



NORTH PARK PLANNING COMMITTEE

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PUBLIC FACILITIES, TRANSPORTATION, PARKS, AND PUBLIC ART SUBCOMMITTEE

DRAFT MEETING MINUTES

Wednesday, May 13, 2014, 6:00 p.m., North Park Recreation Center/Adult Center
2719 Howard Avenue, San Diego, CA 92104

Attendance:

Seated Board Members: Dionné Carlson (Chair), Roger Morrison, Vicki Granowitz, Lucky Morrison, Daniel Gebreselassie, Kitty Callen (arrived 6:10)

Community Voting Members: René Vidales, Ernie Bonn, Rob Steppke

Board member not seated: None

Also present: Kathy Morrison, Adrian Granda, Don Leitning, & 13 others.

Parliamentary Items:

Call to order. The meeting was called to order at 6:05 pm.

Motion to Adopt Agenda: Granowitz/Steppke 8-0-0

Approval of March and April minutes: Corrections (spelling and grammar) from Bonn. April: Steppke: delete late arrivals, as accidentally carried over from March minutes. Vidales: page 4, Rene comment “only the area around 30th and University”. Motion to approve April minutes with changes as stated: Granowitz/Gebreselassie 8-0-1. March: Bonn’s spelling/grammar corrections. Motion to approve with corrections: Vidales/Granowitz 9-0-0

Chair’s Comments: Chair explained to the audience the order of business and how the meeting will proceed.

Announcements & Non-Agenda Public Comment:

Announcements

- The Jack-in-the-Box legal item was not noticed properly, so there is a delay in the case. A rummage sale in support of the legal effort will be held on June 21; information is available by email from careaboutnorthpark@gmail.com or online at <https://www.facebook.com/DoTheRightThingJack>
- North Park Festival of Arts is on June 17. It is a free event, although there is a paid beer block.
- Ernie Bonn reported that a stop sign was placed at Mississippi and Madison on May 12.
- The Uptown Streetcar Feasibility Study is taking place, and results will be presented at St. Paul's Cathedral Guild Room, 2728 Sixth Ave, at 6 pm on May 21.
- The Budget and Government Efficiency Committee meeting will discuss single-head meters on May 22 at 2 pm at City Council.
- Adrian Granda passed out newsletters and gave contact information for Todd Gloria’s office. He pointed out that open comment on the budget begins on Monday, May 19, at City Hall.
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Non-Agenda Public Comment

- A resident asked for an update on the various areas proposed for angled parking. The Chair stated that proposed changes are still being noticed, and will be discussed at a future meeting, date yet to be determined. They will not all appear on the same agenda, but will come a few at a time.
- A resident who lives at the corner of Utah and Landis had a question regarding angled parking: what are the requirements to change parking from curb to angled? The Chair responded that she will answer that question offline, or the resident can discuss it with Adrian Granda from Todd Gloria's office (who was present).
- Another resident had a question regarding item V.A on the agenda (angled parking). The Chair noted that it will probably be trailed, and was placed on the agenda for a brief update in case anything changed.
- A resident at Arizona and Landis asked whether there will be any item relating to parking at this area. The Chair noted that the bike presentation (below) will answer the question.
- Don Leitning stated there is a need to provide information in Spanish for people who don't speak English as a first language. Committee member Vidales responded that the committee is made up of volunteers and depends on the City to provide translations.
- A resident on Landis between Granada and 29th noted difficulty in crossing these streets where there are no all-way stop controls and angled parking is present. The resident believes angled parking requires all-way stop controls due to sight distance issues. The Chair stated that residents who feel they need stop signs or traffic calming can send an email to the Subcommittee and the city requesting a traffic study. If the intersection meets the City's criteria for automatic qualification, the process is quick. But if it does not, there is a lengthy process for potential approval.

Information Items. None.

New Business:

- A. SANDAG Regional Bike Corridor, North Park, MidCity, Uptown:** Discussion and formulation of feedback on the most recently proposed routes.

This month the Subcommittee discussed the Robinson/Landis Route:

http://www.keepsandiegomoving.com/Libraries/Transnetdoc/NorthPark_MidCity_11x17.sflb.ashx

Bridget Enderle, SANDAG project manager for this segment, gave a brief overview. She noted that the design is not etched in stone, and that SANDAG is currently taking input. The 2010 SANDAG Board adopted a plan for a regional bike network, with high-priority projects including three North Park corridors. The intent is to design and build all three east-west corridors. The planning process so far includes evaluation of route options, analysis of alternatives, and development of preliminary draft concepts. About 30 community advisors and other community members participated in the design process to date, at more than 30 meetings over 15 months.

The route being discussed tonight is the Robinson-Landis route. The project is currently entering the engineering design/environmental phase, including additional direct outreach to residents immediately along the corridor. Construction is scheduled to begin in 2016. The overarching goal is to make it safer and more convenient for everyday people to take short trips by foot/bike. Low-stress streets should have slower traffic and less cut-through traffic, or should provide enough physical separation for people to feel comfortable.

The project is not just about bike routes: the main goal is to improve safety overall for all users. Another goal is direct access to key community destinations. Optimal design is a goal. The plan is intended to help to achieve community goals.

The route being discussed tonight runs from the intersection of Robinson and Park, along Robinson and Landis, over the 805 into City Heights. It incorporates the urban village in City Heights and other community assets. The plan calls for a bicycle boulevard or neighborhood greenway, designed to slow traffic and reduce cut-through traffic. Proposed Design elements include mini-roundabouts at intersections,

curb extensions, and two bike/pedestrian bridges. The Park-Robinson intersection will be part of the Uptown project. Currently proposed:

A new bridge on Robinson between Florida Street and Alabama Street would connect Hillcrest with North Park, for bikes and pedestrians only. The bridge would reduce the current grade from 14% to 3%.

Landis between 29th and Ray Street is the only location on this corridor proposed to have diversions; it also has the potential for reverse-angle parking. A median refuge reduces cut-through traffic on Landis, making it safer and more welcoming for walking and biking. Curb extensions also make it safer and easier to cross 30th. The plan would allow bicycles to move against traffic on Ray Street, with appropriate warning signs and markings; the details are to be developed with engineering.

A second bridge is proposed along Landis Street over the 805 from Nile to 35th to connect North Park with City Heights. This bridge has already been discussed with CALTRANS. It would be very costly. The bridge would reduce the slope from 15% to 1.2%.

Throughout the project, SANDAG is looking for input from the community for an attractive design that would help slow traffic, discourage cut-through traffic, add bike-pedestrian safety improvements, create green space, add public art, maximize urban design opportunities, and create low-stress streets.

Questions from the audience:

Resident east of Park on Robinson: The intersection of Park and Robinson is part of the uptown project: what is planned for that intersection? **Enderle:** The concept is a larger roundabout.

Resident: The intersection of Park and Robinson is a good opportunity for a larger roundabout, maybe a fountain or public art. Are there images of what a mini-roundabout looks like, and are they landscaped?

Enderle: No image is available at this meeting. It is envisioned they will be landscaped, and the budget includes landscaping, but staff is still working on identifying funding for maintenance. If the community prefers, it could be hardscape. **Chair:** This subcommittee has previously discussed the importance of maintenance funding to the success of this project; maintenance funding is critical and key.

Resident at 35th and Landis: Overall this is a good project. Homeowners in that area have a concern about that wide intersection with a stop sign and angled parking: currently kids doing “brodies” (donuts) in that intersection are a safety hazard. Also, will the bridge go over the area between Swift and 35th? **Enderle:** The current design begins at Nile Street and goes all the way to 35th to reduce the slope; driveway and alley access should not be affected. **Resident:** Many drivers make an illegal right turn instead of turning on Swift; it would be nice to straighten out this section during engineering. **Enderle:** The project doesn’t affect right-of-way there, but could consider the improvement at this time.

Resident at the corner of Arizona and Landis (between Arizona and Texas): As the owner of 3 units with renters, this resident is concerned about losing parking spaces, but otherwise likes the project.

Enderle: Overall, we are not looking at major parking impacts, and some calming designs may even add spaces. Mini-roundabout locations do need some red curb for sight distance, so there may be some effect or specific spaces lost, but the project is not at that level of detail yet.

Resident at 32nd and Landis: Second concerns about parking impacts: garages are not large enough for a car, so each space on the street is important; also, 32nd Street has street sweeping, which affects parking on specific days.

Another resident had the same concerns due to a halfway house and boarding house in those areas, also when there are activities on University.

Resident: At 31st Street and Landis, angled parking leaves less room for bikers. How can you take less room away from the street to increase separation between bikes and cars? **Enderle:** Landis is ideal for this type of facility as it has low volumes, and residents desire calming. These calming designs provide safety without needing separation, but separation is desirable where space allows (you need a 7-foot driving lane, parking buffer, and 6-foot bike lane); one would have to look at cross-sections. Physical separation also is an issue when the bike lane is crossing all the driveways due to potential conflicts. SANDAG will continue to look at and discuss.

Resident of Kensington: He is excited about the project; as a bicyclist, he wants safe bicycling. He also

notes that parking spaces in front of houses are not specific to the property, and wants roadways shared and compromise.

Resident: The project to remove cars from university wants to dump parking to other streets, which may be at cross purposes with this project. **Chair:** Parking is to be moved to adjacent side streets, not to Landis. **Enderle:** SANDAG does not expect significant parking impacts from this project, and will recover or increase parking wherever possible.

Resident: We have not seen data to support this corridor. Are the sharrows on 30th Street being used as a guide to see what benefit that will have? Reverse-angle parking is designed as an intentional traffic slowdown, which could also be called intentional congestion. Would like reconsideration of a special parking assessment district, which was taken off the books by Toni Atkins due to people who didn't want to pay for parking permit. Is there a way to subsidize the parking permit and allow a special parking assessment area to address parking impacts without affecting residents? People loiter and may sit in their cars with the engines running; reverse-angle parking would cause the exhaust to go into people's houses. This design could have a number of unintended consequences. Roundabouts pose threats to children crossing. **Enderle:** These intersection improvements are designed to improve pedestrian safety, as shown by several studies including those by the Federal Highway Safety Association; these can be provided and will be posted on the link to the meeting minutes. **Resident:** Regarding data on use of sharrows, have they increased bike use? **Granda:** There is no study yet on those specific streets where sharrows have been placed in San Diego. **Enderle:** Many studies show benefits of these types of improvements.

Resident on Landis Street at the corner of Granada: Having been victimized by overly aggressive parking enforcement, including one ticket for parking on the lawn to wash the car, would like to see some arrangement to accommodate residents. One possibility is a parking permit district, or an increase in the parking standard to 2 or 3 spaces per unit. **Chair:** that question needs to go to the city.

Resident: There will be a big problem limiting vehicular traffic on Landis and preventing it from becoming a new University Avenue and being used for cut-through traffic or an alternative route. Removing stop signs will increase traffic flow and speed, and speed bumps will not affect four-wheel-drive cars. We need to allow electric bicycles and other types of vehicles; this route needs to be for everyone to be able to use.

Resident: Does this proposal include removal of stop signs at 30th and Landis? Good. Could curb bumpouts have landscaping? **Enderle:** Yes, we fully intend to have these landscaped if the community wants, and are working to develop maintenance funding, which will take time to develop. **Resident:** Will the city maintain these, or does it shift to the North Park community? **Granda:** This is an ongoing issue, as the city has limited funds for maintenance, and current policy does not recommend landscaping in medians due to lack of funds. Maintenance Assessment Districts are one way to maintain special amenities, but that is a question for another day. Residents interested in this should give this input to the city.

Resident: What is the timing, and is this project funded? **Enderle:** Construction is scheduled to start in 2016, and it is funded.

Resident: Regarding access to emergency vehicles, I thought they could not go through a roundabout. Also, can we stage the corridors to see the results of one first before working on the others? **Enderle:** We can design roundabouts or other items for emergency vehicles, and will meet with city emergency responders to ensure acceptability of the design. Some corridors will be on a faster track than the others.

Resident: There is a concern regarding traffic flow near the 805 ramps: how would a roundabout there work, and will slowing traffic back up the freeway ramps? **Enderle:** Traffic analysis is at the planning level, we will be doing more extensive traffic safety analysis and take that into account, and will look at more intersections.

Resident: Was this a response to need or problem that came to SANDAG? Haven't noticed one in 17 years on Landis. What is the project budget? We can expect added costs as time goes on before construction. **Enderle:** This was already a bike route, and there has been a community-driven desire to increase biking. The city has received requests for traffic calming, which is another goal of the project, along with reducing cut-through traffic. **Chair:** This was part of the reaction to the legal challenge to the SANDAG plan for not reducing emissions sufficiently. The plan is designed to increase multimodal use of streets.

Questions from the Subcommittee Members:

Vidales: The question has been raised about mini-roundabouts and fire department access: will the landscape be ridden over? Will these areas include no trees or monuments? **Enderle:** That is a possibility, but we are not at that level of detail yet. **Vidales:** Overpasses need a lighting component, preferably acorn-style to match the community. **Enderle:** Absolutely, and this will be needed on mini-roundabouts as well.

Gebreselassie: What is the logic in the location choices for the different concepts? Why those spots and not others? **Enderle:** It depends on the type of improvement, but basically there are two steps: (1) Opportunity where design features could be incorporated most effectively (e.g., existing 4-way stop is good for mini-roundabout, fewer driveways are better for angled parking), and (2) try to achieve geographic distribution, as the improvements are more effective at slowing and reducing traffic if they are spaced out. **Gebreselassie:** Did you consider conditions for drivers, pedestrians, and bikes, or bikes only? **Enderle:** The focus is to make the roadway optimal for all users; traffic calming is safer for cars, bikes, and walking.

Callen: We have no water: why would we landscape? Hardscape would solve a couple of problems.

Bonn: The last SANDAG congestion study was in 2008. It would be nice if we had an update. We are awaiting an update of the traffic study for uptown and the North Park Community Plan, and these items should be integrated with this. Next January, vehicles will need to be 3 feet from a bicycle when passing; how will you avoid congestion when cars can't pass bikes or cross double lines? How does this tie into the bike-sharing project? **Enderle:** We are working with the city on that, although it is a newer project. We need to identify locations to put stations on regional corridors and other areas with bike facilities. SANDAG is coordinating with Marlon on the Community Plan Update. There is currently no update on the SANDAG congestion study. The information about the new law regarding passing bicycles is correct, but traffic volumes are low enough that this should not back up traffic substantially.

Steppe: Significant areas in the plan are depicted as green (landscaping), so there is a need to figure out landscaping maintenance. It is a faulty assumption to assume that the Landscape Maintenance District will pick that up as it transfers costs to homeowners, which has failed in most recent reballots. **Enderle:** We are working on the issue, but we need a long-term solution for the whole regional network. People want these areas to be attractive, but that would cost money. There are a number of strategies to look at. SANDAG is developing a scope to study the options.

R. Morrison: Does the diagram show a parking lane on Ray Street? **Enderle:** Yes, that is one possible design. **R. Morrison:** Are the two-way stops that are planned to be removed warranted? **Enderle:** We will have to look at this in the traffic safety study.

Granowitz: The North Park Planning Committee and the Midcity Parking Meter District are doing a survey to ascertain parking issues in certain geographic areas. The results will be available soon, to determine if residents want parking permit districts. Politically these are hot potatoes; the city usually wants to see unanimity. Roger Lewis (619-708-6094) is the lead on that (L. Morrison: the current survey looks in the area immediately adjacent to commercial properties), or people can call Vicki Granowitz.

L. Morrison: The routes are already selected, the design is done, and studies are happening, then we're going to go to the communities. Some of these people have not been aware of this up to this point. **Enderle:** Community group meetings have occurred, including community planning group representatives and other community members. Preliminary concepts now exist, so residents will take more interest, and the next 1.5 years' focus is talking to residents and getting their input. **L. Morrison:** If flyers hadn't been put up, these residents wouldn't be here. The noticing has been insufficient. What are mini-roundabouts? **Enderle:** These features will be at curb height, and will include landscaping. **L. Morrison:** Stop signs stop traffic; how can a roundabout slow traffic more than that? Angled parking changes the character of the community, as well as its aesthetics. **Enderle:** We are defining how best to reach out to residents, and we appreciate input on methods of outreach. The stronger push is starting in June. With regard to the traffic calming question, mini-roundabout deflection (width and splitter island design) forces you to slow down to 25 mph, through the entire intersection.

Carlson: The trend we are seeing in the questions is that "the devil's in the details": there is much to be determined with regard to aesthetics and functionality. Note that a collector street has different standards for fire response than residential streets, so may have different roundabout requirements. Please email any

additional questions to Dionne Carlson and Bridget Enderle for responses; also Adrian Granda from Todd Gloria's office will respond to questions.

Vidales: This process started with the release of plans for the Uptown and Midcity corridors (2012 and 2013). The routes are the result of public workshops and meetings. All meetings were announced on our agendas. When you implement bike routes next to a vehicular traffic lane, vehicles slow down. Cycle tracks or separated facilities do not calm traffic. The goal of the project is to encourage more active transportation. Bike stations currently have a lack of connectivity with this project. Most University Avenue stations (all but Utah Street) are not connected with this project. They could connect with a striped north-south bike lane, otherwise they are defeating the purpose of this project.

Gebreselassie: I am not able to see the bigger picture that connects everything, including other routes. There is a lack of connecting this map to what Uptown is doing, and such a connection would help to guide feedback. Where is the north-south movement? We need to incorporate this in some way, with existing lanes, and the 163 corridor. I have concerns about how we retain the character on 30th, 32nd, and 33rd Streets, and concerns regarding freeway ramp effects from items such as bridges. We should consider funding for greater outreach during this process to get better input.

L. Morrison: Although there are a lot of good things in the plan, I want to stress that strong notification of the project is important because it will affect a lot of people's lives directly.

Carlson: SANDAG wants to make a genuine effort to reach out and get input. I urge residents to email Bridget Enderle and copy me. The North Park Planning Committee will also be meeting with adjacent planning boards and will be bringing concerns forward. Emails help document concerns.

Resident: Millions of dollars will be spent on this. It would be helpful to break out the cost of each element, such as bridges, paint, etc., to justify all of the money being spent on capital projects, and the proportion of cost going to each.

Resident: Roundabouts also eliminate left turns and stop sign runners.

As this was a discussion item only, no action was taken by the Subcommittee.

B. North Park Community Plan Update – Remaining Elements & Discussion Draft: No update.

C. NPPC “Boilerplate” language regarding Utility box intrusion in the PROW: No update.

Ongoing Business

A. Angle Parking Policy: No update, other than as mentioned in Public Comment above.

B. Utility Box Task Force. No update.

Unfinished, New Business & Future Agenda Items. None.

Next Meeting date: Wednesday, June 11, 2014

Adjournment: Motion: To adjourn meeting Granowitz/ L. Morrison 9-0-0. Meeting adjourned at 8:00 p.m.