments on the proposed project. Comments provided in writing and verbally at the open house and public hearing on December 7, 2016, and submitted to staff via email between December 7 and December 16, 2016, are shown in Table 1. Table 1 provides a list of all comments received, including the name of each individual or organization that submitted a comment, the date of the comment, and how the comment was submitted (i.e., written, verbal, email). All written and transcribed verbal comments are included as Appendix A.

Table 1
List of Comments on the Pershing Bikeway

Individual or Organization	Comment Date	Public Hearing - Written	Public Hearing - Verbal	Email
Adelson, Ken	12/7/2016		X	
Anderson, John (Bike San Diego)	12/7/2016		X	
Armenta, Randy	12/7/2016	X		
Baltuth, Christine	12/7/2016	X		
Briggs, Tim	12/7/2016, 12/14/2016	X		X
Brydolf, E	12/7/2016	X		
Callen, Kate (SoNo Alliance)	12/7/2016		X	
Canlen, Brae	12/7/2016		X	
Clark, Joshua	12/7/2016	X		
Clark, Natalie	12/7/2016	X		
Clune, Greg	12/7/2016	X		
Compagnone, Vince	12/7/2016	X		
Cook, Christopher	12/7/2016	X		
Crist, Katie	12/7/2016	X	X	
Dolton, James	12/7/2016	X		
Drayer, Chris	12/7/2016	X		
Erdelsky, Philip	12/7/2016	X		
Fallen, Arline	12/7/2016	X		X
Ferrier, Kathleen	12/7/2016	X	X	
Fischer, Gene	12/7/2016		X	
Ford, Ryan	12/7/2016	X		
Gabriel, Alissa	12/7/2016	X		
Halgunseth, Ellin	12/7/2016		X	
Hanshaw, Andy (City of San Diego Bicycle Advisory Committee, San Diego County Bicycle Coalition)	12/7/2016	X	X	

Individual or Organization	Comment Date	Public Hearing - Written	Public Hearing - Verbal	Email
Hebshi, Aaron	12/7/2016	X		
Hill, Peter	12/7/2016	X		
Hutchins, Spencer	12/19/2016	X		X
Jamason, Paul (Bike San Diego)	12/7/2016		X	
Kasbo, Rich	12/7/2016	X		
Katzenmeyer, Doug	12/7/2016	X		
Keehan, Kathleen	12/7/2016		X	
Kelley, Donna	12/7/2016		X	
Korkuch, Beth	12/7/2016	X		
Kucharski, Jeff (Bike San Diego)	12/7/2016		X	
Kucharski, Megan	12/7/2016	X		
Kuczka, Steve	12/7/2016	X		
Landavazo, Rick	12/7/2016	X	X	
Lee, Andrew	12/7/2016		X	
Lewin, Jeff	12/7/2016	X	X	
Levine, Robert	12/7/2016	X		
McCloud, Geoffery	12/7/2016		X	
Medina, Oscar	12/7/2016	X		
Miller, Jim	12/7/2016	X		
Miller, Nicki	12/7/2016		X	
Morales, Daniel	12/7/2016		X	
Moser, Kathleen	12/7/2016	X		
Nieuwstad, Daniel	12/7/2016	X		
Ochoa, Reynaldo	12/7/2016		X	
Patch, Susan	12/7/2016	X		
Pyles, Rick	12/10/2016	X		X
Ramani, Hami	12/7/2016		X	
Randall, Noelle	12/7/2016	X		
Rauch, James	12/7/2016	X		
Ryan, Stephanie	12/7/2016	X		
Samuels, Jean	12/7/2016		X	
Scott, Douglas	12/7/2016	X	X	
Sontag, Stephanie	12/7/2016	X		
Sparks, Andrea	12/7/2016	X		
Swarens, David (Greater Golden Hill Community Planning Committee)	12/7/2016	X	X	
Thomas, Peter	12/7/2016	X		
Thompson, Matt	12/7/2016		X	
Van Vleck, Randy	12/7/2016		X	
Vidales, Rene	12/7/2016	X		
Webb, Linda	12/7/2016	X		
Wood, Kevin	12/7/2016	X	X	
Yee, Carl	12/7/2016	X		X

Individual or Organization	Comment Date	Public Hearing - Written	Public Hearing - Verbal	Email
Zadeik, Michael	12/15/2016	X		X
Zaspal, Tim	12/7/2016	X	X	

Overall, the majority of the comments expressed support for the project. The concerns and feedback expressed in the comments fall into common themes. Staff has organized the comments according to these common themes, listed below, and provided a written master response to each:

- Master Response 1: Vehicle Traffic on Pershing Drive
- Master Response 2: Vehicle Traffic at the Redwood Street-Pershing Drive Intersection
- Master Response 3: Alternative Alignment on Florida Street
- Master Response 4: Project Features

Master Response 1: Vehicle Traffic on Pershing Drive

Introduction

Several commenters expressed concern with how the proposed project would affect the movement of vehicle traffic along Pershing Drive. Multiple commenters identify Pershing Drive as an important connection to I-5, and expressed concern that the proposed project would increase traffic congestion along Pershing Drive. Some commenters express doubt or disagreement with the results of the traffic study prepared for the project. One commenter asserts that the project would, “tak(e) away the ability to drive on Pershing.” Other commenters asked that Pershing Drive be reduced to two lanes for one or two months to determine the impact on vehicle traffic. In reference to the proposal for one northbound travel lane along Pershing Drive north of Florida Street/26th Street, one commenter asserts that this could, “potentially cause a backup that could block the intersection (of Pershing/Florida/26th Street) and backup to the lanes of traffic coming from off ramps of Interstate 5.” Multiple commenters expressed concern that existing vehicle speeds or the existing speed limit on Pershing Drive are too fast and create unsafe conditions for walking, biking, and driving.

One commenter expressed concern about how the proposed project would affect emergency vehicle access. Other commenters asked what would happen to vehicle traffic along the proposed two-lane portion of Pershing Drive in the event of a vehicle crash, breakdown, or slow vehicle.

Response

The Traffic and Safety Impact Assessment prepared for the project analyzes vehicle traffic conditions for all roadway segments and intersections that would be directly affected by the proposed project, including the entire length of Pershing Drive from Downtown San Diego to Upas Street and the intersection of Pershing Drive with Florida Street/26th Street (the intersection of Pershing Drive and Redwood Street is addressed in Master Response 2). Because the project area is located within the City of San Diego, this assessment uses the City of San Diego’s adopted criteria for evaluating vehicular traffic conditions at intersections and on roadway segments.

The traffic analysis evaluates two time periods: 2015 and 2020. For each year, the study looks at traffic conditions “with the project” and “without the project” to assess the proposed project’s vehicular traffic impacts on roadway segments and intersections. The roadway segment analysis addresses how the proposed project would affect all-day traffic conditions; the intersection analysis addresses vehicle traffic conditions during peak traffic periods: 7:00 a.m. to 9:00 a.m. (the morning peak period) and 4:00 p.m. to 6:00 p.m. (the evening peak period).

The analysis shows that the proposed project would not result in any vehicular traffic impacts to any roadway segment or intersection in the project area as defined by the City of San Diego Significance Thresholds for Traffic Impacts. Traffic operations along all roadway segments and intersections would be considered “acceptable” according to the City of San Diego’s adopted criteria. To view the detailed traffic analysis results for each segment of Pershing Drive, the intersection of Pershing Drive with Florida Street/26th Street, and all other roadway segments and intersections, please refer to Table 3-5 (p. 3-15), Table 3-6 (p. 3-18), Table 4-1 (p. 4-3), and Table 4-2 (p. 4-7) of the Traffic and Safety Impact Assessment.

Therefore, the analysis shows that northbound traffic on Pershing Drive would not back up into the intersection of Pershing Drive and Florida Street/26th Street and would not impede vehicles exiting from Interstate 5 onto Pershing Drive. In addition, the project proposed to add a dedicated right turn lane from northbound Pershing Drive to 26th Street, which the traffic analysis shows would reduce vehicle delay at the intersection, which would benefit vehicle traffic moving along both sides of Pershing Drive.

The final design of Pershing Drive will be able to accommodate circumstances involving disabled vehicles, crashes and emergency vehicle access in a manner that satisfies City of San Diego traffic engineering requirements. In the event of slow-moving vehicles as a result of the existing steep grade on Pershing Drive, the vehicle following may be required to match slower speeds until such time the lead vehicle turns off or can otherwise make way for faster traffic. Such circumstances, although inevitable, are expected to be infrequent.

Master Response 2: Vehicle Traffic at the Redwood Street-Pershing Drive Intersection

Multiple commenters also expressed concern with the proposed roundabout at Pershing Drive and Redwood Street. One commenter asserted that staff has not, “take(n) into consideration the uninterrupted flow which will impede use of the Redwood/Pershing roundabout.” One commenter asserted that the proposed project would cause vehicle traffic at the intersection of Pershing Drive and Redwood Street to, “back up traffic...beyond 29th Street.” And another commenter expresses concern that the proposed traffic circle at Redwood Street and 28th Street would cause traffic congestion within the roundabout.

Another asks how the proposed roundabout would affect the flow of vehicle traffic from Pershing Drive to Redwood Street. Another commenter asked what could be done to reduce the number of cars that turn east onto Redwood Street from Pershing Drive, head south on 28th Street, and then east on Palm Street to 30th Street. Another commenter asked the following questions about the operation of the proposed roundabout: will drivers have to stop before passing through crosswalks, who has right-of-way when vehicle lanes intersect with the bikeway, and will bicyclists be required to stop as they move through the roundabout?

Response

The roundabout at Pershing Drive and Redwood Street, and the neighborhood traffic circle at 28th Street and Redwood Street, are specifically designed to complement each other and provide for a smooth flow of traffic to and from Pershing Drive. The functions of these two proposed traffic control devices were analyzed in the Traffic and Safety Impact Assessment, which shows that the project's proposed design would reduce the amount of delay at these intersections compared to the existing stop controlled intersections (see Table 3-6 (p. 3-18) and Table 4-2 (p. 4-7) of the Traffic and Safety Impact Assessment). Therefore, the proposed roundabout and traffic circle improvements would not cause increases in traffic congestion back up or create congestion within the intersections themselves.

The proposed project is not expected to have any effect on traffic patterns along 28th Street, which a commenter asserted is used by drivers to access Palm Street and 30th Street.

Drivers, and persons biking and walking, would be required to stop at crossings adjacent to the proposed roundabout in a manner consistent with California state law. The proposed roundabout would be designed with yield conditions in place, so that traffic within the roundabout flows freely, while people entering the roundabout by motor vehicle or bicycle should yield to motor vehicles and bicycles already inside the roundabout. Additionally, people driving must yield to people walking or biking within a crosswalk or bikeway located on the approach or exit of the roundabout. It is also the responsibility of a person walking or biking to ensure an approaching driver is coming to a stop prior to entering the crosswalk or bikeway.

Roundabouts are designed so that all modes of transportation are encouraged to travel at slower speeds when approaching, navigating through, and exiting the intersection. When drivers operate at slower speeds, their cone of vision is wider, and they are more likely to detect a person within or approaching a crosswalk or bikeway. As a result, it is easier for drivers to come to a stop when a person walking or biking is present. These periodic encounters are not expected to have a substantial effect on traffic operations. In addition, the crossing distance is shorter with refuge islands providing two-stage crossing so a motorists only would be required to yield until such time that the person walking and/or biking has crossed their direction of travel.

Master Response 3: Alternative Alignment on Florida Street

Introduction

Multiple commenters suggested that Florida Street be considered as an alternative route for the proposed project instead of Pershing Drive. One commenter requested "full bike lanes all the way up and down Florida Street" to connect to Hillcrest, Uptown, and North Park, while another asserted that a bikeway along Florida Street would provide better access to Balboa Park amenities than a bikeway along Pershing Drive.

Response

Pershing Drive was selected over Florida Street as the preferred alignment for this segment of the regional bikeway network primarily because of the high traffic volumes at the intersection of Florida Street and Pershing Drive, which are largely the result of traffic associated with Naval Medical Center San Diego. Currently, northbound Pershing Drive includes two signalized protected

left turns onto northbound Florida Street, and eastbound Florida Drive provides two right turn lanes onto southbound Pershing Drive towards I-5 and Downtown San Diego.

The project's proposed design at this intersection would maintain these existing vehicle turning movements and provide high-quality infrastructure for people walking and biking, and would do so without any vehicular traffic impacts as defined by the City of San Diego Significance Thresholds for Traffic Impacts. If the proposed project were to connect with Florida Street, and include the same or similar level of high-quality infrastructure for people walking and biking, then it would require substantial changes to the existing intersection, such as traffic signal modifications or changes to the intersection design, that would likely result in unacceptable levels of service and delay for motor vehicles as defined by the City of San Diego Significance Thresholds for Traffic Impacts.

In addition, there are existing Class II bike lanes along Florida Street from Pershing Drive to Upas Street, and planned Class II bike lanes along Florida Street from Upas Street to University Avenue.¹

Master Response 4: Project Features

Introduction

Commenters suggested various treatments or features be included in the proposed project. Below is a listing of each project treatment or feature raised in the comments, followed by a staff response.

Response

Additional vehicle lane or lanes along Pershing Drive

Multiple commenters requested that the proposed buffered bike lane along southbound Pershing Drive be removed and replaced with an additional (third) travel lane, or as one commenter suggested, for public transit. Another commenter requested the inclusion of a third travel lane along Pershing Drive, and making it reversible (i.e., southbound in the morning and northbound in the evening). That commenter also suggested another option, in which Pershing Drive would remain four lanes (same as today), except that two of the lanes would be closed to vehicles during non-peak times. During specified peak times, the additional lanes would be open to vehicles.

Response:

Providing a permanent third vehicle lane, either northbound or southbound, is not necessary in order to maintain acceptable vehicle Level of Service (LOS) on Pershing Drive pursuant to the City of San Diego's standards and thresholds for traffic operations and delay. Furthermore, providing a third travel lane would most likely result in higher vehicle speeds and a reduction in safety. A third lane for peak hour use, or any configuration of changeable or "managed" lanes, would be very complex and expensive, and is not recommended or necessary to maintain acceptable levels of service, and again, would most likely result in higher vehicle speeds and a reduction in safety for all roadway users.

In addition, the buffered bike lane proposed for the southbound side of Pershing Drive would allow people on bikes to descend the hill at a higher rate of speed than that which would be

¹ See City of San Diego Bicycle Master Plan, Figure 6.2.
sandiego.gov/planning/programs/transportation/mobility/bicycleplan

recommended for the two-way protected bikeway, and it provides approximately 11 feet of clear space that can be used temporarily for a breakdown lane, a place for vehicles to pull to the side for emergency vehicles, and a location from which City maintenance crews can stage work that may have to be performed along the roadway from time to time.

Dedicated transit lanes have not been considered in the proposed project design because no transit service is identified for Pershing Drive in *San Diego Forward: The Regional Plan*,² which identifies all planned transit service in the San Diego region out to the year 2050.

Pershing Drive-Redwood Street Intersection

Multiple commenters requested that pedestrian and bicyclist-activated warning flashers be installed along the proposed crosswalks at proposed roundabout at the Pershing Drive-Redwood Street intersection. One commenter requested a “light and bollard system” for these crosswalks.

Response:

As to whether or not pedestrian and bicyclist-activated warning flashers, or other on-demand lighted warning system, should be installed in conjunction with the proposed crosswalks at the roundabout, this will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process.

Pershing Drive-Florida Street/26th Street Intersection

One commenter requested “specific bike signals for safer crossing and not just pedestrian crossings” at this intersection. Another commenter suggested signage is needed to make drivers aware of crossing pedestrians and cyclists when they are turning right from Pershing Drive onto 26th Street. This commenter also suggested limiting this right turn movement during red lights.

Response:

Signalization and traffic control methods for this intersection, including the issues raised by commenters, will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process. In the current preliminary design of the proposed project, the crossing is designed as a “protected” crossing for people walking and biking to reduce conflicts with motorists.

26th Street

One commenter requested an “enhance(d) linkage” on 26th Street to connect the proposed project to Golden Hill.

Response:

The project proposes a sidewalk heading eastbound from Pershing Drive on the south side of 26th Street to provide a connection to Golden Hill. During final design, staff will analyze extending the sidewalk along 26th Street as far to the east as feasible.

Pershing Drive at I-5 on-ramps

² See sdforward.com

One commenter stated that the proposed bikeway alignment along southbound Pershing Drive at the I-5 North on-ramp does not seem “defined or safe” and requested the installation of signage at this location. Several commenters described the existing condition of this location as unsafe or dangerous for riding a bike. Another commenter asked that the “merge point for the I-5 north and southbound exits” be moved “away from the Florida-26th Street-Pershing intersection to allow more merge distance for traffic intending to turn left onto Florida Street.”

Response:

The project proposes to consolidate the traffic entering I-5 North and South from southbound Pershing Drive, and proposes a solid barrier to separate traffic, including bicycles, heading to downtown destinations via B Street. The project does not currently propose to move the I-5 exits/19th Street merge, and the feasibility of doing so would need to be examined. The described locations are within Caltrans’ right-of-way and the project team will continue to coordinate with Caltrans engineers and planners in finding the preferred solutions for these issues during final design.

Buffered Bike Lanes

One commenter questioned why one buffered bike lane on either side of the road could not be provided in lieu of the proposed design. Another asked if the existing bike lane along northbound Pershing Drive north of Florida Street/26th Street can serve as part of the proposed project.

Response:

The proposed project has been designed to meet several objectives, including creating an environment in which users of all ages and abilities feel comfortable riding a bike, improving safety for all roadway users, including people who walk, bike, and drive, and improving connections for people biking and walking. The proposed project design would meet these objectives through traffic calming measures, a two-way separated bikeway, buffered bike lanes, walking paths, a roundabout, a traffic circle, shortened street crossing distances, and other improvements. If the proposed project were reduced to one buffered bike lane on either side of Pershing Drive, then it would not meet these project objectives.

Raised crosswalks

Multiple commenters requested that crosswalks included in the proposed project be designed as raised crosswalks.

Response:

The optimal design for crosswalks will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process. The issues raised by commenters will be addressed in the final design process

Trees, landscaping, sight lines

Multiple commenters requested that the proposed project include trees and landscaping, with one commenter recommending the use of native plants. Multiple commenters also stated that any trees or landscaping provided should not obstruct sight lines at intersections for safety reasons.

Response:

Trees and other landscaping will be selected from the list of trees and other plants that is provided by the City of San Diego Park and Recreation Department for plantings in Balboa Park. The majority, if not all of these species are native and drought tolerant.

Best practices for minimizing risk and maintaining sight lines will be utilized in determining the location of plantings that could be obstructive. City of San Diego traffic engineering staff will review and provide oversight on plantings' locations during final design.

Pershing Drive-Upas Street-28th Street Intersection

Multiple commenters requested that 28th Street be closed at its intersection with Upas Street and Pershing Drive. Other commenters requested that a roundabout or traffic circle be installed at this intersection. Another commenter requested a "small triangular margin" for eastbound Upas Street to "square up traffic approaching the intersection of Pershing-Upas-28th."

Response:

At the intersection of Pershing Drive and Upas Street-28th Street, curb extensions would be installed to shorten pedestrian crossing distances, provide protected crossing for people on bikes, and by squaring up the intersection angles, reduce the existing uncertainty about which driver has the right-of-way at this intersection. Due to the close proximity of the nearby homes and Bird Park, there is not enough public right-of-way for a roundabout, and a traffic circle is not recommended because the proposed two-way separated bikeway would function better with an all-way stop controlled intersection.

Closing 28th Street at this intersection is not included in the design of the proposed project. Staff recommends that residents or other parties interested in closing 28th Street at this location follow the existing process for street closures established by the City of San Diego.

Pershing Drive-Jacaranda Place Intersection

One commenter questioned why a traffic circle is not proposed at the intersection of Pershing Drive and Jacaranda Place in lieu of the proposed design. Other commenters requested a roundabout or traffic calming measures at this intersection. Another commenter asked that left turns from eastbound Jacaranda Place onto northbound Pershing Drive be prohibited as part of the project.

Response:

At the intersection of Pershing Drive and Jacaranda Place modifications are proposed to improve the intersection's operation for all roadway users. The intersection, at which Jacaranda Place currently joins Pershing Drive at a sharp angle, will be squared up, improving sight lines for all modes. In addition, traffic calming via a median with pedestrian refuge is proposed at the northern leg, along with high-visibility crosswalk markings and a user-actuated rectangular rapid-flash beacon. The design for this intersection will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process. The issues raised by commenters will be addressed in the final design process.

Pershing Drive Median

One commenter requested the installation of “some type of median treatment” to separate the two proposed travel lanes on Pershing Drive.

Response:

There are segments of the project where a median is proposed along Pershing Drive. Staff does not recommend a median for the entire length of Pershing Drive, as medians can have the effect of encouraging higher driving speeds. In addition, a continuous median would also impede the flexibility of the roadway in terms of accommodating occasional yielding to emergency vehicles, maintenance activities by city crews, or the occasional breakdown or flat tire.

If some sort of delineation is needed to separate the two directions of travel, that could be facilitated by either or a combination of double, double yellow lines, and an imprinted rumble strip to alert drivers that they have begun to encroach into the opposite travel lane. The appropriate treatment to separate the two directions of travel will be determined during final design through coordination with City of San Diego traffic engineering.

19th Street-B Street Intersection

One commenter requested that bicycles be provided with a dedicated signal phase in which to diagonally cross the intersection of 19th Street and B Street.

Response:

The proposed project’s design currently includes a dedicated signal phase for diagonal crossing of 19th Street and B Street. The optimal design for this intersection and its signalization will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process.

Block between C Street and Broadway

One commenter stated that the block of C Street and Broadway is not an “intuitive connection.”

Response:

The project proposes to provide a separated bikeway along 19th Street to C Street, and proposes to replace existing parallel parking with angled parking along the block of 19th Street from C Street to Broadway. The City of San Diego’s Downtown Mobility Plan identifies planned bikeways for Broadway and C Street that would connect with the proposed project when they are completed.

Pershing Drive at City Maintenance Yard entrance

One commenter requested the installation of a stop sign and rapid rectangular flashing beacons (RRFB) crossings on Pershing Drive at the entrance to the City Maintenance Yard.

Response:

The optimal design for intersections and crosswalks, such as at this location, will be analyzed and discussed with City of San Diego traffic engineers and planners during the final design process. The issues raised by commenters will be included in the final design process.

Bicycle bridge at the Pershing Drive-Florida Street/26th Street Intersection

One commenter expressed their desire for bicycle bridge at the intersection of Pershing Drive and Florida Street/26th Street.

Response:

A bicycle bridge was considered for this intersection, but engineering challenges involving elevations, grades and cost considerations lead to the proposed design at this location.

Pershing Drive speed limit south of Florida Street

One commenter requested that the speed limit be “drastically” decreased along Pershing Drive south of the Florida Street-26th Street intersection.

Response:

Staff will work with the City of San Diego and Caltrans to recalibrate speed limits in a manner reducing risk to all roadway users during the final design process.

Street lights

One commenter requested that the proposed project use streetlights “that are hard to break” because of the potential for them to be vandalized. Another commenter requested that the project provide “adequate LED street lighting.”

Response:

Street lighting type and brightness will be determined during final design in collaboration with City of San Diego transportation planners and engineers, and will also involve Balboa Park design officials.

Pre-wire for flashing crosswalks

One commenter requested that the proposed project “install pre-wiring for flashing crosswalks” in the event the proposed project does not include “full installation of flashing crosswalk equipment.”

Response:

The design may include provisions for future traffic control devices and traffic calming treatments, but the optimal design for such project features will be analyzed and discussed with City of San Diego traffic engineers and planners during the engineering process.



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

PETER Hill

[REDACTED]

[REDACTED]

[REDACTED]

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

COMMENTS:

→ Pershing / Redwood roundabout: ^① pedestrian + biker-activated warning flashers needed for crossing points.

② Make crosswalks raised, to function as speed humps.

③ ALL trees around the roundabout must allow unobstructed views.



COMMENTS

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NAME

ADDRESS

PHONE

EMAIL

Kathleen Moser

[REDACTED]

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

COMMENTS:

I have lived at the intersection of Pershing - 25th - Lpas since 2009. I gave input early on asking to consider the runners/walkers/hikers on the west side of Pershing & was happy to see the path on that side is in the plan! I also watch the intersection daily where I live and, so, know the volume of cars, people, kids, skateboards, bikes that flow through the intersection. While squaring the intersection is an improvement - I suggested to Chris some time ago - and still feel that CLOSING 25th st at that intersection would be important! I've spoken to my neighbors ^(on 25th) there & they agree! Some already use the alley, others would drive the other block to leave. Really zero reason not to close it. Then the bikeway, people way would flow w/o cars to the next intersection more smoothly. What do I do to get this really considered??



COMMENTS

Part 2

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
Kathleen Most	[REDACTED]		

Please email me project updates in the future (email address required above). ^{aol.}
_{com}

COMMENTS:

I already submitted, but after talking to others I also want to suggest that I could organize a meeting with neighbors to discussing closing 28th St at Pershing - 28th - UPas intersection.

Thanks!!





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

Beth Korkuch



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

COMMENTS:

I would like to express my enthusiastic support for this project. It is a critical part of the San Diego bike plan and serves as a vital connection between downtown and uptown. It provides a much safer means for cyclists to move around. It also adds to the quality of Balboa Park allowing more pedestrian activity. Studies show it has minimal traffic impact and would only serve to make driving safer as well. A few minutes added to a commute is well worth saving the life or well-being of both cyclists and drivers, if that were to be an impact. I believe in transparency and community support of public projects such as this and fully support it moving forward.





COMMENTS

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NAME

ADDRESS

PHONE

EMAIL

JAMES DOULTON

[REDACTED ADDRESS]

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

COMMENTS:

PERSHING DRIVE IS A FEEDER ST TO RT 5 - ESSENTIALLY THE ONLY ONE I HAVE LIVED IN THE NEIGHBORHOOD FOR OVER 20 YRS. A BIKE LADE FROM NORTH PARK IS A GOOD IDEA, HOWEVER, THE GRADE OF PERSHING IS NOT CONDUSIVE TO SAFE BIKING. AN ALTERNATIVE BIKE ACCESS ROUTE FROM NP PK TO DOWNTOWN SHOULD BE CONSIDERED. FLORIDA DRIVE CERTAINLY WOULD BE AN ALTERNATIVE.

THERE ARE SOME VERY GOOD IDEAS WITH THE PLAN - IE. THE 28TH ST INTERSECTION, & THE CHANGE AT JACARANDA. ALSO - CONCERNING IS THE ACCESS FOR EMERGENCY VEHICLES.



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

Douglas Scott

([Redacted Address]) ([Redacted Phone]) ([Redacted Email])

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

COMMENTS:

Why not a smaller traffic circle @ Tacaranda +
Pershing similar to the one you show on 28th St
It seems a simpler solution to the present scheme.



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

Joshua Clark

[REDACTED]

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

COMMENTS:

Current observed vehicles speeds on Pershing Drive are dangerously fast, I believe this portion of parkland should be safer and more amenable to bicyclists and pedestrians trying to access the park or go to/from downtown and North Park. The project as proposed will be a vast improvement over current conditions. Thanks for your hard work on this project, please move as quickly as possible to ensure its implementation before anyone else gets hurt on Pershing Drive, 17 St, B, & C streets.



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

Susan Patch

[REDACTED]

San Diego, CA 92103

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

COMMENTS:

- I like the location connecting to 17th street (underpass).
- I do not like the traffic circle. This is more dangerous for cyclists who prefer to use the road.

I thoroughly approve of this project and believe it is exempt from the environmental regulations. I hope this project will move forward with all possible speed. The Pershing Bikeway will be a benefit to San Diego and will improve our community.

Susan Patch



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 Ford



San Diego CA 92116

Please email me project updates in the future (email address required above).
(call ready on the list)

COMMENTS:

~~As~~ AS a frequent bike commuter and a resident of the Northpark area I find this project extremely exciting. The current conditions of the pershing bikepath is extremely unsafe. The merge ~~area~~ with the TS is scary to the point I ~~avoid~~ ^{avoid} ridden it at all costs. The proposed bike lane is a huge improvement. ~~I hope~~ I wish there could be a bridge at Florida for the bike path. ~~but~~

I strongly support this project



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

Randy Armenta [Redacted Address] [Redacted Phone] [Redacted Email]

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

COMMENTS:

I approve of this project and believe
is a much needed improvement on
Pershing, the park and the surrounding
neighborhoods.



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

ANDREA SPARKS

[REDACTED ADDRESS]

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

COMMENTS:

- DECREASE SPEED LIMITS DRASTICALLY BELOW 45 MPH SOUTH OF FLORIDA. PREFERABLY AS ENCOURAGE THE SPEED REDUCTIONS THROUGHOUT. 
- ENCOURAGE ROUNDABOUT AT JACARANDA AS WELL AS UPAS | PERSHING | 28th ST.
- WOULD PREFER A SIGNALLED CROSSING @ VERY SOUTH / BOTTOM END OF PERSHING @ 19th + B INTERSECTION - IE - BIKES WOULDN'T HAVE TO USE CROSS WALKS BUT COULD UTILIZE AN ALL STOP / ALL CROSS MODE DIAGONALLY THROUGH THE STREET / INTERSECTION
- LAST BLOCK BETWEEN C ST and Broadway IS NOT INTUITIVE CONNECTION, NOR IS THE CONNECTION TO WEST SIDE OF B ST TURNING RIGHT.
- ENCOURAGE FULL BIKE LANES ALL THE WAY UP + DOWN FLORIDA ST TO CONNECT HILLCREST / UPTOWN / NORTH PARK. FLORIDA CONNECTION STILL DOESN'T SEEM AS GOOD AS IT COULD BE. PLEASE INCLUDE SPECIFIC BIKE SIGNALS FOR SAFER CROSSING + NOT JUST PED CROSSING.
- REQUEST STOP SIGN @ CITY MAINTENANCE YARD. RFB and non-signalad N/E BOUND LEFT TURN ISNT ENOUGH!!!
- CEQA EXEMPTION WOULD BE AWESOME!!!
- CONNECTION TO 17th ST LOOKS CONFUSING - MERGE FROM BIKE LANE THROUGH THE N. S ON RAMP DOESN'T SEEM DEFINED OR SAFE. WOULD ENCOURAGE MASSIVE SIGNAGE TO INDICATE DANGEROUS BICYCLE MERGE IF NO SAFE MERGE WILL BE PROVIDED.
- ALL IN ALL I AM VERY EXCITED ABOUT THIS PROJECT AND THINK MOST OF THE DESIGN IS GORGEOUS. WOULD LOVE TO SEE

For official use only:

Bikeway Project: Pershing Bikeway

Date Received: December 7, 2016



THANK YOU SO MUCH FOR ALL YOUR HARD WORK



WITH CAL TRANS ON FREEWAY ENTRANCES
AND SPEEDS.

PLEASE CONTINUE TO COMMUNICATE W
MILITARY BASE TO COMPLETE THE ROUTE
UP FLORIDA. :)

THANKS AGAIN

- die
(Hillcrest Penderot
cyclist
+ BikeSD



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

DANIEL NEUWSTAD



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

COMMENTS:

I support this critical link between the downtown and North Park areas. Pershing is currently a dangerous thoroughfare to be in, even for drivers. I believe the Pershing Bikeway is a vital component of the City of San Diego's own Climate Action Plan by encouraging greater use of the park as intended. This project will reduce automobile speeds, increase safety for all users, enhance the beauty of Balboa Park, and foster more livable, healthy communities. I am a driver, I don't own a bike, but projects like the Pershing Bikeway are absolutely necessary crucial to moving away from automobile dependency, as they provide a safe route for bicyclists, pedestrians, joggers, etc.



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

DAVID SWARENS

[REDACTED ADDRESS]

@SBCGLOBAL.NET

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

COMMENTS:

NEED TO ENHANCE LINKAGE AT 26th CONNECTION
 TO GOLDEN HILL COMMUNITY - FOR BOTH BIKES and
 PEDESTRIANS - CURRENTLY LARGE ROW DISTANCES
 AND LIMITED FACILITIES MAKE THIS A DANGEROUS NODES,
 THIS WAS THE FORMAL RECOMMENDATION of the
 GREATER GOLDEN HILL COMMUNITY PLANNING
 COMMITTEE IN RESPONSE TO YOUR PRESENTATION -
 I DON'T NOTICE ANY RESPONSE IN YOUR EXHIBITS





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

Noelle Randall

[REDACTED ADDRESS]

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

COMMENTS:

This project looks great. I totally support it. Bike lanes make a big difference in my comfort level & willingness to ride. I'm really excited to use this bikeway once completed. Thanks!

For official use only:
Bikeway Project: Pershing Bikeway
Date Received: December 7, 2016





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
Megan Kucharski	[REDACTED] 92104	[REDACTED]	[REDACTED]

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

COMMENTS:

The Pershing Bikeway looks beautiful.
 As a mom who rides with her 2yr old son
 this is important to slow this road down.
 It's not only aesthetically pleasing but also
 safer. Please do whatever needs to
 happen to make this dream
 come true.



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
Greg Clune	[REDACTED]	[REDACTED]	[REDACTED]

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

COMMENTS:

I commute to downtown and would greatly appreciate the proposed project! I especially like the concept of reducing the I-5 N/S crossing to a single crossing.

This project will greatly enhance my commute.

For official use only:
 Bikeway Project: Pershing Bikeway
 Date Received: December 7, 2016





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
Kathleen Ferrier	[REDACTED]	[REDACTED]	[REDACTED] <i>circulatest</i>

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

COMMENTS:

- I strongly support this project. It will greatly improve safety for people ~~not~~ driving and not driving and provide an important connection between downtown and North Park/Mid City.
- Really support the roundabout at Redwood. This is currently very dangerous with many people running across the street to go to Morley Field or disc golf
- I live in North Park and work downtown. I bicycle to work everyday but choose an alternate route to Pershing because I am afraid of high traffic speeds. With completion of this project, I will choose to bicycle on Pershing.

For official use only:
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 Date Received: December 7, 2016





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

PHILIP ERDELSKY

[REDACTED ADDRESS]

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

COMMENTS:

Use streetlights that are hard to break. Vandalism has been a problem in some areas, such as the Texas Street sidewalk.





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

Stephanie Sontag



Please email me project updates in the future (email address required above). ^{net}

COMMENTS:

As a commuter using Pershing going to and from 5 ~~Freeway~~, I question your traffic studies. The plan does not take into consideration the uninterrupted flow which will impede use of the Redwood/Pershing roundabout. Florida Canyon is a much better option and more pedestrians and cyclists can avoid the ^{Pershing} hill. The plan will result in dangerous traffic jams. I urge you to get off the computers and actually assess the results when one lane is ~~open~~ closed each way. Pershing is the main artery between 5 Freeway and North Park. You cannot make it into a country lane!

For official use only:
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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

[REDACTED]

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

COMMENTS:

I strongly support building the project as designed. The current intersection with the freeway is very dangerous. Speeds on pershing are too high to comfortably walk or bike. With limit impact on car traffic flow, this project should be able to get the CEQA exemption.



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 Miller



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

COMMENTS:

This is a great project. Pershing as it is is a disgrace! This is a project that will benefit cyclists, peds, AND cars, and importantly BEAUTIFY a piece of our beloved park. Pershing as it is, is totally out of character for the park and the surrounding neighborhoods. It is also unsafe now. Pershing needs to be a first-class connection to downtown, not a freeway!

Build it!





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

L. Byrdolf (see other comment sheet)

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

COMMENTS:

1 addition:

Eliminate the west bike lane. No

reason for it. All cyclists can use the

east side. Add 1 lane for cars —

probably NE bound — but you choose.

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COMMENTS

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NAME

ADDRESS

PHONE

EMAIL

Jeff Levin

[REDACTED]

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

COMMENTS:

I am in favor of the plan. I ride up and down Pershing at least once a week. It is dangerous for both cyclists and drivers.

This type of change is inevitable and necessary. He'll get ahead of the curve, make a show of commitment, and improve things for the neighborhood.

Minor inconvenience for commuters for brief periods each day, major improvement for the locals.



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

RENE VIDALES



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

COMMENTS:

PROVIDE ADEQUATE L.E.D. STREET LIGHTING;

RAISE ALL 3 CROSSWALKS AT THE ROUNDABOUT;

PROVIDE PEDESTRIAN ACTIVATED FLASHING LIGHTS

AT ALL 3 CROSSWALKS AT THE ROUNDABOUT;

PROVIDE STREET TREES AND LANDSCAPING

THROUGHOUT THE ENTIRE CORRIDOR AND CHECK

FOR SIGHT VISIBILITY TO BE UNOBSTRUCTED;

INSTALL PRE-WIRING FOR FLASHING CROSSWALKS IN

CASE THE PROJECT BUDGET DOES NOT ALLOW FOR

FULL INSTALLATION OF THE FLASHING CROSSWALK EQUIPMENT



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

Natalie Clark

[Redacted address and contact information]

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

COMMENTS:

I'm glad there's a vertical separation between the cars and cyclists/pedestrians. It's particularly critical on such a windy road. I am also pleased to see so much distance from cars to pedestrians. I hope the trees in the graphics do make it into implementation, for safety and for shade along the sidewalk. It is shocking to learn how fast the current speed limit is. Very dangerous and unnecessary. Keep up the great work. Thanks for keeping cyclists and pedestrians safe.



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

PETER THOMAS

[REDACTED ADDRESS]

gmail.com

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

COMMENTS:

This is an outstanding project. Kudos to all the people involved.

I have been a bike commuter through the Redwood → Pershing → Tamaranda route for years, and my wife and I routinely walk from our home to the museum (we walked here tonight). We risk our lives every time we cross Pershing, and I risk my life every time I merge onto Pershing from Tamaranda. More importantly, the bikes coming down Pershing risk being cut off by drivers coming at speed down the hill. You know all this, and have factored it into your design.

This re-design is an excellent use of the excess capacity and I deeply hope 100% of it survives the review process. Thank you!



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

Tim Briggs

[Redacted Address]

San Diego, CA 92102

@gmail.com

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

COMMENTS:

I am so pleased to see a project that takes into account the needs of bikers and pedestrians. I'm happy to see the protected bike lane, as well as the unpaved path for runners (as a runner, I prefer not to run on concrete/asphalt).

As a Golden Hill resident, I would like to feel more connected to the park, and this project does a good job of making it more accessible, particularly near Redwood + Pershing. I have used the "triangle interchange" and found it to be very dangerous; I am looking forward to the upgrade to a roundabout with safe crossings for bikers and pedestrians. Overall, I'm happy to see changes that will slow down cars on the roadway and give space back for people use. My only recommendation is to spend more on communication and outreach to younger members of the community (social media/Instagram/etc.)

For official use only:
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 Date Received: December 7, 2016





COMMENTS

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NAME

ADDRESS

PHONE

EMAIL

CHRIS DRAVER [REDACTED ADDRESS] [REDACTED PHONE] [REDACTED EMAIL]

cox.net

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

COMMENTS:

I AM STRONGLY IN FAVOR OF THIS PROJECT ESPECIALLY THE ROUNDABOUTS ON REDWOOD @ PERSHING AND 28TH. I RIDE MY BIKE, MOSTLY IN THE HILLCREST DIRECTION, BUT I ALSO DRIVE AND HAVE SEEN HOW ROUNDABOUTS FUNCTION IN OTHER PLACES, THEY TEND TO SMOOTH OUT TRAFFIC FLOW AND ELIMINATE BACKUPS, AND SLOW PEOPLE DOWN. I DONT FEEL I CAN COMMENT ABOUT BIKE VS. CAR GOING DOWNTOWN BUT THE SEPARATED BIKE/PEDESTRIAN PARK WOULD GREATLY ENCOURAGE NON-AUTOMOTIVE TRAFFIC ON THIS ROUTE, WHICH I STRONGLY FAVOR.



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
Rick LANDAJAZO	[REDACTED]	[REDACTED]	[REDACTED]

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

COMMENTS:

Fully Support this project.
Cars do not need to speed
at 50mph in the park.

The project will improve safety for
Bicyclists, pedestrians and automobile
riders.

Please implement this project as
proposed.



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

Stephano Ryan



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

COMMENTS:

North Park is a residential neighborhood where many residents must take the 5 Fwy to their employment. Pershing Dr. is the major artery for North Park residents to get to the 5 Fwy.

By decreasing the number of lanes from 2 to 1 will cause major traffic back up.

Living at Redwood + 29th I expect back up traffic to go beyond 29th Street.

Bicycles would benefit more to use Florida St. I am against this project but I am for lowering the speed limit + the roundabout.

For official use only:
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COMMENTS

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NAME

ADDRESS

PHONE

EMAIL

Robert Levine



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

COMMENTS:

The cross walks at Redwood & Pershing need Rectangular Rapid Flashing Beacons. The revised traffic density will make it hard to cross Pershing, even with the revised design.

What can be done to reduce neighborhood traffic by cars turning right @ Redwood, but only to be flowing to 30th via Palms?



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

James Rauch

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

COMMENTS:

I am an avid biker and also use Pershing Dr. to commute to work. I like the idea of making Pershing Dr more friendly for cyclists and joggers but fear terrible backup at rush hour, esp given planned increase in population density for N. Park.

I suggest the plans be modified in one of two ways:

1) Reversible center lane. Reduce Pershing Drive to 3 lanes, making plenty of room for cyclists + joggers. Center lane flows South in morning, North in evening.

2) Dual use. Maintain 4 lanes, close 2 lanes to vehicular traffic except morning Southbound, evening Northbound. Example: West-most lane open to traffic South in morning, East-most lane open to traffic North in evening.



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

Dore Katzmeier



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

COMMENTS:

I live in the neighborhood and I am very concerned of the traffic problems that will result if this goes through.

They should put bike lanes on Florida St.



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
Oscar Medina	[REDACTED]	[REDACTED]	[REDACTED] (gmail)

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

COMMENTS:

I live in Golden Hill and work in downtown. Because I do not own a car, my main forms of transportation are walking, biking, and using public transit. The Pershing Bikeway project would dramatically improve my life. The roundabout on Rosewood would make it so much easier and safer to access the disc golf course, and the bike lane track and pedestrian improvements will open up so many ~~connections~~ connections to my surrounding neighborhoods: North Park, South Park, Downtown and Hillcrest. I strongly support this project and commend the project team for prioritizing pedestrian & bicycle safety.

- Oscar Medina



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:

*Suggest Suggest going to
Bird Rock for roundabout driving*

*I support this Bike
lane - make Pershing safer
CHRISTINE BALTUTH*



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

Aaron Hebshi

[Redacted Address]

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

COMMENTS:

- closing off 28th st onto ~~28th~~ upas at bird park to vehicle traffic (but not bikes of ped's) may improve traffic flow and the proposed bike path through that intersection.
- Great project in all. I ferrently support it.
- I posted a note on NextDoor about this meeting. I received many nods of support, but one comment was concerned with naive SD drivers not being able to navigate the traffic circles.

For official use only:
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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

Linda Webb

[Redacted Address]

cox.net

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

COMMENTS:

As someone who has cycled for over 40 years, out of South Park, using Pershing often the existing bike lane works, but what should be addressed is the freeway entrance and Florida / 26th st. If the speeds ^{limits} were enforced and these 2 intersections' problems were addressed - probably @ a lesser price tag, The round about @ Redwood makes sense.

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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

CHRISTOPHER COOKE [REDACTED ADDRESS] [REDACTED PHONE] [REDACTED EMAIL]

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

COMMENTS:

REQUEST THAT ADDITIONAL SIGNAGE BE POSTED IN SUCH AREAS SUCH AS PERSHING/26th street about making right turns as such crosswalk would be further back on 26th street and vehicle drivers will or might not be looking at locations of pedestrians + bicyclists and instead be concentrating on accelerating of 26th st.

incorporate (limited) JH form on
red warnings @ Parsons/Florida/26th

~~speed limits = @ whatever~~



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

Vince Compagnone [REDACTED]

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

COMMENTS:

I oppose this project as presently conceived. It is incredible that you are reducing the present width of 66' to only 22' for cars. Allowing 2/3 of the present roadway to be allotted to the minimal number of prospective users (compared to the number of cars is misguided.) ~~Per~~ Pershing is the main access to a major freeway for the majority of North Park ~~residents~~ residents.

As I look around the room during this meeting, I venture to say that the majority of the people here do not bike to work. I think that recreational biking is fine, but to disrupt the lives of the majority of residents is unfair.

Instead of allocating 2/3 of the roadway to bikes, why not a bike lane on either side of the existing roadway with buffers.





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

Andy Harshe

[Redacted]

50,ca 92106

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

COMMENTS:

The San Diego County Bicycle Coalition strongly supports the Pershing Bikeway for its safety for all types of bicyclists, connectivity from Downtown through Balboa Park to North Park and for its importance to the Regional Bikeway Network.

- In addition, as chair of the City of San Diego Bicycle Advisory Committee we support this project for its impact and significance to the City's Climate Action Plan calling for 6% bicycle commute mode share by 2020 and 18% by 2035.

We thank SANDAG for improving the overall safety & quality of life to get people moving by bike and providing this transportation network.

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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

Tim Zaspal

[REDACTED]

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

COMMENTS:

Please build this project in its entirety. This project balances the needs of all users & will provide connectivity between North Park & Downtown

For official use only:

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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

Rich Karbo

[REDACTED]

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

COMMENTS:

Please consider having 3 lanes for cars. 2 going down hill and 1 going up. Perhaps the west side bike lane can be removed

Also please run a more realistic traffic study by closing one lane each direction for 1-2 months to see the impact that has on the community



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
Steve Kuczka	[REDACTED]		

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

COMMENTS:

I am in favor of the proposed Pershing Bikeway Project. I think it will greatly reduce car dependency and greater non-vehicle travelers access to and from the city. I think it is imperative to at a minimum add a lighted crosswalk near the roundabouts to give a clear visual indication for the drivers. Thanks





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

KATIE CRIST

[REDACTED]

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

COMMENTS:

Can you consider putting traffic calming at the Jacaranda Place Intersection. It's very dangerous entering traffic that is already travelling at high speed.



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

E Brydolf

[REDACTED]

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

COMMENTS:

I support the proposal for a real-time traffic study conducted by barricading 2 lanes on Pershing to measure the effect.

I support bike + pedestrian lanes but worry about traffic w/ not great mass transit options in North Park.

Arline Fallen was unable to attend the event this evening- I would like to submit her comments for her.

From: Arline Fallen
Subject: Pershing Bikeway
Date: Today at 9:19 AM
To: chris.carterette@sandag.org
Cc:

Donna Kelley

92104

Dear Chris Carterette:

First let me state that I am a cyclist. I welcome, finally, San Diego addressing the lack of bikeways for us to enjoy.

I have read through the info provided the public on the web pages below. All the sites reference North Park to Downtown only. NOWHERE have I found ANY reference to the Interstate 5 connection that is a primary use of Pershing Drive. North Park, Altadena, Burlingame, Burlingame Manor, Colonial Court, Morley Field area, South Park and Golden Hill residents all use Pershing Drive and 26th Street to access the Interstate 5 North & South on ramps and off ramps. (Also all Naval Hospital traffic). Traffic is very busy from 5:00AM-9:00AM, 2:30PM-6:30(7:00)PM. Even throughout the midday Pershing can be busy.

1. How are you addressing this traffic issue, i.e. traffic load, volume of vehicles? (now a proposed single lane).
2. According to the the potential bikeway alignments, vehicles coming North up the hill (East side) from the intersection light at Florida/Pershing/26th St, starts as two lane traffic, goes up the hill then at about 100 feet the two lanes merge to the single lane. At peak times, this merging of traffic can potentially cause a backup that could block the intersection and backup to the lanes of traffic coming from off ramps of Interstate 5. Has a compromise been discussed to leave two lanes open on East side going up the hill?
3. What emergency criteria has been included in case of a break down or accident? (now a proposed single lane). (I refer to previous question about 2 lanes)

4. Currently during peak traffic the East lane of traffic approaching Redwood St. can sometimes come to a complete halt as each car stops at Redwood. (Example Monday 12/5, 11 cars were involved on E side, 8 more cars continued north on W side). How will this amount of traffic flow when there is only a single lane?

How many lanes will roundabout have?

How will this problem at Redwood be cleared up when there is still traffic coming North and South to Redwood?

5. Very often coming up the East side of Pershing there will be a slow car, loaded truck, trailer being hauled, (as examples), that can only navigate this major hill at a slow speed causing traffic problems. How are you addressing this type of issue as a single lane, especially during peak traffic? (I refer to previous question about 2 lanes)

6. In the literature I've read, it states that "The Pershing Bikeway will improve access to Balboa Park amenities and will serve as a critical regional connection for people who live, ride, and walk in the area." What amenities other than Morley Field, Disc Golf and the Velodrome, does Pershing access? Pershing does not access the rest of the park, where most people visit. Why was Florida St not considered for these changes since it accesses more of the main park, as well as Morley Field, Morley Dog Park etc.?

7. According to several of the potential Alignment drawings, the proposed lane changes seem to be from West side to East side; Buffered Bike lane, Southbound lane, Northbound lane, Median, Two Way Separate Bikeway, Paved sidewalk, and Footpath. Why...: three bike lanes; footpath and sidewalk. Why not simplify and at least leave 2 lanes for North moving traffic?

8. Again, what will drivers do if there is an accident? The median

separating the bike lane would prevent a driver from pulling over.
Very slow moving vehicles, break downs and other potential problems could occur. These issues are especially pertinent when there is only one lane each for North and South bound Pershing traffic, and when volume is heavy with people accessing or exiting the Interstate 5 as well as roadways connecting Pershing to downtown.

9. According to rendering of roundabout and Redwood St. there are 2 crosswalks. Will vehicles have to stop 2 times?
Who has the right of way at the Bikeway?
Are bicycles required to stop as they are considered moving vehicles?
If a vehicle stops twice, how will this again impact traffic?

10. There is a new wide bicycle lane now on 26th St. and Pershing going up the hill. Can this be considered as part of the changes to this "Pershing Bikeway" and replace one of the 3 proposed bike lanes on Pershing?
Can a large bike lane be added to Florida St. doing the same thing?

Pershing Bikeway INFO:

PROJECT OVERVIEW:

SANDAG Webpage:

<http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway.aspx>

Traffic Safety :

http://www.keepsandiegomoving.com/Libraries/Bike_Projects/Traffic_and_Safety_Impact_Assessment.sflb.ashx

http://www.keepsandiegomoving.com/Libraries/Bike_Projects/Appendices_-_Traffic_and_Safety_Impact_Assessment.sflb.ashx

SCHEDULE&BUDGET:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_sch edule.aspx

GET INVOLVED:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_invo lved.aspx

<http://www.keepsandiegomoving.com/Libraries/Transnet- doc/ProjectOverviewandOpportunities.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet- doc/BikewayBestPractices.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet- doc/PershingDriveExistingConditions.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet- doc/PotentialBikewayAlignments.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet- doc/IntersectionRenderings.sflb.ashx>

FAQ:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_FAQ .aspx

Contact the Project Manager, Chris Carterette, at chris.carterette@sandag.org or (619) 699-7319 to sign up to receive email updates.

Visit KeepSanDiegoMoving.com/PershingBikeway for more INFO!!!!

REQUEST TO COMMENT

Date: 12/7/16

Name: Arson Hebshi

Representing: self

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Request to Speak: Yes No

If you do not wish to speak, you may write any comments below you want included in the public record:

- Love the project! I will definitely use it
- Wondering if you have considered a traffic circle at Upas and Pershing?
- Keeping the downhill bikelane is wise to alleviate the high speed cyclists from the bike path.



SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)
PERSHING BIKEWAY PROJECT
COMMUNITY OPEN HOUSE AND PUBLIC MEETING

WEDNESDAY, DECEMBER 7, 2016
MINGEI INTERNATIONAL MUSEUM
1439 EL PRADO
SAN DIEGO, CALIFORNIA 92101

REPORTER'S TRANSCRIPT OF PUBLIC MEETING
BEFORE THE HEARING OFFICER:
HON. TERRY SINNOTT,
VICE CHAIR, SANDAG BOARD OF DIRECTORS

Reported by: Antonia Sueoka, CSR No. 9007, RPR

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, DECEMBER 7, 2016,

2 5:30 P.M.

3 - - -

4 COMMENTS REPORTED AT PUBLIC MEETING

5 - - -

6 DOUGLAS SCOTT:

7 I'm wondering why, at the intersection of
8 Jacaranda and Pershing Drive, they do not consider a
9 traffic circle there, such as they have at 28th Street
10 and Redwood. I think it's a simpler, safer, and more
11 elegant solution to the transition from Jacaranda to
12 Pershing Drive. My name is Douglas Scott, and I live in
13 Banker's Hill.

14 * * *

15 KEN ADELSON:

16 My name is Ken Adelson. A few considerations:
17 I'm not sure if they'll fall under the auspices of what
18 SANDAG is doing; however, if bicyclists would like the
19 privileges of using the same roads, I think they should
20 be subject to the same considerations that the drivers
21 are subject to, such as licenses and plates and markings,
22 so that they can be stopped and addressed for being bad
23 bicyclists.

24 I would -- don't think it's going to happen, but
25 I would still love to see a third lane, as opposed to

1 just the one each way. It would be a useful place for a
2 long-term usage for -- such as public transit, which I'm
3 not sure when that's ever going to happen.

4 Along those lines, I also think -- and, again,
5 this is not necessarily part of this project -- but
6 smaller buses would be great, not the big, big full-sized
7 City buses, that can negotiate the smaller streets of the
8 North Park area.

9 I happen to live in the eastern part of
10 North Park, which is over by St. Augustine and Boundary,
11 in that area. We're woefully underserved, and the
12 prospect of taking away the ability to drive on Pershing
13 is a severe limitation with not much of an alternative
14 provided for those of us who are not willing or able to
15 cycle.

16 In particular, on that topic, the most useful
17 bus for the entire area would probably be one that goes
18 down to the trolley stop, down at -- I don't know if it's
19 11th or Park Boulevard, or exactly where it is.

20 Just as an example, when I get jury duty
21 summons, they say, "Oh, you can use public transit."
22 That's great, but I can't get to public transit. And by
23 the time I get there, I might as well just drive the rest
24 of the way. It's a bit of a problem. That's it.

25 * * *

1 DONNA KELLEY:

2 My name is Donna Kelley. And what I'm saying
3 also represents the feelings of Arline Fallen,
4 A-r-l-i-n-e.

5 And I would like to talk about some of our
6 concerns. One, is that we didn't feel the plan spoke
7 about the effects of Interstate 5 and how that plays into
8 the new plan, as traffic -- because primarily, Pershing
9 is an on-ramp and off-ramp for access to Interstate 5
10 going north and south.

11 Another thing that concerns us is Florida
12 Canyon, the merging of traffic from two lanes into one
13 lane, as it goes north from the Florida Canyon
14 intersection, that could possibly cause a lot of backup.
15 Redwood can sometimes come to a complete halt as each car
16 stops at the stop sign at Redwood, as it's -- as people
17 are leaving. It will be going into a roundabout.
18 Questions concerning the roundabout: How many lanes will
19 the roundabout have? How will the problem -- delete
20 that.

21 So basically, how will this amount -- how will
22 the traffic flow, when there's only a single lane, with
23 the lanes coming in from Redwood and the lanes going
24 forward from beyond coming southward -- or going north?
25 I'm sorry.

1 In the literature that we've read, it states
2 that "The Pershing Bikeway will improve access to Balboa
3 Park amenities and will serve as a critical regional
4 connection for people who live, ride, and walk in the
5 area."

6 Our question is: What amenities, other than
7 Morley Field Disc Golf and the Velodrome does Pershing
8 access? It doesn't really access the park, the Balboa
9 Park that most people visit for the museums and the zoo.
10 In order to access that, you would need to go to Florida
11 Canyon. And the question becomes, why was Florida Street
12 not considered for these changes since it accesses more
13 of the main park, as well as Morley Field?

14 In case there's an accident or a car stalls, the
15 median separating the bike lane, as you're driving north,
16 would prevent a driver from pulling over. Very
17 slow-moving vehicles would also cause traffic to slow
18 down; breakdowns and other potential problems could
19 occur.

20 These issues are especially pertinent when there
21 is only one lane each for north and southbound Pershing
22 traffic, and when volume is heavy with people accessing
23 or exiting Interstate 5, as well as roadways connecting
24 Pershing to downtown.

25 According to rendering of roundabout and Redwood

1 Street, there are two crosswalks. Will vehicles have to
2 stop two times? Who has the right-of-way at the bikeway?
3 Are bicycles required to stop, as they are considered
4 moving vehicles? If vehicles stop twice, how will this
5 again impact traffic and how it flows?

6 And the last one, there is a new wide bicycle
7 lane now on 26th Street and Pershing going up the hill
8 toward Golden Park -- or toward Golden Hills. Can this
9 be considered as part of the changes to this Pershing
10 Bikeway and replace one of the three proposed bike lanes
11 on Pershing?

12 Can a large bike lane be added to Florida Street
13 doing the same thing?

14 That's it.

15 * * *

16 (Verbal comments suspended and continued on
17 page 43.)

18 (TIME NOTED: 6:15 P.M.)

19 /////

20 /////

21 /////

22 /////

23 /////

24 /////

25 /////

1 SAN DIEGO, CALIFORNIA, WEDNESDAY, DECEMBER 7, 2016,

2 6:15 P.M.

3 - - -

4 BEGINNING OF PUBLIC MEETING

5
6 MR. SINNOTT: Good evening, everybody. Let's
7 get started. I think it's about 6:15, according to my
8 watch.

9 Good evening. Thank you for attending tonight's
10 open house and public hearing for the Pershing Bikeway
11 Project. My name is Terry Sinnott. I'm a Vice Chair of
12 the SANDAG Board of Directors, and I will be serving as
13 tonight's hearing officer. We're very happy to have all
14 of you here, and it's nice to see such a nice turnout on
15 such a busy night.

16 The intent of this evening is to hold a public
17 hearing --

18 FEMALE SPEAKER: Can you hold the mic a little
19 closer? It's hard to hear back here.

20 MR. SINNOTT: Sure. Be happy to.

21 Is that better?

22 FEMALE SPEAKER: Yeah.

23 MR. SINNOTT: The intent of this evening is to
24 hold a public hearing in compliance with the State
25 environment laws known as the California Environmental

1 Quality Act, or CEQA.

2 Staffs' review of the project indicates that it
3 may qualify as exempt from CEQA. Holding a public
4 hearing and preparing the Traffic and Safety Impact
5 Assessment are required before SANDAG can consider
6 approving the project as exempt from CEQA.

7 The Transportation Committee is anticipated to
8 consider whether the project is exempt from CEQA at its
9 January 20th, 2017, meeting.

10 If you are interested in providing spoken
11 comments this evening and have not yet submitted a
12 speaker slip, please do so. And I think Wes has some,
13 and there may be some others circulating around.

14 Speakers will be called to the microphone at the
15 podium in the order in which the speaker slips were
16 received. And we'll just ask you to come on up. When
17 you are called, please state your name clearly so that
18 the court reporter, which we have here, will be able to
19 document who you are and your comments.

20 There is a digital timer on the table which will
21 help both of us kind of keep track of the time, but we
22 would like you to hold your comments to two minutes, if
23 at all possible.

24 If you would prefer to submit written comments,
25 please visit the comment tables to complete a form and

1 drop it in the designated box. I think those tables are
2 in the back.

3 The written and spoken comments collected at
4 tonight's open house and public hearing, as well as
5 written responses to those comments will be provided to
6 the SANDAG Transportation Committee for its consideration
7 before any action is taken related to the project's CEQA
8 compliance.

9 If you have any questions as to how the public
10 hearing will work, please review the printed program or
11 speak to a project team member, or we can provide more
12 information. But we hope to keep this fairly smooth and
13 informal, and we're anxious to hear your particular
14 thoughts on this project.

15 Are there any questions from the audience as to
16 how we're planning to proceed?

17 Okay. If not, could we identify the first
18 speakers?

19 We'll just take them in order.

20 I have, first off, Matt Thompson, please.

21 Right up here. I think the microphone should be
22 working.

23 MR. MATT THOMPSON: First of all, to everybody
24 on the program, thank you very much for having this
25 evening and the previous evenings to listen to

1 everybody's comments. I think it's come a long ways, and
2 it's looking good. Hopefully, we can get it so that most
3 people will appreciate what you've done already.

4 I'll just run through these really quickly,
5 given the interest of time.

6 I already had conversations about maintaining
7 good sight lines at the proposed roundabout and traffic
8 circle. Everybody is going to go through a learning
9 curve to learn how to negotiate them. But if you can
10 make it as easy as possible for people to see that, at
11 the design speeds, as they're going through and see cross
12 traffic, that's going to increase the safety of it.

13 I'd like to see that -- the ability to currently
14 turn left from Jacaranda Place onto Pershing northbound
15 be removed from the plan. As it currently is, it's
16 already dangerous to allow that to happen. With a new
17 alignment perpendicular to Pershing, it's going to
18 encourage more traffic to circumvent the stop at Upas,
19 which is going to disrupt traffic going northbound on
20 Pershing.

21 I'd like to see the alignment for the eastbound
22 lane on Upas to include a small triangular margin to
23 square up traffic approaching the intersection of
24 Pershing-Upas-28th, so that it will help the four-way
25 stop nature that they're shooting for currently with the

1 perpendicular and parallel crosswalks; that's going to
2 help increase visibility in the intersection.

3 I'd like to hear what the designers have
4 considered up to this point about a light-and-bollard
5 system for the two crosswalks crossing Pershing at the
6 Redwood traffic circle. Most of the time it's possible
7 to get across there, but in peak time, it's going to be
8 very difficult without some sort of noticing -- noticing
9 system.

10 And lastly, all the designers have indicated
11 that increasing speeds typically result from having a
12 median guardrail; specifically a salt tower corner, as we
13 call it in our family. I'm very concerned about the
14 apparent speeds from a head-on. And I'd like to have
15 consideration given for some type of median treatment
16 there to keep the two oncoming lanes separate.

17 Thank you.

18 MR. SINNOTT: Thank you, Matt.

19 Next speaker is Jean Samuels.

20 And, Jean, as some people have said, we need to
21 speak directly into the microphone. So is that going
22 to -- is that us? Hope not.

23 Jean, welcome.

24 MS. JEAN SAMUELS: Good evening, and thanks for
25 hosting this event.

1 MR. SINNOTT: Could you give your address?

2 MS. JEAN SAMUELS: Oh, I'm sorry.

3 Jean Samuels, [REDACTED], San Diego,
4 92104.

5 MR. SINNOTT: Thank you.

6 MS. JEAN SAMUELS: And I'm very excited about
7 this project. I think it's being called a "bike
8 project," but it's really going to be a great benefit to
9 pedestrians, and I am really looking forward to that.

10 I think one source of anxiety for some of my
11 neighbors who are against the project seems to be, "Oh,
12 we don't know how to handle a traffic circle or a
13 roundabout."

14 So one thing I would suggest would be to maybe
15 have some sort of education campaign about how to
16 navigate a roundabout or a traffic circle, but ...

17 And I -- also, I hope that you will vote to
18 exempt the project from CEQA. It seems that just, you
19 know, common sense just says that it's not going to have
20 a negative environmental effect. So I hope it will be
21 determined to be exempt from CEQA. And I hope it gets
22 done as soon as possible. Thank you.

23 MR. SINNOTT: Thank you, Jean.

24 Next speaker is Donna Kelley. Is Donna -- here
25 she comes. Okay. Good.

1 MS. DONNA KELLEY: Thank you.

2 MR. SINNOTT: Speak into the microphone and give
3 us your address, please.

4 MS. DONNA KELLEY: Okay. [REDACTED],
5 San Diego, 92104.

6 And one of my biggest concerns is the decreasing
7 of lanes for automobiles to only two. I really feel that
8 there should at least be three lanes available; perhaps
9 two lanes going uphill and one lane going south.

10 One of my concerns is that if there were an
11 accident or if a car were to stall, which I have had
12 personal experience with, there would be -- especially if
13 you were driving north, there would be no place for the
14 car to go, given the median that is there.

15 Also, I'm wondering why three bike lanes are
16 needed all in one place, and perhaps, two of those bike
17 lanes could be replaced with a bike lane created on
18 Pershing -- or on Florida Canyon, which would access the
19 park and other areas in that -- in that south of
20 Pershing.

21 MR. SINNOTT: Okay. Good.

22 MS. DONNA KELLEY: Okay.

23 MR. SINNOTT: Thank you very much.

24 MS. DONNA KELLEY: Thank you.

25 MR. SINNOTT: Our next speaker is Kate Callen.

1 I hope I could pronounce that.

2 MS. KATE CALLEN: Hi, I'm Kate Callen, [REDACTED]
3 [REDACTED] I've been running on Pershing Hill
4 Drive from Florida to Redwood for 20-odd years. I will
5 benefit directly from this project. For every person
6 like me who can get up and down that hill on foot or on a
7 bike, there are hundreds of other people who do not have
8 that ability. They take Pershing to get to 5 and
9 downtown because they have no choice.

10 City planners are fond of saying that if you
11 inflict enough pain on motorists, you can force them out
12 of their cars and into the public transit system. I
13 don't know that the government should be in the business
14 of inflicting pain on a large percentage of the taxpaying
15 public. But even so, how much pain will you inflict on
16 people to get them into a public transit system that is
17 horribly inadequate, where you take two or three buses to
18 get to your destination that you can drive to in half the
19 time?

20 This feels like a social engineered project that
21 says that joggers and cyclists, like me, are good people
22 who will be rewarded; motorists are bad people, who will
23 be punished.

24 I think the CEQA exemption is a really bad idea.
25 For those of you who share my concern that this

1 tilted playing field is working against the vast majority
2 of ordinary people, please consider checking out the SoNo
3 Neighborhood Alliance.

4 I have business cards here with the website on
5 it. We're working on behalf of residents and
6 neighborhood quality-of-life issues. I hope you will
7 check out the website and sign up for our email list,
8 because this is probably a done deal, but there are other
9 projects down the road that are going to be like this.
10 If we can band together, we can bring some common sense
11 into play. Thank you.

12 MR. SINNOTT: Thank you.

13 The next speak is Geoffrey McCloud.

14 MR. GEOFFREY McCLOUD: Thank you. I'm Jeff
15 McCloud. I live at [REDACTED], basically the north
16 end of the Balboa Golf Course where Redwood intersects
17 with Pershing.

18 I taught in Point Loma for 20 years. And during
19 those 20 years, I went down Pershing hill every morning.
20 Over the last of those 20 years, toward the last parts of
21 my career, I got to see the volume of traffic increase to
22 a point where the cars were backed up farther and farther
23 and farther up Pershing hill.

24 To take those two lanes and put them down into
25 one -- and I did see the plan where you have it funnel

1 out into two lanes at the bottom there where Florida
2 comes in. I'm here to say that I just don't know how you
3 could possibly get the volume of traffic through that
4 intersection during the rush hour. And I'm saying
5 between 7:00 and 8:00, or 8:30, to get that volume of
6 traffic through with one lane going down from the top of
7 that hill.

8 I'm also here to just say that I oppose this.
9 And I would ask that if you are open-minded enough to
10 find when it is concluded, that it's not working, that
11 you do something about that as well.

12 Anyway, I appreciate the chocolate chip cookies,
13 too.

14 MR. SINNOTT: Thank you.

15 Next speaker is Kathleen Ferrier.

16 MS. KATHLEEN FERRIER: Good evening. Kathleen
17 Ferrier. My address is [REDACTED] in North Park.
18 I wanted to come and register my support for this
19 project. I'm actually really, really excited about this
20 project in a lot of different ways.

21 I wanted to speak tonight as a mother, more than
22 anything. I have two kids; one kid who is at McKinley
23 Elementary and another one at Roosevelt Middle School,
24 and Pershing Avenue -- or Pershing is currently a huge
25 barrier for us in moving around without a car.

1 I like to give my son independence to ride
2 around North Park, but I forbid him to bike on Pershing
3 because I just am so afraid of the very high speeds along
4 the corridor of this, particularly at Redwood. And, you
5 know, we need to cross over Pershing to get over to
6 Morley Field where we play soccer and tennis and swim,
7 and then also across Pershing just to get to Roosevelt.

8 So I am really excited that this project will
9 bring better safety for people walking and bicycling, but
10 also for people driving. I think that's really important
11 for people to understand. This corridor has a history of
12 crashes, and the crashes are between vehicles, and
13 they're because of high speeds.

14 And so adding the median that is proposed is
15 another fantastic option. I'm really afraid just to
16 drive on Pershing. I will go 45, 50 miles an hour, but
17 cars are still speeding past me. The median in between
18 will really make it safer for people driving.

19 I was really encouraged by the traffic study
20 actually finding that the addition of the roundabouts at
21 Redwood and 28th Streets will actually help traffic flow.

22 So I think for people who are concerned about
23 traffic backing up, it is really important to understand
24 that the studies are showing that traffic is actually
25 going to move faster through those intersections.

1 I -- you know, I wait at that -- at the top of
2 the hill at Redwood on my car, and it does get backed up,
3 but the roundabout will keep that going up and down the
4 hill, and overall, the travel time, even with just one
5 lane in each direction, doesn't really change over times.
6 I think that's really important. There was an official
7 study done for that.

8 So thank you, again. I am really happy about
9 this project.

10 MR. SINNOTT: Thank you.

11 Next speaker, Andy Harshaw.

12 Welcome.

13 MR. ANDY HARSHAW: Thank you. Andy Harshaw,
14 San Diego County Bicycle Coalition, [REDACTED], here
15 to put our strong support behind this Pershing Bikeway
16 Project, not only from the Bike Coalition, but from the
17 City of San Diego Bicycle Advisory Committee for mainly
18 three factors.

19 One is safety for all riders and pedestrians,
20 and more importantly, all people who would ride when this
21 type of project is put in place.

22 This is part of the SANDAG regional network,
23 which is interested in getting people who are interested
24 about riding, but are too concerned to do it because it's
25 not safe enough now.

1 The network is calling; the network approached
2 SANDAG and the City is adding these types of facilities,
3 buffers, safe bike lanes that people are feeling
4 comfortable to ride in that appeal to all ages and
5 abilities, whether you're 8 to 80. And that's -- and
6 that's really important.

7 We're really looking to attract all types of
8 people to ride for transportation and to get around, and
9 give people an important connection between downtown and
10 North Park is really a key factor, and in getting people
11 there safely.

12 So first and foremost, this is a safety project
13 that is -- that is really needed. There are safety --
14 and second of all, connectivity, as I mentioned, from
15 downtown to North Park.

16 And thirdly, the significance of a regional
17 network and what it means to that as an overall
18 transportation network.

19 It's also important to connect the downtown
20 area, because downtown was actually just approved for the
21 City of San Diego, a Downtown Mobility Plan, which will
22 have even more capabilities for people to get around by
23 biking and walking, urban greenways. The whole thing is
24 going to connect. The whole thing is providing safety
25 for our kids, for our families, for people who go to

1 work, for people who go to the park. This is a huge
2 amenity for Balboa Park. And we think this is an
3 important project. And we thank SANDAG for the work on
4 this, and the entire regional network.

5 And as it is noted back there on the board,
6 there's really no negative traffic impacts on this
7 bikeway, as has been shown by the studies that SANDAG has
8 done, but there are tremendous, in my opinion, bike and
9 pedestrian safety impacts that affect us all and give us
10 a strong sense of support and safety on our -- on our --
11 on our bikeway.

12 And then lastly, this really goes to support a
13 big part of the City of San Diego's new Climate Action
14 Plan, which is an important legally binding plan. And it
15 calls for a 6 percent mode share of bicycle riding for
16 transportation by 2020 and 18 percent by 2035.

17 It's this type of network that is going to get
18 us there. And so we really support this. And I
19 appreciate your time. Thanks.

20 MR. SINNOTT: Thank you.

21 Next speaker is Stephanie Saunte. Stephanie?

22 I see no movement. We'll put her on hold.

23 David Swarens. Welcome.

24 MR. DAVID SWARENS: If you call people in
25 advance, people can hear that before they're next.

1 MR. SINNOTT: Okay.

2 MR. DAVID SWARENS: My name is David Swarens.
3 I'm here as the chair of the Greater Golden Hill
4 Community Planning Committee.

5 We heard this in a formal presentation a few
6 months back. Conceptually, we supported the project, but
7 we did have concerns with the lack of acknowledgment of
8 interface with our community at 26th Street.

9 It looks like they may have, in Concept Design
10 Board Number 2, it looks like they actually have
11 developed some enhanced connectivity in that area, which
12 hopefully addresses our concerns. We then reserved the
13 right to review more specifics, but we were happy to see
14 that that does seem to be addressed in the plans as
15 evolved. Thanks.

16 MR. SINNOTT: Thank you.

17 Jeff Kucharski, followed by Jeff Lewin.

18 MR. JEFF KUCHARSKI: Hi, I'm Jeff Kucharski,
19 Bike San Diego and North Park resident, Juniper Street.

20 MR. SINNOTT: If you could give your address,
21 please.

22 MR. JEFF KUCHARSKI: [REDACTED], [REDACTED].

23 So I think this is a great project because it
24 solves a major problem that plagues all San Diego
25 neighbors, in terms of putting bicyclists on high-speed

1 freeway entrance ramps. So Pershing -- the worst part of
2 Pershing is the freeway ramps. And this gets a fantastic
3 opportunity to have a nice separate two-way bicycle path
4 to avoid that.

5 And the best part is, there's no downside.
6 There's no impact on traffic. We don't have to sit here
7 and squeeze out parking spots on every single niche.
8 This is a great project. It's like a unicorn.

9 So I just want to say we fully support this
10 project. We think it's a great thing, great safety
11 benefit for all residents and bicyclists. Thank you.

12 MR. SINNOTT: Thank you.

13 Jeff Lewin, followed by Kathleen Keehan.

14 MR. JEFF LEWIN: Hi, I'm Jeff Lewin, [REDACTED]
15 [REDACTED]. I ride up and down Pershing a couple times a
16 week recreationally. I also drive up and down quite
17 often; everybody does. And we all know the anecdotal
18 evidence that we have of traffic and having to wait at
19 that light. But I think this is one of those situations
20 that -- where we need to look at the facts, as SANDAG has
21 assembled them.

22 And if SANDAG has done studies -- and I know
23 they spent a great deal of time on this plan, evolving
24 this plan. If SANDAG is telling us that the impact on
25 traffic in those few hours, probably one or two hours a

1 day at most, is minimal, then I think we need to look at
2 the greater evidence and the inevitable need to return
3 the park to being somewhat more of a park.

4 It's my understanding, is that extension,
5 Pershing, was originally intended to be an access point
6 for a freeway that was never built, and it functions as a
7 freeway now. It's just not part of what should be inside
8 the park in a residential area. It's just too fast and
9 too dangerous.

10 If the impacts are really proven to be minimal,
11 then I think we need to trust the facts and let the plan
12 go forward. I think it's a great idea. Thank you.

13 MR. SINNOTT: Thank you.

14 Kathleen, followed by John Anderson.

15 MS. KATHLEEN KEEHAN: I didn't realize how many
16 people were here. Hi, my name is Kathy Keehan. I'm a
17 bicyclist. In my day job, I work for the San Diego
18 County Air Pollution Control District. I'm not speaking
19 for the district tonight, but I wanted to just share some
20 things that I've learned in my work with the district
21 with you.

22 In my work, we've learned that air pollution --
23 that transportation -- sorry, specifically cars and
24 trucks, is the largest source of smog forming air
25 pollution in the county. We know the projects that

1 encourage walking and bicycling and transit are good for
2 air quality in our neighborhoods and in our county.

3 I think this project provides needed
4 connectivity for bicyclists, particularly through that
5 high-speed intersection of I-5 and Pershing, which feels
6 very dangerous as a bicyclist.

7 In addition, we have studies that show that the
8 inclusion of roundabouts and traffic circles help reduce
9 air pollution from cars as they go through those
10 intersections, compared to single lanes where it's just
11 stop-controlled intersections.

12 As a bicyclist, I strongly support this project,
13 and I look forward to it being implemented. Thank you.

14 MR. SINNOTT: Thank you.

15 John Anderson, followed by Brae Canlen.

16 MR. JOHN ANDERSON: Hello. John Anderson, [REDACTED]
17 [REDACTED] in North Park. I'm here as myself and on behalf
18 of my family, as well as I'm a board member of Bike
19 San Diego. And I would ask SANDAG to accelerate the
20 build-out and seek CEQA exemption for this project. It
21 seems like a great project. It would be a great
22 improvement to Balboa Park for walkers, bikers, loungers,
23 Frisbee pet-players, and the general public.

24 My wife bikes every single day from North Park
25 to downtown. She used to take Pershing Drive, but found

1 it simply too dangerous after a number of close calls at
2 the on-ramps that were cited earlier. So now she goes
3 through South Park and Golden Hill. It adds about
4 50 percent to her travel time each way each day. I also
5 bike on it fairly regularly. Returning, I almost never
6 do because the speed differential is just too great.

7 This would be a connection between North Park as
8 well as Normal Heights and other neighborhoods in the
9 core of San Diego to downtown, including assets like the
10 San Diego Community College, the new I.D.E.A. district in
11 East Village, San Diego High School, which is the default
12 high school for most of the area that connects Pershing
13 to jobs downtown, as well as recreation and for personal
14 health.

15 North Park, downtown, and uptown, the core of
16 San Diego, are growing and desirable, and they're really
17 poised to taking the next step forward. Projects like
18 this and creating a network for bicycling would be a
19 great benefit to that and for the whole of San Diego.

20 So, again, SANDAG, I would ask to please
21 accelerate the build-out of this project, along with the
22 rest of the bike projects that you have been planning to
23 create a real bicycle network here for the future and for
24 today. Thank you.

25 MR. SINNOTT: Thank you.

1 Brae Canlen, followed by Paul Jamason.

2 MS. BRAE CANLEN: My name is Brae Canlen. My
3 address is [REDACTED]; the intersection is Redwood.
4 Like many people in this room, by the time I heard about
5 this project, the decision had already been made to build
6 it. With all due respect to the community planning
7 groups, attendance at these groups is pretty sparse,
8 unless it's election night, of course. So I think to
9 exempt this project from CEQA review would just be
10 doubling down and ramrodding it through without proper
11 vetting.

12 MR. SINNOTT: Thank you.

13 Paul Jamason, followed by Reynaldo, and I can't
14 read your last name.

15 MR. PAUL JAMASON: I think all tall people
16 should go at the same time.

17 MR. SINNOTT: Yeah.

18 MR. PAUL JAMASON: Okay. Let's see. My name is
19 Paul Jamason. I am a volunteer board member for Bike
20 San Diego. And I want to support the project, say I
21 support it, and also ask for CEQA exemption.

22 So I ride this route sometimes, and it's
23 terrifying when you're on Pershing and there's cars going
24 by. And I have almost been hit there. And I really
25 appreciate this project is addressing that.

1 And so I think Pershing is a good example of how
2 we kind of designed our roads to move cars as quickly as
3 possible everywhere, and that's good for certain things,
4 but for other things, it's really bad.

5 And, you know, I think bicyclists, pedestrians
6 need some protection on this route, and in a lot of
7 places. I mean, almost every day on the news, I see,
8 "drunk driver killed someone on crosswalk," "drunk driver
9 killed somebody on the sidewalk." I mean, this
10 literally, just this past week, so ...

11 On Pershing two weekends ago, I actually saw an
12 SUV up on the guardrail. It was wet, but, you know, the
13 drivers are going too fast through there, and I think
14 this project will help with that.

15 So I understand the issue about travel times.
16 Nobody likes to be delayed. I don't like to be delayed
17 when I drive. But I'm also willing to put up with a
18 little bit of delay if I know that other people in my
19 commute are going to be safer due to a project. And,
20 also, the study has shown that there is no significant
21 delay from the projects.

22 State is also looking at more than just vehicle
23 delay times. They're looking at trying to reduce the
24 number of vehicle miles traveled, and this project will
25 help achieve that. Adding bike lanes will reduce the

1 number of people driving, hopefully.

2 We're still waiting on San Diego to adopt those
3 rules, so that's why SANDAG had to perform this traffic
4 study. But in the future, again, cities are looking at
5 vehicle miles traveled, not just at delay time, so ...

6 Also, it will help the City achieve its Climate
7 Action Plan. It has a bike mode share of 18 percent,
8 which is pretty ambitious, and also the Vision Zero
9 safety goals, trying to reduce the number of traffic
10 fatalities down to zero, so ...

11 So I'm hoping that the opponents will sort of
12 come around and realize that, you know, travel delays
13 aren't great, but there's a lot of other things here
14 involved. You know, I think people's lives are more
15 important than minor delays when I travel in my car, so I
16 just hope we can all sort of come together and agree on
17 that. Thank you.

18 MR. SINNOTT: Thank you.

19 Reynaldo Ochoa, followed by Nicki Miller.

20 MR. REYNALDO OCHOA: The tallest guy in the
21 room, followed by the shortest guy in the room.

22 Hi, my name is Reynaldo Ochoa. I live at [REDACTED]
23 [REDACTED]. And I went to one of these meetings, these
24 planning meetings. And I was hoping that you would have
25 the lanes along Utah Street all on one side, the bike

1 lanes. I just think it's misappropriated, the space is.
2 You have 7 feet for parking, 2 feet buffer, 5 feet
3 cycling, another 2 feet buffer, then a 10-foot car lane.
4 I just -- it just doesn't make sense to me. You've got 9
5 feet for bicycles and you have got 10 feet for cars.

6 I live right at the end of this proposed
7 project. And whenever there's events in the University
8 area, North Park, University, 30th Street, everybody
9 overflow -- overflow parks in the neighborhood. And I'm
10 fine with that. I don't use street parking. But when
11 those things happen, you know, I creep out very, very
12 slowly to make sure I watch and beware-ful of bicyclists.

13 But you just -- right now, we live harmonious
14 the way it is. But when you start narrowing and making
15 lines and making these things very, very -- more
16 obstructed than they are now, when I creep out, and
17 everybody is parked -- these driveways were made a
18 hundred years ago, so they only give you about 8 feet of
19 width. So when I creep out, I'm almost creeping out to
20 the end of the -- into the street before anything
21 happens.

22 So I just don't think -- unless you live there,
23 you wouldn't know this. But that's something that I
24 would like you to consider and maybe look at what you can
25 do for that.

1 MR. SINNOTT: Okay.

2 MR. REYNALDO OCHOA: But I support the
3 project.

4 MR. SINNOTT: Thank you very much.

5 Nicki Miller, followed by Ellin Halgunseth.

6 FEMALE SPEAKER: Not even close.

7 MR. SINNOTT: I'm sorry.

8 Go ahead.

9 MS. NICKI MILLER: Hi, my name is Nicki
10 Miller --

11 MR. SINNOTT: Get closer to the microphone.

12 MS. NICKI MILLER: My name is Nicki Miller. I
13 live at [REDACTED]. I have lived in both
14 North Park and South Park and have regularly driven my
15 car, ridden a bike, and even run on Pershing. I think
16 that the road is too wide, the cars go too fast. I don't
17 think it's only scary for cyclists or pedestrians, I also
18 think that it's unsafe for vehicles. And it's ugly and
19 doesn't fit into the idea of the neighborhood or Balboa
20 Park.

21 And I think that we should support the changes
22 to correct the wrongs of the past and the design, and
23 that it will be a good step in terms of many improvements
24 that could be done to Balboa Park. Thank you.

25 MR. SINNOTT: Thank you very much.

1 I'm going to try this again. Ellin Halgunseth.

2 MS. ELLIN HALGUNSETH. Better.

3 MR. SINNOTT: Is that better?

4 MS. ELLIN HALGUNSETH: Closer.

5 MR. SINNOTT: Give me a couple times, and I
6 might actually get it.

7 And that will be followed by Ken Adelson.

8 MS. ELLIN HALGUNSETH: Can everybody hear me?

9 My name is Ellin Halgunseth. I live at [REDACTED]
10 [REDACTED] in North Park, which is about two streets off of
11 Pershing Drive. We have lived there 40 years, and not a
12 week goes by that we do not go up and down Pershing
13 Drive. I agree with people that said that Pershing Drive
14 is dangerous. It is dangerous. I do know for a fact
15 there have been fatality accidents on that hill and curb
16 up there, which I talked about with one gentleman right
17 there.

18 What I am interested in is why, when this --
19 when Pershing Drive is already congested and they're
20 talking about increasing the population in that city, in
21 North Park, which means more people on Pershing Drive,
22 why you would cut the lanes from two to one? To me, that
23 does not seem practical, and it does not seem sensible.

24 Now, I see that some of the things in this plan,
25 which I was looking at tonight, are very nice. For

1 instance, turning that intersection at Upas and 28th into
2 more right-angle corners. That's excellent, because it's
3 at a difficult intersection to know who's going where and
4 when, you know, so that's good.

5 And I would be willing to try the traffic circle
6 at Redwood. I notice in the morning, people can be lined
7 up a couple of blocks to get off of Redwood onto
8 Pershing, so hopefully the traffic circle will help that.

9 But what -- what I'm interested in with all
10 these people that have stated, "Oh, it's wonderful to
11 ride bicycles," what I want to know is how many of those
12 people ride their bicycles to work and how many of those
13 people drive a car? And if they have children, how many
14 of the people load their children on the bike with them
15 and take their kids with them? And how many people, when
16 they go grocery shopping, take their bicycles instead of
17 their cars?

18 I see all those hands, but you know what? I
19 don't believe you guys. If it's raining, you're not
20 taking your bike.

21 MR. SINNOTT: Finish your comments.

22 MS. ELLIN HALGUNSETH: I am done.

23 MR. SINNOTT: Okay. Thank you very much.

24 Ken Adelson, followed by Randy.

25 MR. KEN ADELSON: Hi, I'm Ken Adelson, [REDACTED]

1 [REDACTED], over by St. Augustine. My main comment is,
2 for everybody who is so excited about bicycle lanes,
3 could we show the same level of enthusiasm for public
4 transit, because that's how you're really going to get
5 the cars off the road.

6 MR. SINNOTT: Thank you. Randy Van Vleck,
7 followed by Daniel Morales.

8 MR. RANDY VAN VLECK: Thank you everyone for
9 your time tonight. My name is Randy Van Vleck. I have
10 lived in the Golden Hills, South Park neighborhood for
11 about 10 years. And I'm here tonight to show my support
12 for the Pershing Drive Bikeway Project.

13 This is really an essential project to connect
14 our communities to Balboa Park, and it's also needed for
15 safety. 15 months ago, one of my closet friends was hit
16 head-on by a motorist going nearly 50 miles an hour at
17 Pershing and Redwood, an intersection that has been known
18 for many years to be a dangerous place. He was on the
19 way to my house. He didn't make it that night; he almost
20 died, the night before my birthday. And he still today
21 is in special care. His life will never be the same
22 again. His daughters' lives will be affected by this.

23 And it's really unnecessary that people who
24 choose to walk and bike are exposed to such extreme risk,
25 and this project isn't about doing nice things for bikes.

1 This is about updating our streets, modernizing our
2 streets to standards that are approved by the state
3 level, national level, local level, updating our streets
4 so that all people can get home safely, so they can get
5 home alive and love to their family and their friends.

6 So I hope that everyone that lives -- all my
7 fellow neighbors that live in the community in this area,
8 North Park, Golden Hill area, will do what you can
9 throughout these next couple years to show your support
10 for this project.

11 And I hope that SANDAG and the City will work
12 together to implement this project as soon as possible.
13 Thank you very much.

14 MR. SINNOTT: Thank you.

15 Daniel Morales, followed by Hami Ramani.

16 MR. DANIEL MORALES: Yes. My name is Daniel
17 Morales. I live at [REDACTED]. I've been a
18 residence of San Diego since 1978, first in Golden Hill,
19 then moved to North Park at 28th, 28th and C, moved up
20 28th and Dwight. I love 28th Street; glad that we closed
21 it off at Upas and Pershing due to Pershing being closed
22 off to extending the park and the playground.

23 Prior to that, prior to closing Pershing,
24 traffic used to go off Pershing directly up to 28th
25 Street till there was a serious accident. So we got the

1 neighbors together to close 28th Street at Upas.

2 And I commute -- commuted from my home on Dwight
3 to downtown San Diego by walking towards Upas, down
4 Morley, up to Park Boulevard, down to downtown, because I
5 used to work downtown.

6 I would have taken a bike or walked Pershing,
7 but everybody knows it's really a freeway, or a highway.
8 It's really a park road, and it should go back to being a
9 park road, and traffic needs to be calmed down, and the
10 circles would tend to do that. And I would definitely be
11 using the bikeway and the walkway on the east side, once
12 it gets solved. Thanks, SANDAG, for this proposal.
13 Thank you.

14 MR. SINNOTT: Thank you.

15 My last speaker slip is Hami Ramani.

16 MR. HAMI RAMANI: Hi, there. Hami Ramani, [REDACTED]
17 [REDACTED], South Park. So I'm certainly in support of
18 this project. I think it's critical to making our city a
19 progressive city, which it should be. This should be a
20 24/7-365 bicycle riding heaven, not Copenhagen where it
21 snows and rains most of the year.

22 So, yes, I bike to work sometimes, when I can.
23 I ride the trolley, when I can, when it's available. I
24 ride the bus. I take Car2Go; unfortunately, Car2Go is
25 not going to be here very much longer, but ... so I'm a

1 multi-motorist, and this is the face of the future. So I
2 think those people who are opposed to this project, need
3 to get used to it. Thank you.

4 MR. SINNOTT: Thank you.

5 I have one more speaker slip from Katie Crist.
6 But I would also -- if you would like to speak, please
7 submit your speaker slips because we are about at the end
8 of the speaker portion.

9 Katie.

10 MS. KATIE CRIST: Thanks. My name is Katie
11 Crist. I live at [REDACTED] in Hillcrest. I have
12 also lived in North Park, so I regularly ride this route,
13 and it's always a scary commute crossing at Redwood. So
14 I am really excited to see a safe connection between our
15 communities.

16 Just to speak to some of the concerns that were
17 raised. I do -- I live in Hillcrest. I work at UCSD up
18 in La Jolla. I ride that route every day by bike there
19 and back. I ride my bike to grocery stores, to get my
20 haircut, to come to the park, to Panama 66. I don't have
21 kids yet, but when I do, I hope that I will be putting
22 them on their bikes.

23 And I just really encourage that we build this
24 project as soon as possible so that we have safe
25 alternatives for people. As we gentrify North Park and

1 other uptown areas, having alternatives that are safe for
2 people to get them out of their cars, will only help our
3 traffic concerns. Thank you, SANDAG.

4 MR. SINNOTT: Thank you.

5 Kevin Wood, followed by Mr. Lee, A. Lee.

6 MR. KEVIN WOOD: My name is Kevin Wood, [REDACTED]
7 [REDACTED] in North Park, just above Morley Field.
8 My wife commutes to work on bike downtown every day
9 except occasionally on bus when it's too rainy to bike,
10 but -- and I frequently, you know, visit downtown.

11 And normally, she takes Park in through the park
12 and down to Fifth right now, even though Pershing is a
13 much more direct route, because it's so dangerous, and as
14 folks have noted, people have died on Pershing, and she
15 doesn't want to deal with that every day.

16 And every so often, I ride back up Pershing, so
17 my route is so much more direct, rather than go the long
18 way. Every time I do that, I don't know why I forget,
19 how terrible it is to ride on Pershing. But, you know, I
20 do that once every couple months. And I'm, like, this is
21 why no one ever rides bikes around here, no one wants to
22 ride on Pershing because it's incredibly dangerous and
23 incredibly uncomfortable.

24 And for those of us who don't like to drive and
25 want to bike -- I have a new daughter, who I want to bike

1 with -- you know, Pershing right now is not a great place
2 to bike. So I strongly support building the project.
3 And as the analysis shows, limited impacts to car
4 traffic. I think we should get the CEQA exemption and
5 move forward as fast as possible.

6 MR. SINNOTT: Thank you very much.

7 My last speaker is Mr. Lee.

8 And we'll take one more speaker slip, and then
9 we'll close the speaker portion of the hearing.

10 MR. ANDREW LEE: Is this thing on?

11 MR. SINNOTT: Yes.

12 MR. ANDREW LEE: Yes, it is. Better to be
13 second to the last, than all last. But it goes -- we
14 will have a show closer next.

15 My name is Andrew Lee. I've lived in San Diego
16 since 1978. I've grown up in Normal Heights, Oregon
17 Street since then. A lot of other neighborhoods within
18 what I call the reservation. I've seen a lot of changes
19 in the neighborhood, like a lot of people who have lived
20 in this neighborhood for a long time.

21 What we are witnessing by making the changes in
22 the architecture of the street is that we're going to
23 give the opportunity for other modes of transportation to
24 exist in a previously designed for automobile setting.
25 So I drive a car; I drive a car a lot. I ride a bike; I

1 ride a bike a lot. I run; I run a lot. My friends ride
2 bikes; my friends drive cars. We all have to live
3 together.

4 This project enables a lot of people to co-exist
5 in the same place. When you have what is essentially a
6 freeway -- and remember what that road was designed to
7 do. That road was going to go through Upas Street and
8 connect up with Fairmount, and that was supposed to be
9 four lanes in each direction. So that didn't happen,
10 much to the gratitude of the neighborhood of North Park.

11 So we have established that we don't need four
12 lanes through the middle of North Park. So how far into
13 North Park do we need four lanes?

14 Well, maybe we don't need four lanes all the way
15 that far in. Maybe we just need two lanes. It might
16 take a little longer to get in and out; it might not.
17 We're going to find out.

18 It might encourage people who are in cars to get
19 out of cars and seek other modes of transportation. It
20 might encourage people who are waiting too long to get
21 into neighborhood or get out of their neighborhood to
22 find a different route, rather than their same old route.
23 Lots of scenic routes, in both 30th Street, North Park.
24 Lots of different routes, lots of different ways.

25 I approve of this project. I think the majority

1 of these people in this room approve of the project. I'm
2 sorry that the neighborhood is going to change a little
3 bit, but I think it's going to change for the better.
4 Thank you so much.

5 MR. SINNOTT: Thank you.

6 Gene Fischer, followed by Rick Landavazo, and
7 then we'll be done.

8 MR. GENE FISCHER: I'm Gene Fischer. I live at
9 [REDACTED]. I've lived here since 1977. I have
10 biked for years up and down Pershing. And I just have a
11 couple of questions, as I look at this design.

12 I haven't seen the traffic study you did, so I
13 don't know how you did this, or what cars you counted,
14 but I would sure like to see a real traffic study, where
15 you put some temporary barriers in, create a one-lane
16 experience and see how much backup we really get, with
17 the lady who said that with the increasing density in
18 North Park and more building, we're going to have more
19 people down and up that street.

20 So I have to say, I'm a skeptic about whatever
21 your traffic study has shown at this point, without real
22 data. So why not put a temporary set of barriers in and
23 study it for a month or two, and let's get some real
24 data.

25 Secondly, if we're going to go through with

1 this, I think we've got to extend those four lanes
2 farther on Pershing -- Florida Drive, if you're going to
3 be realistic.

4 And third, I'm not quite clear, if we have two
5 bike lanes on the east side, why we need a third bike
6 lane on the west side, unless that's going to be the
7 runners/pedestrian side. I'm not quite clear on that
8 design, as to whether or not we can combine that in some
9 way or have more expansion.

10 And last of all, for years, when I come down
11 Pershing and get to Florida Canyon, I cross over and I
12 take the bike lane on the south side into downtown,
13 because it's obvious suicide to try to cross that
14 entrance to 5 on the north side of that street. And
15 that's been my safety measure for years. So I am glad
16 you have, in fact, incorporated that into the plan.

17 But I would like to see some real-time data, if
18 you can do that. Thank you.

19 MR. SINNOTT: Thank you.

20 Our final speaker is Rick.

21 MR. RICK LANDAVAZO: Thank you. My name is Rick
22 Landavazo, [REDACTED]. I want to go on record
23 being in favor of this project. I think it will enhance
24 the safety of bicycle riders and automobile drivers, all
25 together. And I fully support it.

1 And I would like to make a recommendation, if it
2 does get further along and it does get to the
3 implementation stage, you consider using native plants,
4 and native oak trees in your landscape palate.

5 Thank you very much.

6 MR. SINNOTT: Thank you very much.

7 Well, everybody, thank you for all of your good
8 comments. We're here to learn as much as we can about
9 the Pershing Bikeway and the project.

10 As a reminder, the written and spoken comments
11 collected this evening and the written responses to those
12 comments will be provided to our Transportation
13 Committee, our SANDAG Transportation Committee for its
14 consideration before any action is taken related to the
15 project's CEQA compliance. And I think that is on the
16 20th; I think we mentioned that.

17 Tonight's meeting will continue in the back with
18 our staff. We will be able to answer more questions and
19 talk to you about what is being proposed.

20 The meeting ends at 7:30. Project staff will be
21 available. And thank you again for attending this
22 evening. And SANDAG appreciates all of your input and
23 interest in the Pershing Bikeway. Thank you.

24 - - -

25 (END OF PUBLIC MEETING PORTION: 7:05 P.M.)

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COMMENTS REPORTED AT PUBLIC MEETING (CONTINUED)

- - -

MATT THOMPSON:

Matt Thompson, [REDACTED]. I'd like to also bring attention to the design staff about moving the merge point for the I-5 north and southbound exits away from the Florida-26th Street-Pershing intersection to allow more merge distance for traffic intending to turn left onto Florida Street. That's all.

Thanks.

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(End of proceedings at 7:30 P.M.)

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STATE OF CALIFORNIA)
) ss
COUNTY OF SAN DIEGO)

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

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

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

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

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

Antonia Sueoka, CSR NO. 9007, RPR

Martin, Andrew

From: Timothy Briggs [REDACTED]
Sent: Wednesday, December 14, 2016 10:00 PM
To: Carterette, Chris
Subject: Pershing Bikeway Project - Downtown Connection

Chris,

It was good to speak with you last week at the public meeting for the Pershing Bikeway project. I was happy to add my support in the written comments, and I was pleased to hear that there was much public support in the speaker session as well.

At the meeting, I spoke with you about whether plans exist to connect the Pershing Bikeway to existing and future downtown bike lanes to create a network. After doing some research, it looks like there is a Downtown Mobility Plan that has been [approved](#). Do you know if SANDAG is involved in implementing the the plan? Will there be a similar period of public comment for such projects?

I appreciate you taking the time to answer my questions in person at the last meeting, and I look forward to hearing your reply.

Best,

Tim Briggs

Martin, Andrew

From: Arline Fallen [REDACTED]
Sent: Wednesday, December 07, 2016 9:20 AM
To: Carterette, Chris
Cc: [REDACTED]; Arline Fallen
Subject: Pershing Bikeway

Dear Chris Carterette:

First let me state that I am a cyclist. I welcome, finally, San Diego addressing the lack of bikeways for us to enjoy.

I have read through the info provided the public on the web pages below.

All the sites reference North Park to Downtown only. NOWHERE have I found ANY reference to the Interstate 5 connection that is a primary use of Pershing Drive. North Park, Altadena, Burlingame, Burlingame Manor, Colonial Court, Morley Field area, South Park and Golden Hill residents all use Pershing Drive and 26th Street to access the Interstate 5 North & South on ramps and off ramps. (Also all Naval Hospital traffic). Traffic is very busy from 5:00AM-9:00AM, 2:30PM-6:30(7:00)PM. Even throughout the midday Pershing can be busy.

1. How are you addressing this traffic issue, i.e. traffic load, volume of vehicles? (now a proposed single lane).
2. According to the the potential bikeway alignments, vehicles coming North up the hill (East side) from the intersection light at Florida/Pershing/26th St, starts as two lane traffic, goes up the hill then at about 100 feet the two lanes merge to the single lane. At peak times, this merging of traffic can potentially cause a backup that could block the intersection and backup to the lanes of traffic coming from off ramps of Interstate 5. Has a compromise been discussed to leave two lanes open on East side going up the hill?
3. What emergency criteria has been included in case of a break down or accident? (now a proposed single lane). (I refer to previous question about 2 lanes)
4. Currently during peak traffic the East lane of traffic approaching Redwood St. can sometimes come to a complete halt as each car stops at Redwood. (Example Monday 12/5, 11 cars were involved on E side, 8 more cars continued north on W side). How will this amount of traffic flow when there is only a single lane?
How many lanes will roundabout have?
How will this problem at Redwood be cleared up when there is still traffic coming North and South to Redwood?
5. Very often coming up the East side of Pershing there will be a slow car, loaded truck, trailer being hauled, (as examples), that can only navigate this major hill at a slow speed causing traffic problems. How are you addressing this type of issue as a single lane, especially during peak traffic? (I refer to previous question about 2 lanes)
6. In the literature I've read, it states that "The Pershing Bikeway will improve access to Balboa Park amenities and will serve as a critical regional connection for people who live, ride, and walk in the area." What amenities other than Morley Field, Disc Golf and the Velodromey, does Pershing access? Pershing does not access the rest of the park, where most people visit. Why was Florida St not considered for these changes since it accesses more of the main park, as well as Morley Field, Morley Dog Park etc.?
7. According to several of the potential Alignment drawings, the proposed lane changes seem to be from West side to East side; Buffered Bike lane, Southbound lane, Northbound lane, Median, Two Way Separate Bikeway, Paved sidewalk,

and Footpath. Why..: three bike lanes; footpath and sidewalk. Why not simplify and at least leave 2 lanes for North moving traffic?

8. Again, what will drivers do if there is an accident? The median separating the bike lane would prevent a driver from pulling over.

Very slow moving vehicles, break downs and other potential problems could occur. These issues are especially pertinent when there is only one lane each for North and South bound Pershing traffic, and when volume is heavy with people accessing or exiting the Interstate 5 as well as roadways connecting Pershing to downtown.

9. According to rendering of roundabout and Redwood St. there are 2 crosswalks.

Will vehicles have to stop 2 times?

Who has the right of way at the Bikeway?

Are bicycles required to stop as they are considered moving vehicles?

If a vehicle stops twice, how will this again impact traffic?

10. There is a new wide bicycle lane now on 26th St. and Pershing going up the hill. Can this be considered as part of the changes to this "Pershing Bikeway" and replace one of the 3 proposed bike lanes on Pershing?

Can a large bike lane be added to Florida St. doing the same thing?

Pershing Bikeway INFO:

PROJECT OVERVIEW:

SANDAG Webpage:

<http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway.aspx>

Traffic Safety :

http://www.keepsandiegomoving.com/Libraries/Bike_Projects/Traffic_and_Safety_Impact_Assessment.sflb.ashx

http://www.keepsandiegomoving.com/Libraries/Bike_Projects/Appendices_-_Traffic_and_Safety_Impact_Assessment.sflb.ashx

[_Traffic_and_Safety_Impact_Assessment.sflb.ashx](http://www.keepsandiegomoving.com/Libraries/Bike_Projects/Appendices_-_Traffic_and_Safety_Impact_Assessment.sflb.ashx)

SCHEDULE&BUDGET:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_schedule.aspx

GET INVOLVED:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_involved.aspx

<http://www.keepsandiegomoving.com/Libraries/Transnet-doc/ProjectOverviewandOpportunities.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet-doc/BikewayBestPractices.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet-doc/PershingDriveExistingConditions.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet-doc/PotentialBikewayAlignments.sflb.ashx>

<http://www.keepsandiegomoving.com/Libraries/Transnet-doc/IntersectionRenderings.sflb.ashx>

FAQ:

http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_FAQ.aspx

Contact the Project Manager, Chris Carterette, at chris.carterette@sandag.org or (619) 699-7319 to sign up to receive email updates.

Visit KeepSanDiegoMoving.com/PershingBikeway for more INFO!!!!

Martin, Andrew

From: Spencer Hutchins [REDACTED]
Sent: Monday, December 19, 2016 3:17 PM
To: Carterette, Chris
Cc: [REDACTED]
Subject: South Park Resident in support of Active Transportation

Dear Chris('s),

We haven't had the chance to meet, but as a South Park resident I wanted to reach out to share my opinions on the Pershing bikeway.

I strong support efforts to improve the active transportation system, with a particular focus on connecting Greater Golden Hill & North Park to downtown through better bikeways, walkways and public transportation.

My family (wife, son, soon another) have lived in South Park nearly 4 years, first as renters on Granada & for the last 2.5 years as homeowners at 31st and Cedar.

I heard recently there was a "SoNo" organization vocally opposing the Pershing bikeway and other efforts to increase housing & active transportation to our neighborhood -- and I want to act as at least a small counter-balance.

Best of luck on completing the project -- and please let me know if there is anything else I can do to help support more walkability, bikability & housing supply in our wonderful corner of the city.

Regards,
Spencer

--
-Spencer Hutchins
[REDACTED]

Martin, Andrew

From: Rick Pyles [REDACTED] >
Sent: Saturday, December 10, 2016 10:56 PM
To: Carterette, Chris
Subject: Re: Pershing Drive Bikeway

Thanks, Chris for the impressively fast response! I evidently didn't do quite enough exploring of the Pershing Bikeway site to find those. Thanks for filling me in.

One of the main concerns that has had much focus, and is a big one for me as well is the proposed traffic circle at Redwood & 28th St. due to its very close proximity to the Pershing/Redwood Roundabout. That rendering is not included in any of the posted boards (unless I am missing something again...). With the two way separated bikeway and the pedestrian sidewalk crosswalks situated essentially midway in that fairly short distance between the roundabout and the traffic circle, the likelihood of traffic congestion seems very possible, even likely, especially at times when several vehicles are exiting the roundabout to Redwood. With some vehicles slowing to navigate the traffic circle, the possibility of cyclists and/or pedestrians using the crosswalk at that same time, and other exiting vehicles having to yield to them, it wouldn't take too many in total to create a backup into the roundabout, and potentially onto Pershing. I don't mean to be predicting doomsday, but has that scenario been considered? Is there any data on how a traffic circle that close to a busy roundabout will function?

I am all in favor of both roundabouts and traffic circles - a few years ago I worked with some of my neighbors for years trying to get one installed on Upas St. midway between the Pershing and 30th St. intersections. After more than two years of working with Traffic & Engineering, fulfilling all of the requirements, and having an approved design in place we were shot down just prior to the final step of presenting it to the NPPC Public Facilities sub committee by the Fire Department because it was determined it would cause too much delay for emergency vehicles traveling on Upas St. So we ended up with a stop sign, which nobody really wanted, and does nothing to calm or slow traffic on the 'Upas Freeway', but it does interrupt it, which only creates a new set of problems and irritations. So I think the roundabout especially is a great improvement at Redwood, a long time problem intersection the community has been trying to have addressed for years, but I just can't quite grasp a traffic circle following so immediately.

I have also felt for the 30+ years I have lived in the area that the traffic speed on Pershing was simply too fast, especially when most of the vehicle traffic traveling north is coming from I-5 where they have been flying along, then traveling (or mostly exceeding) 50 mph for the majority of Pershing, and then be expected to dismiss that whole mindset, obey an almost hidden 35 mph speed limit sign at the base of Bird Park, and immediately ease into a 25 mph residential zone. Changing the whole mindset of Pershing being a 'freeway light' will be a challenge and take some time, but I look forward to that change.

I do have some other real concerns, most of which were mentioned at the Wed. meeting, and center around people's ability to adapt and accept some changes in society and their own mind sets. Overcoming the belief that people are being inconvenienced or shamed out of their cars is a tough one. Especially when you throw in the bike enthusiasts who are expressly intolerant of anybody who can't, don't want to or simply won't embrace cycling as their mode of transportation. Comments like the one spoken at the meeting that people need to "just get used to it" only create animosity and are divisive, and mostly just immature.

I truly do hope the final product will work well, and be acceptable and inclusive for all. Unfortunately there's no feasible way to do a trial run experiment on social change and the projects that usher it in.

Thank you for your reply and sending me in the right direction on the boards, and sorry for the long winded email.

Take care best regards,

Rick

From: "Carterette, Chris" <Chris.Carterette@sandag.org>
To: Rick Pyles [REDACTED]
Sent: Saturday, December 10, 2016 7:10 PM
Subject: Re: Pershing Drive Bikeway

Thank you for contacting me, Rick, and for the feedback regarding the meeting. We did put a lot of effort in, so I am pleased to hear you think it was informative and well organized.

The boards have all been posted on our bike projects website within the greater KeepSanDiegoMoving.com<<http://KeepSanDiegoMoving.com>> website.

Please use this link:

<http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway><http://www.keepsandiegomoving.com/RegionalBikeProjects/PershingBikeway_involved.aspx>

and then click on the "Get Involved" tab for the links to the boards. The files are essentially full resolution, and therefore large.

Thank you again for contacting me.

Chris Carterette, AICP
Project Manager

SANDAG

(619) 699-7319<tel:(619)%20699-7319>

401 B Street, Suite 800, San Diego, CA 92101<x-apple-data-detectors://6/1>

[cid:image001.png@01D1C0B1.B29022F0]<<http://www.sandag.org/>>

Facebook<<https://www.facebook.com/SANDAGregion/>> | Twitter<<https://twitter.com/sandag>> |

YouTube<<https://www.youtube.com/user/SANDAGREGION>>

On Dec 10, 2016, at 13:56, Rick Pyles <rcpinsd@sbcglobal.net><<mailto:rcpinsd@sbcglobal.net>>> wrote:

Hi Chris,

I attended the Dec. 7 meeting on the Pershing Bikeway plan. First, I want to thank you for a well run, organized and informative meeting. I'm glad people had the chance to express their views and concerns, and I came away with a much better understanding of the project. I live on Upas St. at 29th St. so this project affects me, and my entire neighborhood in numerous ways, as I'm sure you can understand.

I'm wondering if the display boards are available for viewing on any social media sources? Access to those would help in my situation in two ways:

1. I am a board member of the North Park Planning Committee, and am in close contact with most of my neighbors within a few blocks. I speak to many of them frequently, and stay in contact with almost all of them by email, keeping them apprised of issues and projects like this one. I have had numerous inquiries about the project since the meeting, which many of the could not attend, or did not know about.

2. On Nextdoor the social network site there is an ongoing dialogue with both proponents and opponents of the project. Naturally, input from those who did not attend the meeting, and some who did, consists of opinions, wrong assumptions, erroneous information and attempts at written descriptions and explanations of the planned changes.

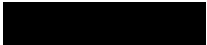
Having those charts of the individual intersections available would 'speak a thousand words', and clarify a lot of confusion and misconception that is free flowing about the project. Available electronically would be ideal. If not, perhaps some printed copies, maybe 11x17 or even 8½ x 14 could be produced? I would be happy to pick them up if that is a possibility.

I realize, and it would be important to advise that there will be some changes in the final design, but they would give the general idea of how things would lay out.

Please let me know if this is at all feasible. Thank you!
And thanks again for a successful public meeting on Wednesday.

Best,

Rick Pyles



Martin, Andrew

From: Carl Yee [REDACTED]
Sent: Wednesday, December 07, 2016 10:13 AM
To: Carterette, Chris
Subject: RE: Pershing bikeway public meeting!

I'm afraid I can't make the public meeting tonight, but I am glad to hear about this project. The only input I'd like to contribute is that I hope the bikeway will also accommodate inline skating. I sometimes skate up Pershing from 26th St. to Redwood northbound (southbound is too difficult due to the downhill ending in a traffic signal). Inline skaters need smooth pavement (not chip seal), and sufficient width.

Thanks,
Carl Yee

[REDACTED]

Martin, Andrew

From: Michael Zadeik [REDACTED]
Sent: Thursday, December 15, 2016 3:28 PM
To: Carterette, Chris
Subject: Pershing Bikeway

Chris,

I was at the meeting last week. I'll say up front that I am in favor of the project, however I am not sure why there is a need for the additional bike lane on the west side of Pershing. It seems to me that Sandag is promoting this project with an emphasis on safety. Not sure how providing bikers the additional lane for high speed descents is necessary. As both a biker and commuter who utilizes Pershing, I would think Sandag would consider adding an additional lane for vehicles in lieu of the third bike lane (either northbound or southbound). I have many neighbors who are vocal opponents to the bikeway because of their belief that going from 4 lanes to 2 is extreme regardless of what the traffic studies have shown. I have walked my dogs along Redwood street every morning for the last twenty years, and there are 2 times where the backup is considerable (7:20- 7:40 and 8:20- 8:40). I am questioning this myself on how it will not have a negative effect on traffic.

My question is, has this design been committed to or is Sandag still considering alterations to the plan?

Thanks in advance,

Michael P. Zadeik
[REDACTED]
[REDACTED]



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