

**COMMENTS RECEIVED AT COMMUNITY ENHANCEMENTS WORKSHOPS FOR
PROPOSED SR 94 EXPRESS LANES PROJECT – July 2013**

This table is a compilation of public comments regarding potential community enhancements received during the July 2013 Community Enhancements Workshops for the proposed SR 94 Express Lanes project. The comments are organized into four discussion categories (a) bicycle, pedestrian, and local transit circulation; (b) streetscape improvements, enhanced landscaping, and community identifiers; (c) freeway decks and lids; (d) open space and parks. A list of general comments about the project can be found at the end of this table under the sub-category, *Express Lanes Project Design, Mitigation, and Other Issues*. Although these comments were not directly germane to the community enhancement topics, they have been included as part of this summary to ensure all comments received were documented.

BICYCLE, PEDESTRIAN AND LOCAL TRANSIT CIRCULATION	
Specific Enhancement Project Ideas	
<ul style="list-style-type: none"> • Pedestrian/bicycle bridge across SR 94 connecting 24th Street • Class 1 multi-use path Federal Boulevard to Market Street • Class 1 multi-use bridge across SR-15 north of SR 94 – connect Golden Hill/South Park to Fairmont Park • Class 1 multi-use path along Chollas Creek to San Diego Bay • 47th Street bridge bicycle/pedestrian improvements • 34th Street to 32nd Street bicycle connection • Safer bicycle lanes/pedestrian path along Euclid Avenue • Bicycle paths/lanes/routes near Euclid Avenue/Home Avenue • Separate bicycle/pedestrian bridge near Euclid Avenue • Connect bicycle/pedestrian paths to Home Avenue • Bicycle lanes (parallel to SR 94) for connection to downtown • Golden Hill/Sherman Heights bicycle paths to downtown • Class 1 multi-use paths parallel to SR 94 and SR-15 • Bicycle paths and sidewalks along 26th Street and golf course • Bicycle path along 28th Street • A safe crossing of SR 94 east of I-805 near school • Upgrade MTS bus shelters for local buses used by local community 	
Additional Comments	
<ul style="list-style-type: none"> • New bicycle/pedestrian connection further east • Make bicycle paths more welcoming/aesthetically appealing • Improve bicycle/pedestrian access in entire corridor • Separate bicycle/pedestrian paths from cars/traffic to improve safety • Place bicycle paths/lanes/routes in areas with good views • Connect bicycle/pedestrian paths to Regional Plan • Bicycle path/lanes/route connections at all intersections • Safer bicycle/pedestrian ramps (especially near Euclid Avenue) • Bicycle/pedestrian paths that connect across SR-15 closer than University Avenue • Would like to see more projects implemented from Bicycle Master Plan • Create safe SR 94 pedestrian crossings near schools • Think that designated bicycle path down to Costco on Market Street would be too minimal 	

- Focus on areas that are currently the least connected for building bicycle/pedestrian bridges
- Concern that biking along Federal Boulevard is too isolated/not safe
- Make sure any biking enhancements connect with others in Regional Plan (are not isolated)
- How could future bicycle/pedestrian project near Euclid Avenue tie into SR 94 project? (May connect to that area)
- Create alignment of bicycle path
- Need more east-west connectivity
- Opposed to the class 1 multi-use path Federal Boulevard to Market Street; spend money on other project at 47th Street and SR 94
- Tremont Village H.O.A. was present along with other community leaders to insist on the 47th Street improvement
- Connectivity between neighborhoods is a priority
- Build continuous Class 1 bicycle paths parallel to SR-15 and SR 94 and follow grade of highways since not everyone is Lance Armstrong to traverse the hilly streets; this will solve problem of direct east-west bicycle route that is currently lacking; Express Lanes would not be needed (although the on/off ramps for cars need to be wider/longer); proposed on/off ramps to be removed can be used as bicycle lanes
- Build bicycle lanes along corridor to make getting downtown easier (at least to 47th Street, parallel to right-of-way)
- Interested in cost of bicycle route down Federal Boulevard to Costco
- Belief that route from Federal Boulevard down to Costco is not justified
- Money should not be spent on bicycle/pedestrian bridges if they do not connect to bicycle route/paths
- There should be more coordination with the Bicycle Master Plan
- There is not enough space for the proposed connection from Federal Boulevard to Market Street
- We need more money to create bicycle paths that could go around the obstructions that freeways have created
- Increase connectivity between communities
- Make it easier to get around on foot and bicycle
- Make sure bicycle paths are safe for children
- Place bicycle/pedestrian bridges in areas that are not too noisy and that pedestrians would enjoy using

**STREETSCAPE IMPROVEMENTS, ENHANCED LANDSCAPING,
AND COMMUNITY IDENTIFIERS**

Specific Enhancement Project Ideas

- F Street linear park with traffic calming/narrowing
- F Street improvements from 22nd Street to 25th Street
- G Street improvements from 22nd Street to 25th Street
- Street improvements paralleling SR 94
- Improve connectivity from 25th Street to 28th Street
- Euclid Avenue improvements from SR 94 to Market Street
- Repave Market Street
- Improve aesthetics on 22nd Street as Downtown Gateway
- Provide lighting on 22nd Street
- Revitalize 25th Street like Bird Rock in La Jolla

- Improve sidewalks so they are continuous along 25th Street near E, F, and G Streets (currently sidewalks drop off)
- Extend 25th Street improvements south to Imperial Avenue
- Provide consistent “acorn lights” on 24th Street and Island Avenue
- Provide more Martin Luther King signage
- Decorate walls to highlight identities of communities
- Enhance landscape at Martin Luther King mural
- Expand Martin Luther King mural and tribute
- Provide community identifier for Encanto
- Install plaque or monument at 69th Street and Imperial Avenue
- Take down chain link fence along SR 94 and past 22nd Street down to G Street –on-ramp to Broadway
- Add landscaping to I-5/SR 94 interchange

Additional Comments

- Safety concerns at Market Street and Euclid Avenue
- Euclid Avenue – primary access point
- Potential for tourist attractions – attract people from outside the neighborhood (e.g. community garden, sculpture garden, artwork)
- Add items that would “invite” people into the community
- Provide easy access to get into the community
- Visible streetscape improvements parallel to freeway may improve/attract
- Increase landscaping to improve air quality
- Use California native plants for landscaping
- Use water efficient plants/irrigation
- Provide better protection for Martin Luther King mural
- Connect enhancements from Balboa Park to Golden Hill
- ADA improvements in corridor/local communities
- Improve safety and lighting in area
- Create parks with seating like Little Italy
- Emphasize San Diego culture in all design
- Promote culture, green space and dog parks
- Create linear parks with benches as destinations
- Create more linear parks and pedestrian plazas
- Provide benches with landscaping along corridor
- Costco has its own funds for landscaping. Why place enhancements near companies?
- Linear parks and a pedestrian plaza would enhance community interaction
- Provide cost estimates for enhancements
- Promote opportunities to walk – health benefits for pedestrians
- Maintenance of streetscapes
- Utilize quiet pavement to reduce sound
- 25th Street revitalization project money coming from TransNet: opportunity to invest and revitalize the project (like Bird Rock in La Jolla); get City of San Diego engineer involved (this will bring jobs); work with SANDAG board to connect this with SR 94 and coordinate aesthetics of both projects; actually enhance it, no more concrete jungle – this time frame is the opportunity
- Provide cost estimate for expanding/enhancing F and G Streets
- Architectural pavement – consider with City of San Diego standards for historic areas

- Place benches in linear parks to create destinations to briefly stop at
- Add landscaping near benches
- Use planters instead of grass in linear parks
- Move streets out further from freeways to create space for parks/roundabouts

FREEWAY DECKS AND LIDS

Specific Enhancement Project Ideas

- Super deck from 22nd Street to 25th Street
- Large deck from 24th Street to 25th Street
- Medium deck from 22nd Street to 24th Street
- Small deck from 22nd Street to 23rd Street
- Small deck from 23rd Street to 24th Street
- Pedestrian Plaza/Crossing at 24th Street
- Provide grand staircase at 24th Street crossing
- Bicycle/pedestrian crossing at 26th Street
- Build BRT station under super deck

Additional Comments

- What could be built with \$15 million?
- Interest in other cities that have freeway decks/lids
- Need long-term maintenance
- Promote arts and culture
- Green space
- Dog park
- Private sector as option for long-term maintenance
- Concern of lid price going up if structures are placed on it
- Lid would provide connection
- Design visible from landing planes, e.g., looking down at a mosaic
- Concerns about airplane noise and air quality
- Environmental concerns regarding the lid itself – air, noise, airport, visual constraints (tunnel under lid)
- Interest in whether adjacent communities support/advocate for lid
- Opposition to double-deck solution
- Concern that freeway deck may be too costly; would like to see some more smaller, affordable enhancements
- Question about materials of lid (sod, turf, etc.) and their various uses
- Improved lighting
- 40th Street park is popular
- Cooler ground material
- Concern that super deck is not realistic considering the \$15 million budget
- Sherman Heights and Golden Hill have formed a group to work with elected officials regarding more funding
- Rare opportunity that could last decades
- Photos shown on computer: topographic constraints to work within; grand staircase; possibly pay for maintenance by putting stores or residences on top; art displays, performances, movable tables and chairs; active area; connectivity; joint events with adjacent church; “eyes” on the park by new residences on lid; food vendors; dog park

- Step down into park to protect views and still have lid
- Sports fields on deck
- Super deck addresses the environmental issues listed in presentation
- Does building a small deck now preclude building a big deck later?
- How close are we to getting the super deck in this EIR?
- “Catch 22” with EIR/funding regarding super deck
- After 10 years of wanting a super deck, how can supporters ensure the super deck is included in this EIR?
- David Alvarez is looking for more funding; when is cut-off date to have money so that super deck is included in the EIR?
- We are not benefitting from this project, so how did you come up with enhancement dollar amount?
- Super deck is “creative” new land – has dollar value in itself (\$100 million?)
- How does Caltrans feel about putting buildings on deck?
- Privatization of maintenance
- Support for lighting, safety, decorative walls highlighting “identity” of neighborhoods (art); opposition to parking, ads, and sound walls blocking views between Sherman Heights and Golden Hill
- Strong need for parks, gathering spots, and buildings
- Lid could mitigate sound
- Is it possible/realistic to build onto a small lid at a later point?
- Nonprofits could potentially help to maintain (e.g., Ocean Beach has monthly cleanup group); groups could meet their quotas and provide jobs? Barter system
- What kind of studies will be done regarding impacts from building a lid?
- Need to work within budget (i.e., 24th bridge) – look at possibilities other than super deck
- Would like to have a “Plan B” to super deck, once true cost of other issues (i.e., gang mitigation, like on 40th Street) is determined
- Maintenance will be work for community now and later
- Rental uses on lid to generate ongoing revenue (commercial, residential, etc.)
- Lid to suppress noise, dust, air quality impacts
- BRT station underneath deck? Parking issue? Or walk?
- Idea to spend 500 million dollars on building a deck – in the past, this project destroyed the neighborhood and historic homes
- Would like to see a smaller freeway deck from 22nd Street to 24th Street
- What is the mitigation for smog and fumes in the area where the super deck is proposed?
- Bridge across 26th Street could be a good option
- It would be more cost effective to create bicycle/pedestrian paths versus a super deck
- It would make more sense to have a series of smaller pedestrian/bicycle bridges – 25th Street would be a good location
- Where would money come from for super deck?
- Support for super deck from 22nd Street to 25th Street; Sherman Heights has historically been shortchanged in regards to improvements – need a park where people can enjoy enhanced quality of life
- Interested in connection between surrounding communities, e.g., pedestrian bridges
- Lid would be better than F Street linear park; it would provide sound mitigation, rejuvenate neighborhood, and be a large attraction

OPEN SPACE AND PARKS

Specific Enhancement Project Ideas

- Acquire parcels near 32nd Street/C Street for open space
- Acquire parcel on F Street at 24th Street for pocket park
- Acquire parcel on G Street at 24th/25th Streets for pocket park
- Acquire parcel on E Street at 29th/30th Streets for pocket park
- Acquire parcel at 19th Street/E Street for pocket park
- Connect 34th Street Canyon, 32nd Street Canyon, and Balboa Park
- Acquire land to create park at Chollas Lake
- Acquire land for park along 25th Street, near existing businesses
- Acquire land for park along Market Street, near existing businesses
- Acquire possible vacant lots north of SR 94 off 27th Street
- Acquire remainder parcel at 49th Street on/off ramp
- Acquire land for open space on southeast side of SR 94/SR-15 interchange
- Increase accessibility to Chollas Creek
- Establish Chollas Creek trail system from northeast of SR 94 to San Diego Bay
- Give money to Chollas Creek Enhancement Plan
- Joint use improvements at Sherman Heights Elementary
- Park enhancements at Sunshine Berardini Field, such as sports fields, Euclid Avenue bicycle connection, etc.

Additional Comments

- Instead of deck, put park near already established businesses at 25th Street and Market Street
- City of San Diego already talking about acquiring land near 32nd Street (Gregory Cross)
- Open space at 32nd Street: concerned about wildlife corridor
- Connect 34th Street canyon, 32nd Street canyon, Balboa golf course, and 28th Street
- Park at Chollas Lake and bicycle to/walk along Chollas Creek
- Provide accessibility to Chollas Creek
- Lack of parks and open space in the surrounding area – looking at super deck as a solution
- Sound walls could encourage homeless problem: how could space be designed to avoid “chain-link fence homeless campsites; looking for more open areas
- Beautify Sherman Elementary – it is basically an existing park that is used often, but it “looks like a prison”
- Preserve and enhance Chollas Creek and open space areas
- Neighborhood/city identifies linear park along F Street as a priority/necessity – how much open space does the enhancement on F Street create?
- How will they fund/organize maintenance?
- What are cost estimates for other “park” possibilities, such as linear parks and pocket parks?
- Balboa Park extension/Golden Hill: connect the enhancement

EXPRESS LANES PROJECT DESIGN, MITIGATION, AND OTHER ISSUES

- In the EIR, address the health risks to children at Golden Hill Elementary arising from the elevated lanes under Alternative 2, per studies linking air pollution and autism. Prevailing winds at the SR-15/SR 94 interchange blow toward the school and there is already a danger due to airplane landing routes.
- Use existing lanes rather than widening freeways. Use funds to create the interchanges for managed lanes and then use savings to develop light rail networks instead of BRT networks. Do

a better job of comparing the negative impacts of each.

- Use the majority of the funds (\$600 million) for community enhancements
- Look at transportation needs differently and look past using cars
- What about greenhouse gases? Focus more on the environment
- Study potential air quality pollution increase near school under Alternative 2
- Study air quality impacts in Golden Hill from Alternative 2
- Replace HOV lanes with a trolley (down I- 805)
- 25th Street to Coronado Bridge: no public transport, but lots of consumer traffic
- Existing traffic problems in rush hour – flow of traffic cannot afford to be impacted; solution is to shift flow over to the 163 and not distribute it over a 3-mile stretch
- Alternatives to the SR 94 Project: ADA enhancements, sidewalks, bicycle lanes, pedestrian crossings, parks, streetscape, “green stuff” – would still have leftover funds
- City of San Diego has developed north/south, but public transportation has developed east/west
- Focus resources on creating a shift in favor of flow of jobs/workers
- Support for transportation circulation enhancements: instead of Alternative 1 or 2, look into cost of replacing the median with a moveable barrier to accommodate the flow of traffic (similar to Coronado Bridge and I-15 North HOV lanes); can be difficult with older freeways
- The backup of westbound SR 94 and northbound I-5 causes much of the congestion on SR 94 – need to solve this problem first
- Consider one-lane reversible HOV lane instead of two lanes to minimize cost and impacts
- Interest in using removable barriers for express lanes (similar to I-15 express lanes)
- Consider designating the #1 lane in each direction as HOV lane
- Why were questions ignored during the opening presentation?
- Why is the No-build Alternative not in the PowerPoint?
- Why was money not given to the Chollas Creek Project?
- Where can the public see comments/ideas from both community enhancements workshops?
- Is there money for other multimodal options as part of this project?
- Integrate enhancements and mitigation
- What is budget for mitigations?
- No assessments for funding anything
- No property tax dollars for anything
- No community administration
- Make sound walls clear/see-through above street level to preserve views
- Increase number of sound walls between 28th and 30th Streets
- Avoid building sound walls
- Build the BRT station under a lid
- Enhancements need to be prioritized in advance of the freeway improvements
- These improvements are long overdue and should be done anyways; should be mandatory (as mitigation)
- Would like to have community enhancements (smaller scale) take priority over the BRT project
- All negative impacts must be mitigated at the same time the lanes are built
- Minimize dust, dirt, and pollution coming off roads
- How can the SR 94 Project aid Euclid Avenue?
- Concerns about closure of 49th Street
- Interest in how to communicate with the City/project people
- Concerns about traffic impacts and construction

- Interest in jobs
- Air and noise impacts and potential litigation
- Visual simulation/graphic of flyover needed
- How is an enhancement different from mitigation?
- Mitigate pollution with shrubbery
- Create simulation of super deck/lid with no maintenance: without maintenance the area would be adversely affected; will Caltrans expand the normal freeway maintenance for this or can BRT revenue pay for the neighborhood upkeep?
- Ensure revenue source for project upkeep; BRT funding? Extra 50 cents per dollar of ticket/fare could go to maintenance
- Mailings to the community regarding events
- SR-15 south to SR 94 west connector is dangerous: need to improve safety by extending lane
- Partner with the public and private sectors for maintenance
- Project would bring new jobs
- Use the resources in San Diego: Foundation Funding, Public Art Projects, etc.
- Be transparent – need accountability
- Need to make existing Caltrans facilities more livable before building a new one
- Improve relationship with community
- Add improvements (safety, access) before creating problems
- Create project to address the bridge: make a positive impact (it may cost more than \$15 million)
- Get sponsorship for enhancements; it can come from inside San Diego
- Support for efficiently including all ideas in draft EIR early
- Walmart might sponsor enhancements; they want people to come to the community for money and they want to fight these issues too
- There is no curb appeal to Sherman Heights (homeless population and inmate release)
- Meeting was purposely set up to not address community concerns
- Traffic will worsen due to closing 32nd Street on-ramp and others; no infrastructure is being provided to alleviate traffic for the community
- Homes will be replaced between Lomas Verdes and Otay Ranch
- The funds for this project should be used for the trolley to help the community south of SR 94, not for the BRT for elite people who can buy a FastPass
- Enhancements should be built first, before the community, who would suffer from the project impacts, will consider allowing the imposition of increased freeways and pollution, and decreased mobility options
- Proposed closure of 49th Street on-ramp would significantly impact Webster, Ridgeview and Oak Park: ramp currently alleviates bad traffic on Euclid Avenue and Home Avenue; many industrial businesses are located there, which involve large vehicles
- Opposition to SR 94 Project since it will not benefit the community from a public transit perspective
- Mixing BRT project with enhancement ideas has divided the community
- Need simulations of enhancements and SR 94 Project alternatives
- Project should develop another alternative that connects to the trolley line and improves it, improving public transit for communities surrounding SR 94
- Need to prove that air quality will be improved by the project
- Buses should use exhaust filters and hybrid technology to produce ultra clean emissions and reduce CO2

- Need a BRT station on the lid to make BRT relevant to the community
- Need more community mailings to increase meeting participation
- Reconsider outreach effectiveness, since it appears many community members were unaware of the workshops/project
- Need to consult with elected officials about potential enhancements and how they may impact public safety
- Negative health effects and additional traffic resulting from the project should be identified and quantified before the project goes further; need estimate of how many cancer cases the project will cause
- Need a community advisory council/working group other than the planning groups, as soon as possible: would make it easier to work with the community, get information out, and get more input from the community (this has worked well for the Centerline BRT and I-805/47th Street BRT projects)
- Want noise mitigation at SR 94 and 28th Street to protect against extreme construction noise in the early morning hours (2 to 5 a.m.) from Caltrans projects
- Community enhancement budget is ridiculous and needs to match the significance of the project
- How would the project affect local street traffic?
- What is the potential number of bus riders?
- Glad to hear about the park and ride facilities planned on I-805 south
- Need to have a long-term vision 20 years ahead regarding the projected commute, and educate people (especially youth) to use public transit
- Do not think project is beneficial to the city: do not need a wider freeway, need more parks, bicycle lanes, pedestrian accessibility, and safety additions
- Need to separate access between vehicles, transit, pedestrians and cyclists
- Design a project that takes the public into consideration
- Enhancement budget of 3 percent of total budget means that 97 percent of this boondoggle is for people in Otay Mesa and the building contractors
- Need to address money issues – does not make sense to discuss wish list ideas that are \$100 million over the budget