

## Infrastructure Priorities Survey - Projects Form for Planning Groups

Planning Group Name: North Park

Questions	Project Idea 1	Project Idea 2	Project Idea 3	Project Idea 4	Project Idea 5
1. Please share specific infrastructure project ideas/ suggestions for your community?	North Park Library. The new city library master plan calls for one three times the size of the current one, to be built on the existing site. (Building such a library would almost certainly mean eliminating the existing parking lot, putting in underground parking as was done at Mission Hills-Hillcrest and likely building a multi-story building with housing units on the floors above the library.) Please note that this would be a multi-year project. It would involve getting major funding from sources other than city capital improvement money.	Bathroom renovation at North Park library	Traffic Circle at Alabama and Upas Intersection	Roundabout	A Master Bike Lane Plan should be created which allows cyclist to travel in a protected lane. Bike lanes should be thought out, they don't need to be on all roads, but allow cyclist to travel from neighborhood to neighborhood. Considerations of space and traffic should dictate whether bike lanes are protected and separated or shared with other vehicular traffic, i.e. designate Class I through IV bike lanes. Add protections to dissuade other traffic from encroaching in bike lanes and creating further safety concerns, i.e. cars/trucks parked in bike lanes for short term drop-off, loading, unloading. Designate sites and provide bike corrals or bike racks near destinaion areas
2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue."	3795 31st St.	3795 31st St.	Alabama and Upas	Intersection of El Cajon Blvd., Park Blvd., and Normal Street	All of North Park with considerations of traveling to other neighborhoods such as Hillcrest, University Heights, Kensington, City Heights, South Park, or Balboa Park.
3. How will this project positively impact the community?	Foremost, it would provide a sizeable community meeting room, available to community organizations and others in addition to its library uses. It would provide quiet space (smal conference rooms) that again could be used by the community when not being used by the library. And it would give to North Park what many other San Diego communities have -- a modern library, with all that this entails	Upgrade to accommodate for ADA patrons and energy savings via water efficient toilets and sinks	Improved traffic flow, reduce conflicts with pedestrians	Improve traffic, pedestrian, and bicycle safety	Provide safe bicycling.
4. Project Category	Library	Library	Mobility	Mobility	Mobility

Project Idea 6	Project Idea 7	Project Idea 8	Project Idea 9	Project Idea 10	Project Idea 11	Project Idea 12
Review the traffic circle at 33rd St and Landis	Replace unsafe "traffic calmers" at Madison and Utah with Bike and Pedestrian safe Roundabout	Sidewalk connection between Bird Park and Redwood Avenue along 28th Street	Pedestrian safety improvements at intersection of North Park Wy. and Ray St. Putting in traffic calming measures, such as curb extensions/bump-outs, or perhaps a realignment of the intersection would help tie this area together as a walkable area and would create a safer walking route from Jefferson Elementary School to the North Park branch library	Traffic Relief Study and Vehicular Traffic Master Plan. As this vibrant community becomes more dense in both residential and commercial properties, consider traffic flows into/out of/and within the North Park Community. Consider appropriate redesignation of two-way streets into one way streets, and compatability with public transportation, bike lanes, and pedestrian routes. The plan should also consider parking both in residential and commercial destinations.	Traffic Study and remedies planned	Traffic Study and remedies planned
33rd St and Landis	Intersection of Madison and Utah Streets	South side of 28th street where sidewalk ends to the sidewalk that starts back up at Redwood	Intersection of North Park Wy. and Ray St.	North Park	Park and El Cajon Boulevards	Upas St and 30th Street as it goes to South Park.
At this point the traffic rules related to this traffic circle are not being followed. Trucks and cars drive over the lip on the west side of the circle going south on 33rd street. Traffic may not slow down as many drivers barrel through the intersection there making it unsafe for pedestrians to cross.	Neighborhood has been asking for the removal of the existing concrete lumps ever since they were installed. A petition was presented to NPPC maybe 10? Years ago to remove them because they do not work for traffic calming and make the street less safe (caused at least one roll-over accident right after they were installed) . Negative impacts of existing concrete obstacles: . They remove needed parking (roundabouts do not ). They so narrow the roadway as to make continuing of the successful bike lanes on the West end of Madison impossible in this area.. They actually impede pedestrian crossings at the corners. Especially for folks with disabilities. They have proven to be unsafe, causing accidents rather than preventing them.. They do not work as traffic calmers..They are despised by residents, who started calling for their removal they month they were installed. Community benefits of replacing with a roundabout:. Replacement with a roundabout would permit the extension of the very popular and successful bike lanes existing on the west end of Madison all the way down to 30th street, thus completing a safe bike route parallel to Adams ave.	It will provide an uninterrupted sidewalk for pedestrians, including those in wheelchairs, who are currently forced into the road or into dirt and weeds to walk to Redwood along 28th Street.	Lack of all-way stop and wide, uneven intersection is dangerous for pedestrians and discourages walking in the area. Realigning the intersection and adding traffic calming and pedestrian safety enhancements would enable more walkability along North Park Way corridor. This section of North Park Wy. is seeing new businesses and increased housing density put in, and is nearby to bus routes and other businesses on University Ave. and 30th St. As such, it has the potential to be an especially walkable area, but people are put at risk and may be discouraged from walking due to the gap created by this intersection.	Reduce conjection, increase vehicle, pedestrian, and bicycle safety, and proide for a more efficient flow of traffic throughout the growing and thriving North Park community	Improve safety for cars, bike and pedestrians.	This is a dangerous intersection. There are two places for pedestrians to cross the street and people often cross at a third area. Coming from Upas west, it is difficult to see traffic to the North entering the intersection as a business often blocks view with their business. Drivers and bicyclists do not stop at the stop sign turning south on 30th from Upas and pedestrians have almost been hit. The lane to turn south and the lane to go east on Upas are confusing and drivers do not follow road arrows. Drivers and bicyclists often seem to be entitled and so do not stop for pedestrians.
Public Safety	Mobility	Mobility	Mobility	Mobility	Mobility	Mobility

Project Idea 13	Project Idea 14	Project Idea 15	Project Idea 16	Project Idea 17	Project Idea 18	Project Idea 19	Project Idea 20
Study of land for the purpose of finding out about sinking in area underneath North Park Sr Center Building at Howard and Idaho and Oregon Streets. This was the historical site of a water treatment plant that become part of the NP Community Park when it was torn down. When doing the study please include the block north of this, containing the Water Tower and water storage tanks, between Howard and El Cajon Boulevard. Both of these areas have been used by the community but problems with sinking earth have prevented continued use and development of other buildings and recreational facilities.	Fix the futsal courts by the water tower and make it public	Rebuild the North Park Recreation Center	Create Switzer and 30th Pocket Park	Expand the Switzer canyon Trails	Implement linear Park on Boundary Street	A permanent stage in the Old Trolley Barn Park.	Pave or provide hard surface (concrete) for all alleyways in North Park
One block north and south of Howard and Idaho and Oregon Streets, boundaries El Cajon Boulevard to the North and Polk Ave to the south.	El cajon and Idaho	Lincon and Oregon and Idaho, north of the tennis courts	Switzer Canyon and 30th	Switzer Canyon	Boundary Street	The park is situated between Carmelina Drive & the 1900 block of Adams Ave.	My neighbors between 30th and Texas has criminally dangerous pot hole filled alleys. It's dangerous and they keep getting over looked. Look at our alley on Hamilton between Adams and Monroe. The neighboring ones aren't any better. Also the alleyway from Landis to Dwight between Ray St and Grim
If we can find the problems with the land sinking, it could be repaired and we could rebuild the Sr Center and have soccer fields in the block north of that again. It would be nice to have a project that could expand the Community Park and provide more recreational resources.	Provide public with space to encourage play	The community has grown with all of the increase in population. It would be nice to have a new facility to provide more recreation opportunities for the residents and the folks that utilize the area (Sr Education al, Cultural Opportunities. The current building was built in 1950. While we are hoping to get air conditioning from monies this year our long range goal would be to get a new facility.	Proposed park within City-owned open space in Switzer Canyon to accommodate passive recreational uses. Design and construct park amenities to support passive recreation such as seating, walkways, and interpretive signs.	Approximately 6,500 linear feet of existing and proposed trails located in Switzer Canyon Open Space (City-owned, MHPA-designated) which provide passive recreation. Expand the existing 5,400 linear feet of trails by designing and constructing approximately 1,100 linear feet of new trails and provide trail improvements, such as interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.	Proposed linear park located along Boundary St. between Howard and Lincoln Aves., on City and Caltrans right of-way. Pursue acquisition or lease agreement with Caltrans; design and construct passive recreation amenities such as seating, walkways, and landscaping.	It will reduce the expenses of events that require stages--our stages for just 4 concerts cost \$7,144. The savings would allow for additional events in the park. A simple stage without all the amenities is sufficient since bands bring their own sound systems. It will offset the fund raising required to provide stages for concerts and other events.	Paving the alleys make them safer for kids and families and people with disabilities who have a hard time getting into and out of buildings. They encourage people to get outside and walk between streets plus with all the adu some of us live facing the alleys.
Parks and Play Areas	Parks and Play Areas	Parks and Play Areas	Parks and Play Areas	Parks and Play Areas	Parks and Play Areas	Parks and Play Areas	Regionally Serving Infrastructure