



**Agenda for Tuesday, October 4, 2022, 6:00pm until approx. 8:00pm**

**Participation is by teleconference during this Pandemic; no in-person meeting.**

<https://us02web.zoom.us/j/86373511598?pwd=ZkpIL1I2VU1USXV5Q3VsaGUzbENIcz09>

or via telephone; 1 669 900 6833 US Meeting ID: 863 7351 1598 Passcode: 837497

**6:00 Call to order - AUDIO, CHAT, AND VIDEO WILL BE RECORDED**

1. Introductions of planning group members. All attendees are encouraged to enter their attendance in "Chat" or, if participating by telephone to, introduce themselves verbally. Reminder that other Chat entries are not considered official communications even if to or from the Board members.
2. Agenda Setting/modifications (Note: items may be addressed out of listed order and time)
3. Approval of previous meeting minutes as sent via email – Secretary/Vickie
4. Treasurer's Report – Treasurer/(position vacant – volunteer?)

**6:20 Non-Agenda Public Comment regarding NH land use & related NH community issues;**  
limited to two minutes per person.

5. Digital Communications Monitoring, Nextdoor, Facebook, etc.? – (vacant – volunteer?)

**6:30 Action/Decision Items** (Board member roll call may be performed for recording votes)

6. Nominating Committee to present qualified candidates –Nominating Committee may present nominee Ricky Marin for the Board to decide to approve to fill one currently vacant Board position; a vote of the Board is required. New Board members begin their term immediately if elected.
7. Teleconference and/or "Live"? -Shall the November 1st, 2022, meeting be held be via teleconference (per AB361). *Is there a digital communications technician able to assist with potential Hybrid meetings?*
8. Shall the NHCPG send a letter to the city Transportation Engineering Operations Division requesting that they investigate traffic safety problem locations within our community and determine if traffic calming or other measures would be appropriate? Proposed letter is attached.
9. Shall the NHCPG request that the city and MTS extend the route hours for Line 11 (SDSU to Downtown) until 1:00 AM on Friday and Saturday to give visitors to Normal Heights a safer, cheaper, and less hazardous alternative to travel to/from the community? See attached.
- 10.

**7:15 Reports/Updates**

11. The City of San Diego will be holding two public virtual workshops for the 2022 Annual Comprehensive Code Update. There will be two identical public workshops where City staff will provide a brief presentation, and members of the public can answer questions related to the 2022 Annual Comprehensive Code Update. **Workshop #1:** Oct. 6, 2pm to 4pm a Virtual Meeting and **Workshop #2:** Oct. 11, 12pm - 2pm also a Virtual Meeting
12. City, County, State government agency representatives if present.
  - a. District 3 Councilmember Whitburn – Office contact, Ryan Darsey, 619-236 6633
  - b. District 9 Councilmember Elo-Rivera - Office contact, Maryan Osman, 619-236-6699
  - c. County Supervisor Fletcher – Office contact, Ana Laura Martinez 619-531-5525
  - d. State Senator Atkins – San Diego office contact 619-645-3133
  - e. Assemblymember Ward – Office contact (619) 645-3090
13. Chair report
  - a. Community Planners Committee Sept. 27
    - i. Recommendations for proposed 2022 Land Development code changes

- ii. Creation of an Affordable Housing Subcommittee
- b. Ward Canyon Park development planning update
- 14. Community Groups updates when present
  - a. Adams Avenue Business Association – CONGRATULATIONS ON STREET FAIR!
  - b. El Cajon Boulevard Business Improvement Association
  - c. NH Community Association and NH Urban Arts
  - d. Adams “Community Recreation Advisory Group”
  - e. NH History Project – historical documents are now at the Community Center office
  - f. NH for Smart Growth (new organization)

**7:50 Standing Working Groups, & Pending Issue Reports as needed**

- 15. Street Fair –Thank you to volunteers!
- 16. Historic Property Review Report – Dan
- 17. Parks & Trail Development –P&R Director promising new trees to be installed in the Fall.
- 18. Utility Undergrounding – Frances - Formed a Street Lighting working group toward establishing new Maintenance Assessment District (MAD).
- 19. Traffic Issue Taskforce – Allan

**8:00 Adjournment**

## INSTRUCTIONS FOR PARTICIPATING IN THE LIVE TELECONFERENCED MEETING

- To join the meeting, use the URL link into your browser or click on the link provided at the top of the agenda:

<https://us02web.zoom.us/j/86373511598?pwd=ZkplL1I2VU1USXV5O3VsaGUzbENldz09>

or join via telephone; 1 669 900 6833 US Meeting ID: 863 7351 1598 Passcode: 837497

- For those who would rather call in with a telephone. Upon dialing in you will be asked to enter the Meeting ID followed by the pound/# key, this ID can be found below. You may also be asked to enter the Passcode. When joining the teleconference Via Phone Only you may not be able to view the teleconference or the photos or documents shown.

1-669-900-6833 US (San Jose)

Meeting ID: 863 7351 1598

Passcode: 837497

### The Zoom Application:

- Downloading the Zoom application to your device provides for the best results. You can register for free. If you are unable to download and run the Zoom application for this meeting, you can choose “Join from your web browser” upon joining the meeting, which does not require downloading any plugins or software. Google Chrome is the recommended web browser.

Join the Meeting at or up to 30 minutes before the Scheduled Time:

- Meeting participants will initially be admitted into the meeting “waiting room”. The Zoom Host will allow participants from there to the meeting itself.

- When you enter the meeting, all participants will be muted unless otherwise directed by the Chair. Leave your device muted during the meeting as this helps keep extraneous background sounds from interfering with the meeting. The meeting audio, video, and Chat may be recorded for use by the Secretary.

The “Chat” function is not monitored or controlled by the Chair. Comments and questions may be posted in Chat to “everyone” or to an individual, but Chat activity will not necessarily be addressed by the Chair and will not be included in the Minutes of the meeting..

To provide comments on non-agenda public comment or asking to speak on agenda items:

- Via the Zoom: Participants will be muted on entry and will need to “raise their hands” during the agenda item to be recognized by the Chair to speak. Sometimes the Chair may be able to see you raise your hand asking to speak.

The Participant’s and Reaction buttons are at the bottom center of the Zoom video screen. Use these buttons to get both a list of participants and to expose the “Raise Hands” feature at the bottom. The “Raise Hand” feature may alternatively be found in the “Reactions” button at the bottom.

### **Thanks for your courtesy in not interrupting and by waiting to be called upon.**

- Via the phone: If you have problems connecting before the meeting you may call 619-280-6908. The Chair Host may be able to assist. You may have to leave a message on this landline/no text.
- Via email: Send an email to NHCPGChair@gmail.com with your name, the item, and the information, comment, or whatever that you want provided at the meeting.

### Questions or Technical Issues

- If this is your first Zoom teleconference please practice first and try signing-in to this meeting up to 30 minutes early in case adjustments are needed.

If you have any questions or technical issues prior to the meeting beginning, please contact the Zoom Host/Chair up to 30 minutes prior to the meeting for assistance. 619-280-6908

- More comprehensive instructions for how to join a Zoom meeting and how to test your computer or smartphone setup are available should you need them at: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting>

## TRAFFIC SAFETY ISSUES LETTER DRAFT 8-24-2022

It appears everyone is noticing increased speeding and other dangerous traffic activity pretty much everywhere.

The following seven problem areas are among the locations of particular concern in the Normal Heights neighborhood where community members hope that traffic-calming or other measures could lessen the danger.

We ask the traffic engineering department to consider looking into these locations and to determine if any traffic-calming or other measures would be appropriate. The possible suggestions from community members we include are intended to help provide a more thorough description of the problems. Many of us often think of problems we regularly experience in terms of what we think might help. We recognize that you as traffic engineers are the experts in terms of traffic calming, much like we as Normal Heights residents are the experts in terms of our neighborhood. We look forward to hearing your take on these traffic safety issues, your solutions for addressing them, and how all of us can work together to get them implemented.

### 1) Intersection of East Mountain View Drive, 35<sup>th</sup> Street, and Arthur Avenue

<https://goo.gl/maps/BdgWWYg5MWJPiZ197>

- **Description** - North and southbound East Mountain View temporarily merge with north and southbound 35<sup>th</sup> directly east of where Arthur terminates at this merged street, creating a wide open unmarked 5-spoke hub. Street users on East Mountain View and Arthur have stop signs when approaching the intersection. Street users on 35<sup>th</sup> do not. The community plan identifies both East Mountain View and 35<sup>th</sup> as collectors.
- **Traffic safety issue** - Speeding vehicle traffic on 35<sup>th</sup> cannot see or be seen by drivers, pedestrians, and bicyclists on East Mountain View due to sharp angles where East Mountain View merges into 35<sup>th</sup>.
- **Traffic safety issue** - Attempting to cross or merge into the large unmarked paved open area where the five spokes come together is especially dangerous due to the high speeds of vehicles on 35<sup>th</sup>.
- **Traffic safety issue** - Rather than stopping at the stop signs, some vehicles on East Mountain View are rolling into the merged area without slowing, creating high-speed conflicts with the high-speed 35<sup>th</sup> traffic that cannot see them until it is too late.
- **Possible suggestions** from community members include:
  - making this an all-way stop,
  - installing a traffic circle,
  - installing median slow points,
  - installing landscaped medians and/or pedestrian islands,
  - painting crosswalks.

### 2) Intersection of 32<sup>nd</sup> Street, Madison Avenue, and the 805 North on-ramp.

<https://goo.gl/maps/9uDKeCNLyWjRD6c9A>

- **Description** – The 805-North on-ramp starts on the west side of the intersection of 32<sup>nd</sup> and Madison. Street users on westbound Madison have a stop sign. Street users on 32<sup>nd</sup> Street do not. Directly south of the freeway on-ramp entrance is a one-way westbound single lane continuation of Madison. One block north is a signalized intersection at 32<sup>nd</sup> and Adams. One block south is an all-way stop at 32<sup>nd</sup> and Monroe. Two blocks south is the termination of 32<sup>nd</sup> at Meade. 32<sup>nd</sup>, Madison, Meade, and Adams are identified in the community plan as collectors. Monroe is not.

- **Traffic safety issue** - Vehicles heading south on 32nd from Adams are treating 32nd as part of the freeway on-ramp, accelerating rapidly as they approach the actual on-ramp.
- **Traffic safety issue** – Speeding freeway-bound traffic from the east is being diverted to Monroe from Madison because drivers on Madison find it difficult to cross 32<sup>nd</sup> Street to enter the on-ramp and choose instead to use Monroe where there is an all-way stop at 32<sup>nd</sup>. Monroe is poorly suited to handle this excess vehicle traffic due to it being the border between two mis-matched grids with numerous streets and alleys ending mid-block on Monroe, creating numerous conflict points with poor visibility.
- **Traffic safety issue** – Speeding freeway-bound traffic is being diverted to Monroe from Meade because drivers on Meade encounter stop lights at 35<sup>th</sup> and 33<sup>rd</sup> and choose instead to use Monroe, where there are no stops between the all-way stops at 35<sup>th</sup> and Bancroft, despite Monroe’s unsuitability for this additional freeway-bound traffic.
- **Traffic safety issue** – Freeway-bound traffic turning onto 32<sup>nd</sup> from both eastbound and westbound Adams fails to yield to pedestrians attempting to cross 32<sup>nd</sup> Street.
- **Possible suggestions from community members include:**
  - making the Madison/32<sup>nd</sup> intersection an all-way stop,
  - installing a traffic circle at Madison/32<sup>nd</sup>,
  - installing road lumps or speed tables on Monroe between 35<sup>th</sup> and Bancroft,
  - adding pedestrian lead time at the Adams/32<sup>nd</sup> stoplight,
  - installing road lumps or speed tables on 32<sup>nd</sup> between Adams and Madison,
  - installing electronic speed monitoring on 32nd.

### 3) Crosswalk of West Mountain View Drive on Adams Avenue

<https://goo.gl/maps/Dsc6oEjqVXtWCbfH7>

- **Description** – West Mountain View widens considerably where it terminates at Adams Avenue, due to the wide turning radius provided to turning vehicles. The unmarked crosswalk extends from the gas station to the bridge over the 805. The unmarked crosswalk ramp on the east side by the gas station is considerably further north than the ramp on the west side by the bridge, extending the length even further for those using the ramps. This crosswalk leads to one of the few sidewalks that provides pedestrian access to and from the west side of the 805. The gas station has driveways on both West Mountain View and Adams, leading to a steady stream of vehicles turning across this crosswalk. The community plan identifies West Mountain View and Adams as collectors.
- **Traffic safety issue** – Because of the unmarked crosswalk’s extremely wide length, the unusual locations of the ramps, and the speed of the vehicles turning into the crosswalk due to the wide turning radius, pedestrians in the crosswalk are often in conflict with high-speed vehicles and are being discouraged from crossing this intersection.
- **Traffic safety issue** – Because the crosswalk is unmarked, drivers turning into it are not provided with the visual cue that it is a crosswalk where pedestrians might be present.
- **Possible suggestions from community members include:**
  - painting the crosswalk,
  - adding curb extensions to decrease the length of the crosswalk, more logically locate the ramps in relation to each other, and encourage turning drivers to turn slower,
  - installing manually operated yellow-flashing lights,
  - painting stop lines in the turn lanes on Adams.

### 4) Adams Avenue from the 805 to the 15

<https://goo.gl/maps/w5zo8R45mytx5EmbA>

- **Description** – Adams is the commercial main street of our pre-war dense urban neighborhood. In the one mile between two freeways, there are signalized intersections at 32<sup>nd</sup>, Felton, 35<sup>th</sup>, Cherokee, and the 15 South on-ramp. There are manually operated yellow flashing crosswalk lights at 33<sup>rd</sup>, 34<sup>th</sup>, Hawley, and East Mountain View. Adams is identified in the community plan

as a collector. Cross-streets West Mountain View, 32<sup>nd</sup>, 33<sup>rd</sup>, 35<sup>th</sup>, and East Mountain View are identified as collectors. East Mountain View, 35<sup>th</sup>, Hawley, and 34<sup>th</sup> all lead to elementary schools about one block south of Adams.

- **Traffic Safety Issue** – Vehicles turning onto Adams at the signalized 32<sup>nd</sup>, Felton, and 35<sup>th</sup> intersections do not yield to pedestrians crossing Adams in the crosswalks with walk signals.
- **Traffic Safety Issue** – Speeding vehicles on Adams fail to respond to the yellow flashing lights at the 34<sup>th</sup>, Hawley, and East Mountain View crosswalks.
- **Traffic Safety Issue** – Vehicles regularly speed well above the speed limit, especially when they encounter no red lights, especially between Cherokee and the 15, especially during times when children are going to and from school.
- **Possible suggestions from community members include:**
  - adding pedestrian lead time (like at Adams & Cherokee) to the other stoplights,
  - adding curb extensions at the signalized and yellow-flashing intersections to both decrease crossing distance and to discourage speeding,
  - painting all unmarked crosswalks at the signalized and yellow-flashing-light intersections,
  - converting East Mountain View to a signalized intersection, with Adams traffic being stopped when stopped East Mountain View traffic or pedestrians trigger a light change,
  - converting East Mountain View and Adams to an all-way stop.

#### 5) Intersection of Cherokee Avenue, Madison Avenue, and Ward Road

<https://goo.gl/maps/vc5AE2HsBEaLCxeu7>

- **Description** – Ward terminates at Cherokee just south of where Cherokee intersects with Madison to the west (Madison-W), which is just south of where Cherokee intersects with Madison to the east (Madison-E). Traffic on all the east-west streets is stopped at Cherokee. Traffic on southbound Cherokee is stopped at Ward, but not at either Madison-E or Madison-W. Traffic on northbound Cherokee is stopped at Madison-W, but not at Madison-E or Ward. None of these streets are identified as collectors in the community plan. Ward leads to an elementary school less than a block away.
- **Traffic safety issue** – Vehicles on southbound Cherokee are not stopping at Ward, creating right-of-way conflicts with other street users.
- **Traffic safety issue** – Drivers, pedestrians, and bicyclists who expect southbound drivers to stop at Madison enter the intersection creating right-of-way conflicts with the southbound drivers who do not stop at either Madison.
- **Possible suggestions from community members include:**
  - increasing the visibility of the stop sign on southbound Cherokee
  - limiting locations where parents can pick up children after school
  - adding a stop or yield sign for southbound vehicles at Madison-E, by Cherokee Market.

#### 6) Hawley Blvd, 35<sup>th</sup> St, and Mountain View Dr (West, North, and East) north of Adams Ave

<https://goo.gl/maps/qRcrWZZPVDs9eewg7>

- **Description** – Hawley is 48 feet wide and its only stop north of Adams is at North Mountain View. 35<sup>th</sup> is about 36 feet wide and runs parallel to Hawley two blocks to the east and has no stops north of Adams. Mountain View is about 42-44 feet wide and winds for just over 2 miles from Adams Avenue just east of the 805 to Adams Avenue just west of 39<sup>th</sup> Street, with stops only at 35<sup>th</sup> on the north and where it temporarily merges with 35<sup>th</sup> to the east. 35<sup>th</sup> and Mountain View are identified in the community plan as collectors. Hawley is not.
- **Traffic safety issue** – Vehicles regularly speed well above what is safe on all three streets, due to the long stretches without stops or other obstructions on all three streets, and the excessive width of Hawley and Mountain View.

- **Traffic safety issue** – Dangerous right-of-way conflicts at East Mountain View & 35<sup>th</sup> (discussed separately in #1), North Mountain View and 35<sup>th</sup>, and North Mountain View and Hawley.
- **Traffic safety issue** - Pedestrians attempting to cross East Mountain View in the unmarked and tactile-paving-marked crosswalks at many of the intersections are unable to safely cross the entire width of the street because of poor visibility due to the extreme curves of East Mountain View combined with the speed of vehicles on East Mountain View whose drivers do not recognize or treat these locations as crosswalks.
- **Possible suggestions from community members include:**
  - adding road lumps or speed tables (like on Meade),
  - narrowing Hawley and/or Mountain View with bike lanes (like on Utah),
  - narrowing Hawley with angled or perpendicular parking (like on Kansas or Oregon),
  - narrowing Hawley and/or Mountain View with landscaped medians or median slow points
  - breaking up these long streets into segments with stop signs or median slow points at a few intersections,
  - making 35<sup>th</sup> and North Mountain View and/or Hawley and North Mountain View an all-way stop,
  - installing a traffic circle at 35<sup>th</sup> and North Mountain View and/or at Hawley and North Mountain View.

#### 7) 35<sup>th</sup> Street between El Cajon Blvd. and Adams Avenue

<https://goo.gl/maps/e9npbBwPs4ZLfZ5r6>

- **Description** – 35th is the only street in Normal Heights that runs directly between El Cajon Blvd. and Adams. 35th between El Cajon Blvd and Monroe is about 48 feet wide and has bicycle lanes. Between Monroe and Adams, 35th is about 35 feet wide. Every intersection is either signalized (El Cajon, Meade, Adams) or an all-way stop (Monroe, Madison). There is an elementary school at 35th and Madison, a little league field on 35th between Madison and Adams, and a small park with a rec center at 35th and Adams. The community plan identifies 35th as a collector.
- **Traffic safety issue** – Mid-block speeding is common on every block.
- **Traffic safety issue** - Vehicles on 35th not slowing or stopping at the all-way stops.
- **Possible suggestions from community members include:**
  - adding road lumps or speed tables mid-block (like on Meade)
  - making the stop signs at Madison and Monroe more prominent



# Request for Extended MTS Route 11 Hours

## Background

For years the core of Adams Avenue, from University Heights into Kensington, has been a popular destination for San Diegans. Due to the numerous restaurants and bars in the area, as well as its proximity to nearby North Park, the area is frequently home to large numbers of visitors both from the neighborhood and from the city and county at-large. Because of the immense popularity of these iconic institutions and the walkability of the area Normal Heights has long been a great spot for those looking to get a taste of San Diego's vibrant night life and music scene.

However, since many visitors elect to drive a personal vehicle to come and go from the area, residents of Normal Heights are not unaccustomed to impaired or reckless drivers. While some visitors do take advantage of ride-hailing services, this solution likewise crowds the streets with cars looking to ferry people around late at night.

So far the community has relied on the popularity of ride-hailing services or the individual will of designated drivers to keep our streets safe — albeit crowded — at night, but this is a very imperfect solution and a systematic solution is needed.

The MTS Route 11 Bus Line runs through the heart of Normal Heights along Adams Avenue from Park Boulevard to Kensington. This bus line originates Downtown and terminates at SDSU — both of which are likely sources for many of the visitors that come to the area to enjoy its amenities. However, while this bus does provide a lot of utility during the day for commuters and others going to and from work or school, the last two buses on this route leave SDSU at 10:22pm and Downtown just 5 minutes later, and both are completed just after 11pm. While this is likely reasonable for Sunday through Thursday service, it is inadequate for Friday and Saturday as most of the festivities those days don't die down until well after midnight. In adopting such a schedule the city has removed the option for safe public transit to and from Normal Heights and forced visitors into the current status quo.

## Proposal

The Normal Heights Community Planning Board should request that the city and MTS extend the route hours for Line 11 (SDSU to Downtown) until 1:00 AM on Friday

and Saturday to give visitors to Normal Heights a safer, cheaper, and less hazardous alternative to visit and celebrate in the community. The request should also underline the need to advertise this new service to potential riders.

## Supporting Evidence

While there isn't a large swath of research dedicated to public transit's effect on drunk driving or safety, there have been a few studies which admittedly found mixed evidence of public transit's effectiveness in reducing drunk driving, and no studies were found to tie increased bus availability to late-night traffic issues.

One study from Melbourne, Australia found no evidence of a 24-hour bus service alleviating drunk driving problems, but a 2011 study in Washington D.C. found the opposite conclusion: "[In] neighborhoods with at least one bar within 100 m of a Metro station, expanding Metro service by 3 hours reduced the probability of a DUI arrest occurring by approximately 14%." The researchers also estimated that "expanding Metro's hours of operation from midnight to 3 am reduced the number of drinkers who drove home by 2.46% per "Metro accessible" bar in these neighborhoods on average."

The D.C. study shows the potential of such a solution. Normal Heights, and North Park are likely substantially similar to the popular DC neighborhoods that were found to be most helped by expanded route hours. Normal Heights and North Park are already "Metro Accessible" according to the definition in the findings, and the neighborhood is home to several bars and restaurants — well over the threshold 8-per neighborhood that was required for significance in the study. The D.C. study also discussed the need to inform potential riders of the increased level of service in order for the solution to be effective.

## References

The Impact of Twenty Four-Hour Public Transport in Melbourne, Australia: An Evaluation of Alcohol-Related Harms (Melbourne Study), <https://www.jsad.com/doi/full/10.15288/jsad.2019.80.314>

One for the road: Public transportation, alcohol consumption, and intoxicated driving (Washington DC Study), <https://www.sciencedirect.com/science/article/abs/pii/S0047272710001271>

The effectiveness of alternative transportation programs in reducing impaired driving: A literature review and synthesis, <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7505578/>

MTS Route 11 Bus Schedule, 2022, <https://www.sdmts.com/sites/default/files/routes/pdf/11.pdf>