



NORTH PARK – MID-CITY REGIONAL BIKE CORRIDORS PROJECT

SAN DIEGO ASSOCIATION OF GOVERNMENTS

COMMUNITY ADVISORY GROUP MEETING 1

January 30, 2013 ♦ 6:00 p.m. – 8:30 p.m.
City Heights Wellness Center
4440 Wightman Street, Suite 200, San Diego, CA 92105

COMMENT CARD SUMMARY

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

PROJECT OVERVIEW: Please share any comments about the project background, process, role of the Community Advisory Group, and related topics.

Lee Rittner, Rolando Park Community Council:

Bring city maps to see connection

Anonymous:

Excellent preparation and research on many topics – leading off many of our questions with thorough answers. Thank you!

Anonymous:

Great project. Very needed in bike-facility-starved City Heights.

Jeff Kucharski, North Park Community Association:

I hope you can keep your 3 year time line!

Anonymous:

Other studies are in process that need to be overlaid and reviewed in this process.

Jim Varnadore, City Heights Area Planning Committee:

Different purposes for different routes: express, local with a purpose, local without a purpose, recreational – no particular destination. Regional or national or international bike path scoring systems should be ignored. We'll decide on our bike routes.

Marzhel Pinto, San Diego State University Bicycle Advisory Committee:

Education: So we have all this infrastructure put into place. As a part of the community workshops in the pre-build phase, educating people how to comport oneself around new and innovative streets. Creating a culture of respect, for example yielding to pedestrians and cyclists. I think it's very important to keep in mind that these meetings are about Bike-ability and put also accessibility for everyone on the top priority. I feel like there were too many comments on cars and traffic and not prioritizing enough bike-ability.

Elvia Sandoval, Kensington – Talmadge Planning Group:

Great brainstorming session, giving me ideas for extension of bike corridors in Talmadge community with egress bike routes to State, University Ave, El Cajon Blvd, Fairmount and Landis Corridor.

Torie Quinonez:

Thanks for including community members.

René A. Vidales, North Park Planning Committee:

Maintenance issues for any proposed traffic circles with landscaping or installation of historic acorn lights for pedestrians and bike lanes need to be well thought out. If there are no maintenance assessment districts or there are gaps, creative funding mechanisms for maintenance for need to be created, such as an endowment fund with the city of San Diego.

BICYCLING IN NORTH PARK AND MID-CITY – VISION AND GOALS: What is your vision for improving how people travel around the community? How can this project help your community achieve its goals?

Lee Rittner, Rolando Park Community Council:

Have routes geared to each task (A to B, schools, family rides)

Anonymous:

Connections to community facilities; particularly those that reduce auto traffic and encourage healthy activity. Work with local businesses or schools or community centers to get them on board as cycling destinations.

Anonymous:

Complete, livable streets.

Anonymous:

I would like more places to lock my bike on University and El Cajon. Maybe outside every shop would be nice. I ride according to topography and zig-zag through several corridors at a time since University can get steep close to Balboa Park.

Jeff Kucharski, North Park Community Association:

North Park is already one of the best communities to bike. It has great potential to be even better. It should rival Long Beach.

Anonymous:

Ensure all neighborhoods connect to adjacent destinations – transit, businesses, etc.

Ivette Vega, Bikes del Pueblo:

I would really like for everyone to feel safe and to feel like they are capable of being able to go through their daily lives in a sustainable way.

Samantha Ollinger, City Heights Area Planning Committee/BikeSD:

Have multiple east/west and north/south options, both north and south of University Ave and east and west of 30th St. Would like to see more connectivity directly from Balboa Ave, east to City Heights.

Elvia Sandoval, Kensington – Talmadge Planning Group:

Please consider focusing on Meade to connect to Monroe at Aldine, an east/west route to State College and all the main bike corridors. Also connect Euclid Ave to Aldine at Monroe to Meade bike corridor. All-way stops will be installed on Aldine at Monroe due to very unsafe traffic conditions resulting in accidents. Stop signs give the potential for bike corridor to Meade Ave corridor.

René A. Vidales, North Park Planning Committee:

The project goals of sustainability, being able to meet today’s needs without compromising the needs of future generations. It should also follow the Triple Bottom Line approach, such as economy, equity and environment. More specifically, it is strongly suggested to use a nationally recognized rating system for infrastructure projects, such as Envision, Green Roads or any others that might be emerging.

NORTH PARK – MID-CITY BICYCLE CORRIDORS – ISSUES AND OPPORTUNITIES: Please share your ideas about the issues and opportunities for expanding bicycling in the project area, including which streets to improve and desirable types of bicycle facilities.

Kevin Wood, San Diego County Bicycle Coalition:

Need to pursue opportunities on multiple routes, but link everything together with consistent signage and branding. Fund on-going operations and maintenance. Make it great – an example to the region. Let’s throw a grand opening party!

Lee Rittner, Rolando Park Community Council:

Look to remove extraneous stops signs and lights; speed up main arteries

Anonymous:

Work with businesses and community centers so they become amiable and collaborative cycling destinations that are friendly to less auto traffic.

Anonymous:

Orange Avenue should be the priority west/east corridor due to current biking popularity and built environment assets. East of Euclid west/east we’ll need to focus on El Cajon Boulevard and University Avenue due to hills.

Jeff Kucharski, North Park Community Association:

Robinson Ave is a great corridor in connecting Hillcrest to North Park. This is a much needed corridor. I believe a bike boulevard would be ideal here. Orange/Howard would probably be the most utilized east corridor.

Anonymous:

Enhance Meade Ave to Monroe that connect to Collwood Blvd. Add north/south connections that allow connections to destinations and major and minor bike routes.

Jim Varnadore, City Heights Area Planning Committee:

Consider 1-way bike paths, trying to take account of the terrain along each direction. Be sure the current planning recognizes earlier planning for bikes and pedestrians; let’s not reinvent this wheel.

Ivette Vega, Bikes del Pueblo:

I think that for right now my main concern is truly involving more of the community that does this daily.

Samantha Ollinger, City Heights Area Planning Committee/BikeSD:

With many of the 75,000 residents in City Heights going outside the community to spend money and 2/3 of the residents not having access to a private automobile, care should be taken to ensure that the community's needs are met – for all reasons.

Torie Quinonez:

There is no east-west connection between City Heights and points west except for the corridors highlighted by the project to the north, and the really hilly, kind of treacherous Island Ave to the south. Why not build a pedestrian bridge over the I-805 and I-15 that connects City Heights to South Park, Balboa Park, Golden Hill, Downtown, etc.? Additionally, Fairmount is the only way to get to these existing east-west connectors and it sucks to ride on. Especially from my neighborhood, Azalea Park, one either has to “go east to go west” (take Fairmount to Wightman), or head down a sketchy one-way street against very fast-moving traffic and in a bike lane/shoulder usually strewn with trash and broken glass (Thorn St.) in order to get to the Landis St. connection. We need a safer option! So basically, those of us who live south of Thorn are kind of hemmed in by the freeways, one-way streets, and Fairmount!

René A. Vidales, North Park Planning Committee:

Include a connection between the existing Texas St Class II at Madison to other corridors to the south. Include a connection between the existing Class II within the Talmadge area to other corridors to the south. Include a connection for the bike community in South Park within North Park, to other corridors to the North.

Please share any additional comments about the project.

Lee Rittner, Rolando Park Community Council:

Meetings location: Blessed Sacrament, Rolando Park Elementary School, Kroc Center, church off college, just north of ECB

David Moty, Kensington – Talmadge Planning Group:

One of the smartest comments was, “what is our goal? Connecting schools? Connecting commercial? Connecting far away destinations? Each of these goals suggests choosing different routes. Do we accommodate all? Or prioritize the goals?

Anonymous:

Consider having a comment card in Spanish. Thanks! SANDAG Active Transportation Team rocks!

Jim Varnadore, City Heights Area Planning Committee:

A 2 ½ hour meeting of 4-5 dozen people begins to be boring after about 90 minutes. Future meetings should be shorter, even if we have to meet more times. Please spell Fairmount correctly on the maps. Please add more street names, especially those under consideration.

Ivette Vega, Bikes del Pueblo:

Thank you for your time, looking forward to the next meetings.

Samantha Ollinger, City Heights Area Planning Committee/BikeSD:

Would like specific deadlines on when projects will be implemented.

Torie Quinonez:

I'm really excited about this project! I'm a San Diego native who has returned after living in cities like NYC, Los Angeles and the Bay Area, and I want my city to be as livable (to bike in) as other places I've lived. I grew up here and never had a drivering license, so I know it's possible to be a San Diegan without a car and the experience can only get better.