



Station 1: Public Involvement Strategy

PUBLIC COMMENTS RECORDED AT STATION 1

- Provide tips to bicyclists, such as where to position one's self in the roadway in order to trigger bicycle-sensitive loop detectors.
- We need a safe bike route that connects Downtown, Mission Hills and Hillcrest.
- A bicycle improvement project is needed on a major east – west Mid-City corridor, such as Adams Avenue or University Avenue.
- Construct bike lanes on El Cajon Boulevard from La Mesa to Park Boulevard. Bike lanes on El Cajon Boulevard would be especially helpful to connect to the Bus Rapid Transit planned for El Cajon Boulevard.
- Better bicycle access to colleges and universities located in San Diego is needed. Access to San Diego State University is particularly inadequate. There is room in the roadway right-of-way to construct bike lanes on College Avenue.
- Fill the gap in facilities on Fashion Valley Road and Hotel Circle N. to connect the bike lanes on Hotel Circle with the San Diego River Pedestrian and Bike Path.
- Money for bicycle facilities should be allocated wisely. More money should be spent on developing bike lanes and routes rather than costly projects like the Lake Hodges Bridge.
- There are no safe bicycle routes to travel in and out of downtown, especially during peak traffic periods.
- Provide more bike lockers at all MTS Trolley stations.
- Maintenance of existing bicycle facilities is extremely important and must be considered when planning new facilities.
- Better lighting of facilities is needed to improve safety.
- There are no safe routes to access schools and parks in Point Loma. Bike lanes on West Point Loma Boulevard are needed, as are safe facilities that connect to Nimitz Boulevard.
- Repair and maintenance of existing facilities is sorely needed.
- Complete the western terminus of the SR-56 Bikeway south of Del Mar.
- Pave the frontage road in Sorrento Valley east of Interstate 5 to connect to the SR-56 Bikeway.
- A bike bridge is needed to connect Morena Boulevard and Santa Fe Street so that bicyclists can avoid using Balboa Avenue.
- Inventory existing bike lanes to identify needed improvements.
- Road construction contractors must be held to standards so that bicyclists are considered in construction zones.

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- The San Diego River Pedestrian and Bike Path gap should be filled.
- More bike racks are needed throughout San Diego.
- There is a cement K-rail on Jamacha Road that is obstructing the bike lane. In order to avoid the K-rail, cyclists have to ride in the 50 mile per hour travel lane. The K-rail has been there for a long time and needs to be removed.
- The bike lanes on Harbor Drive are poorly maintained, especially in front of the Naval Station. Crossing the railroad tracks is also difficult.
- Enforce laws that prohibit motorists from parking in bike lanes and people from littering bike lanes.
- The tunnel on India Street between Old Town and Downtown requires better lighting. Explore the possibility of using Solatube technology to light the tunnel.
- Education is perhaps the most important tool we have to improve safety. Campaigns that educate people about door zone danger and destination positioning at intersections is particularly important. Billboards, radio, and television ads should be used to inform the public on these and other bicycling issues.
- There should be a tracking mechanism to record non-collision instances where interactions between bicyclists and motorists cause a bicyclist to crash or almost crash. Kearny Villa Road is an example of a high speed, intimidating roadway where bicyclist/motorist conflicts are frequent however conflicts are not documented unless there is a collision.
- Bike paths are poorly placed, designed, and signed. Better visibility and warning signage is needed at points where bike paths intersect with roadways so that motorists expect cyclists to be entering the roadway from a bike path.
- Bicyclists ride on new bike paths as soon as the pavement surface has hardened, which can be before the path has been officially dedicated. Because the paths are not officially dedicated they aren't maintained and repairs requested will not be addressed.
- The Lake Hodges Bridge has four different surface types which can be dangerous for cyclists who are not anticipating surface changes.
- Connecting bicycle facilities to transit should be prioritized to accommodate long distance commutes.
- Poor surface maintenance is a safety issue.
- Right turns on red should be prohibited on roadways with bike lanes.
- More bicycle-sensitive loop detectors are needed. Also, install pedestrian signals so that the push buttons are within reach of bicyclists so that cyclists do not have to dismount to push the signal.
- Make the public open house material and comments available on the City's website.
- I like the idea of a bicycle boulevard on Meade or Orange Avenue to serve as an alternative to the busy major corridors, such as University Avenue and El Cajon Boulevard.

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- There should be bike lanes connecting all of the urban core neighborhoods, including Hillcrest, Mission Hills, North Park and Downtown.
- Advertise future public open houses and workshops on KPBS.
- San Diego should be more bicycle-friendly. With San Diego's weather, more people would bicycle if San Diego was more conducive to bicycling.
- Share the road signage and sharrows are needed throughout San Diego.
- Motorists existing Interstate 5 and turning right onto Gilman Drive block the bike lane that provides access to the Rose Canyon Bike Path despite the signage that directs them to stop behind the line.
- An Environment Impact Report (EIR) was just completed for the San Ysidro Border Station Project, which included no mention of bicyclists needs. This is a good time to intervene and ensure bicycle travel is considered in the project.