

CITY OF SAN DIEGO

SAFE STREETS & ROADS FOR ALL ACTION PLAN

Phase 1 Engagement Summary

Prepared by:

KITTELSON & ASSOCIATES

3601 Fifth Avenue

San Diego, CA 92103

Project Manager:

Chris Romano, AICP, LEED AP

Project Principal:

Mychal Loomis, PE

Project No. 30055

FINAL



Engagement Summary

San Diego is working to create a safe and comfortable transportation systems for the thousands of residents, visitors, and commuters who travel to and through the City each day. To do this, Safe Streets for All San Diegans (SS4ASD) aims to identify community driven solutions to get people where they want to go, engaging the community to understand what should be built and where it should be built. The City has already completed a significant amount of engagement around these topics, and so Phase 1 of the SS4ASD community engagement efforts focused on gathering specific feedback related to the three project elements by hosting an online open house for community members. The intended results of Phase 1 included:

- Educate and gather feedback on current mobility issues which could be addressed by quick build projects
- Educate and gather feedback on types of quick build treatments community members would like to see implemented
- Educate and gather feedback on speed management
- Educate and gather feedback on types of Slow Streets which could be implemented and where people would like to see them
- Gather map-based comments on a variety of topics related to speeding, key destinations, travel patterns, and crossings.

OUTREACH METHODS

Opportunities to Engage

The engagement effort included two major methods of outreach:

- An online open house that operated as a project website, including sub pages for each of the three project elements and a frequently asked questions page in English with translation to multiple languages available via Google Translate.
- An interactive webmap for geographic based comments in English and Spanish.

These elements were open from October 28 to December 2, 2024.

Getting the Word Out

To spread the word about the SS4ASD project and invite community members them to get involved, the study team advertised and promoted the online open house utilizing various platforms, including:

- Social media posts on the City of San Diego's Facebook and Instagram feeds on November 1st and 26th, 2024.
- Eblast to City mainlining list on November 1st, 2024.
- Flyers distributed to community groups, to Council Members, and at libraries.
- Business cards in English and Spanish distributed to community groups and Council Members.

Copies of the flyer, business cards, and social media posts can be found in [Appendix A – Engagement Flyer and Social Media Posts](#).

VIRTUAL OPEN HOUSE

Introduction

The first Virtual Open House for San Diego's Safe Streets for All (SS4A) Plan highlighted public priorities, concerns, and opportunities for improvement in the areas of mobility, safety, infrastructure, and equity. The site <https://ss4asd.com/> received a 689 total of visits. Of these, 218 visits (31.64%) were by Generated IDs. Among these users, 172 were engaged users, representing 24.96% of the total visits. Engaged users are those who performed an action on the site, such as completing surveys.

The Open House was arranged in a “booth” format, allowing attendees to navigate to separate pages, each focusing on a different element of the project. Contents included:

- **Introduction Page:** Introduced attendees to the project and identified the 3 pillars. Community members were asked to provide general demographic information.
- **Booth 1:** Introduced the Historically Disadvantaged Quick Build Program, including descriptive examples of what Quick Build projects are. The booth also provided a definition for Disadvantaged Communities in San Diego and why the Quick Build Program has a focus on them. Community members were asked to provide feedback on challenges to mobility and types of quick build treatments they would like to see.
- **Booth 2:** Educated community members on the speed management plan, the legislation enabling the plan, and the benefits of lowering speeds. Community members were offered an opportunity to provide input on speed management.
- **Booth 3:** Introduced community members to the slow streets program, including examples and types of slow streets that could be implemented. Attendees were asked to provide feedback on types of slow streets they are interested in as well as how they would like to be involved in the implementation of slow streets.
- **Frequently Asked Questions (FAQ):** Provided additional detailed information and links on the concepts introduced for the plan, the support behind them, and other educational materials.

Key Findings

Analysis of the first Virtual Open House provided detailed insights, and this integrated summary consolidates key findings, recurring themes, and actionable next steps.

Community Concerns:

- **Safety and Speed Management:**
 - High support for traffic mitigation measures such as speed cameras, roundabouts, narrowed lanes and raised crosswalks.
 - Safety concerns while crossing intersections or navigating roadways (walking, biking, and driving).
 - Calls for stricter enforcement of speed limits and transparent implementation processes.
- **Infrastructure Maintenance:**
 - Urgent need for road repairs, better lighting, and enhanced pedestrian safety features.
 - Advocacy for safe sidewalks and protected bike lanes to promote multimodal transport.
- **Equity and Accessibility:**
 - Concerns about slow streets benefiting affluent areas disproportionately.
 - Calls for expanded public transit to complement biking and walking initiatives, ensuring accessibility for all demographics.
 - Targeted outreach in underserved areas is critical to addressing these disparities.

Common Themes

- **Safety and Enforcement:** Strong emphasis on enforcement of speed regulations and visible deterrents like speed cameras. Tailored solutions for residential and high-foot-traffic areas, such as near schools and parks, were prioritized. Many cited potholes, deteriorating bike paths, and inadequate lighting as hazards. There is a demand for practical, equitable quick-build solutions that prioritize safety and usability.
- **Community Prioritization:** Need to balance priorities for drivers, cyclists, and pedestrians, especially in areas with limited parking or high foot traffic. Advocacy for protected bike lanes, safe sidewalks, and well-maintained roads to encourage multimodal transit. The desire for transparency, regular updates, and opportunities for engagement reflects a community eager to contribute to meaningful change.
- **Infrastructure Maintenance and Improvements:** Urgent need for road repairs, better lighting, and enhanced pedestrian and cyclist infrastructure. Desire for well-maintained streets, crosswalks, and community enhancements (e.g., landscaping, benches, and public art).
- **Connected Transit:** Slow streets must integrate with broader transit networks to avoid isolation and enhance accessibility.

- **Slow Streets Program Preferences:** Interest in promenades (29.67%), community slow streets (28.57%), and school streets (23.08%). Mixed reactions about the feasibility of residential slow streets and concerns about enforcement.

Gaps in Representation

- **Age:** *Minimal involvement from youth and elderly populations.* The age groups 35–44 (27.66%) and 25–34 (19.15%) were the most engaged. Minimal participation was noted among youth (18–24, 4.26%) and elderly (75+, 2.84%).
- **Ethnic Diversity:** *Limited participation from Hispanic, Asian, and Black residents.* Participants were predominantly White (65.71%), with underrepresentation of Hispanic/Latino (11.43%), Black/African American (0.71%), and Asian (2.14%) communities who make up 50.4%, 29.6%, 5.7%, and 17.6% of San Diego residents, respectively.
- **Gender Differences:** Male participants (51.45%) outnumbered females (39.86%), while 8.69% identified as non-binary or preferred not to answer.
- **Geographic Reach:** Sparse engagement from areas outside central San Diego. Most responses came from central San Diego neighborhoods (e.g., 92116, 92103, 92101). Peripheral areas, including southeast and suburban neighborhoods, were underrepresented.

Next Steps for Engagement

While the Central City neighborhoods received higher levels of engagement, the Safe Streets for All San Diegans project has an emphasis on identifying improvements for Disadvantaged Communities. In order to increase engagement in these communities, the following approaches will be applied in the next phase of community engagement:

Targeted Outreach

- Collaborate with community-based organizations (CBOs) to host focus groups in underrepresented neighborhoods. These CBOs are expected to include but not be limited to Urban Collaborative Project (Southeast San Diego), Logan Heights Community Development Corporation (CDC)(Barrio Logan), Bayside Community Services (Linda Vista), Mid-City Community Action Network (CAN) (Mid-City / City Heights), and Casa Familiar (San Ysidro).
- Conduct pop-up events in community hubs (e.g., schools, markets, libraries) to increase visibility.

Expanded Feedback Mechanisms

- Provide consistent updates to show how public feedback influences project decisions.
- Launch Virtual Open House #2.

Educational Solutions

- Provide clear communication about their purpose and benefits to overcome skepticism. Ensuring equitable implementation will be key.

Booth-Specific Highlights and Insights

Booth #1

Question 1: What mobility issues are you experiencing in your community?

- **Safety Concerns:** Feeling unsafe while crossing intersections (walking and biking) and navigating roadways due to high vehicle speeds.
- **Infrastructure Needs:** Calls for improved pedestrian and bicycle infrastructure to encourage mode shifts.
- **Transit Access:** Roads to transit stops are perceived as unsafe for walking or biking.
- **Traffic Issues:** Reports of congestion and unsafe driving at intersections.

Key Themes

- A strong desire for safer pedestrian and bicycle environments, with a need to address speeding and inadequate infrastructure.

- The importance of improving the overall comfort and safety of transit access.

Question 2: What should quick build treatments focus on in San Diego?

- Speed reduction (25.88%)
- Intersection safety (21.18%)
- Bicycle enhancements (20%)
- Pedestrian enhancements (17.65%)

Key Themes

- Advocacy tools for local speed reduction, better road lighting, and enforcement via speed cameras and patrols.
- Suggestions included mid-block streetlights, better sidewalk maintenance, and practical improvements for existing bike paths.
- Concerns were raised about the loss of parking spaces in disadvantaged communities and the need for equitable access to transit improvements.
- Participants favor a combination of community-driven advocacy and design solutions to enhance safety and reduce speeding. Lack of enforcement is a recurring frustration.

Booth #2

Question 1: Is there anything you would like us to know as we develop the speed management plan?

Key Themes

- **Advocacy Tools:** Calls for mechanisms to allow community members to advocate for speed reduction locally.
- **Lighting and Design:** Strong support for improving road lighting and using design measures like roundabouts, narrowed lanes, and bulb-outs.
- **Speed Enforcement:** A major concern was the lack of enforcement for existing speed limits, with suggestions for speed cameras and increased patrols.
- **Neighborhood Focus:** Participants emphasized reducing speeds in residential areas, high foot-traffic zones, and near schools and parks.
- **Infrastructure Issues:** Potholes and road deterioration were frequently mentioned as safety hazards.

Booth #3

Question 1: Which types of Slow Streets are you most interested in?

- Promenades (29.67%)
- Community slow streets (28.57%)
- School streets (23.08%)
- Business shared streets (18.68%)

Key themes

- Support for promenade-style streets in business areas, but concerns about the practicality of residential slow streets.
- Mixed reactions about slow streets reflecting skepticism over enforcement and equity in implementation.

Question 2: On a scale of 1–5, how involved would you like to be in implementing and advancing a Slow Streets program?

- Fairly Involved (34.43%): Interest in attending meetings and providing input.
- Minor Involvement (21.31%): Preference for receiving updates.
- Very Involved (18.03%) and Extremely Involved (14.75%): Willingness to partner or lead projects.
- Not Involved (11.48%): Minimal engagement from some participants.

Question 3: What tools/resources would be most useful for a Slow Streets initiative?

- City staff support (23.28%)
- Community Planning Group/Business District Support (21.55%)
- Educational materials (20.69%)
- Neighborhood discussions (18.97%)
- Neighborhood surveys (15.52%)

Key themes:

- Suggestions for better communication, including interactive maps, direct outreach via mail, and social media updates.
- Concerns about inadequate enforcement of traffic rules and skepticism regarding the effectiveness of existing programs.
- There is significant interest in promenade-style slow streets and a desire for community-driven implementation. However, transparency, equitable outreach, and practical enforcement strategies are critical to gaining support.

ONLINE MAPPING EXERCISE

The online map allowed users to provide feedback by drawing segments or points on a map of the City of San Diego and submitting written comments to describe their observations, needs, or concerns. The mapping tool offered respondents the option to choose from five categories that best matched their comments. These categories are listed in [Figure 1](#) with their corresponding share of comments.

The online map received a total of 432 comments organized by the categories below. 15 comments were not assigned a category by the user. These 15 comments were reviewed and appropriately categorized by staff. A brief summary of the categories and their overarching themes is provided below:

Observed Speeding

- Respondents noted concerns for children and families due to high speeds near schools, parks, and residential areas.
- Multi-lane roads with fast speeds near businesses and commercial areas are perceived as creating an uninviting environment for shopping.
- High speeds on major roadways and near universities make crossings and biking feel unsafe.

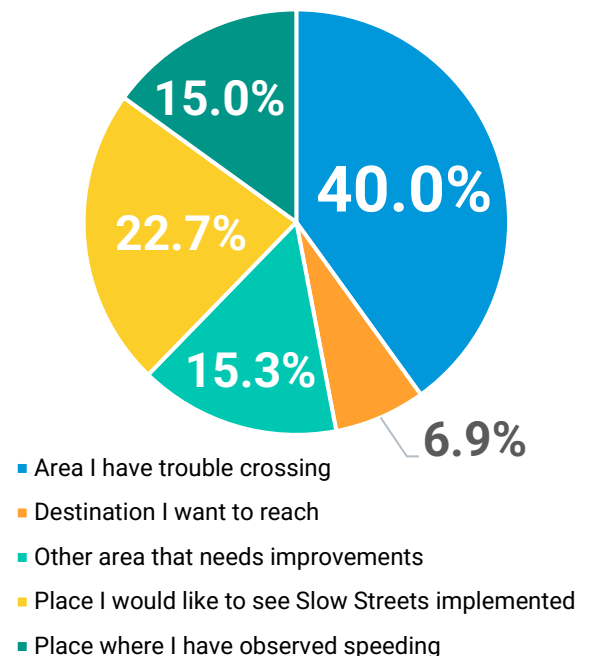
Challenging Crossings

- Fast-moving traffic makes even marked crosswalks feel unsafe.
- Long signal delays, missing crosswalks, and slip lanes were noted as significant barriers for people walking and biking.
- Poor lighting, limited visibility, and lack of ADA-compliant curb ramps and other infrastructure make crossing uncomfortable, particularly for vulnerable populations.

Desire for Slow Streets

- Many respondents want slow streets near schools, parks, in residential neighborhoods to enhance safety and livability.
- Commenters also recommended scenic areas, such as near Sunset Cliffs or Balboa Park, and commercial areas for slow streets to create comfortable places for walking and to create community gathering spaces.
- Recommended slow street treatments included speed humps, protected bike lanes, car-free or limited zones, and slip lane closures among others.

Figure 1: Percentage of Comments in Each Category



Desired Destinations to Reach

- Respondents wanted better connections to recreational areas, commercial districts, and schools.
- Access to trails and transit hubs was frequently mentioned as a priority for walking and biking improvements.

Other Improvements

- Comments in this category highlighted many of the same themes observed in other categories:
 - Calls for enhanced bike lanes, safety measures for people walking, and ADA-compliant crossings.
 - Respondents highlighted the need for better transit-to-bike connections and improved visibility at intersections.
- Other comments included safety concerns near encampments, traffic noise, and poor pavement conditions.

While commenters were asked to select a single category to define their observations, many provided extensive feedback that could have fit into one or more of the categories provided. To account for this, the team reviewed all comments and noted when a comment addressed a secondary category in addition to the primary one. Where additional tags were used to further expand the observations, the results are noted in the respective category summaries below and are made available in [Appendix B – Raw Map Comments](#).

Observed Speeding

While 15.0% of comments were categorized as “Place where I have observed speeding” an additional 80 comments focused on another category also mentioned speeding. In total, over 1 in 3 commenters mention observing excessive speed, fast moving traffic, or “racing”. Where speeding was observed, it contributed to commenters feeling unsafe while walking and biking, especially when crossing roads or navigating slip lanes and ramps. Speeding also influenced perceptions of the environment, with commenters noting excessive noise and how fast roadways limited community connectivity. Within this category, themes emerged around the types of areas and roadways people observed speeding along:

Residential and Recreational Areas

- Multiple comments highlight excessive vehicle speeds on residential streets, particularly near schools and parks, created concern for the safety of people walking and biking, including children. Some streets where excessive speeds were identified by multiple respondents include **Mount Abernathy Avenue**, **Brandywine Street**, **Ingraham Street**, and **Jewell Street**.
- Respondents identified high speeds near scenic and recreational destinations such as **Sunset Cliffs Boulevard**, **Shelter Island**, **Harbor Drive**, **Cabrillo Bridge**, and **Florida Drive** through **Balboa Park**. Respondents noted this made them feel uncomfortable or unsafe walk, biking, and crossing the street.

Commercial Corridors

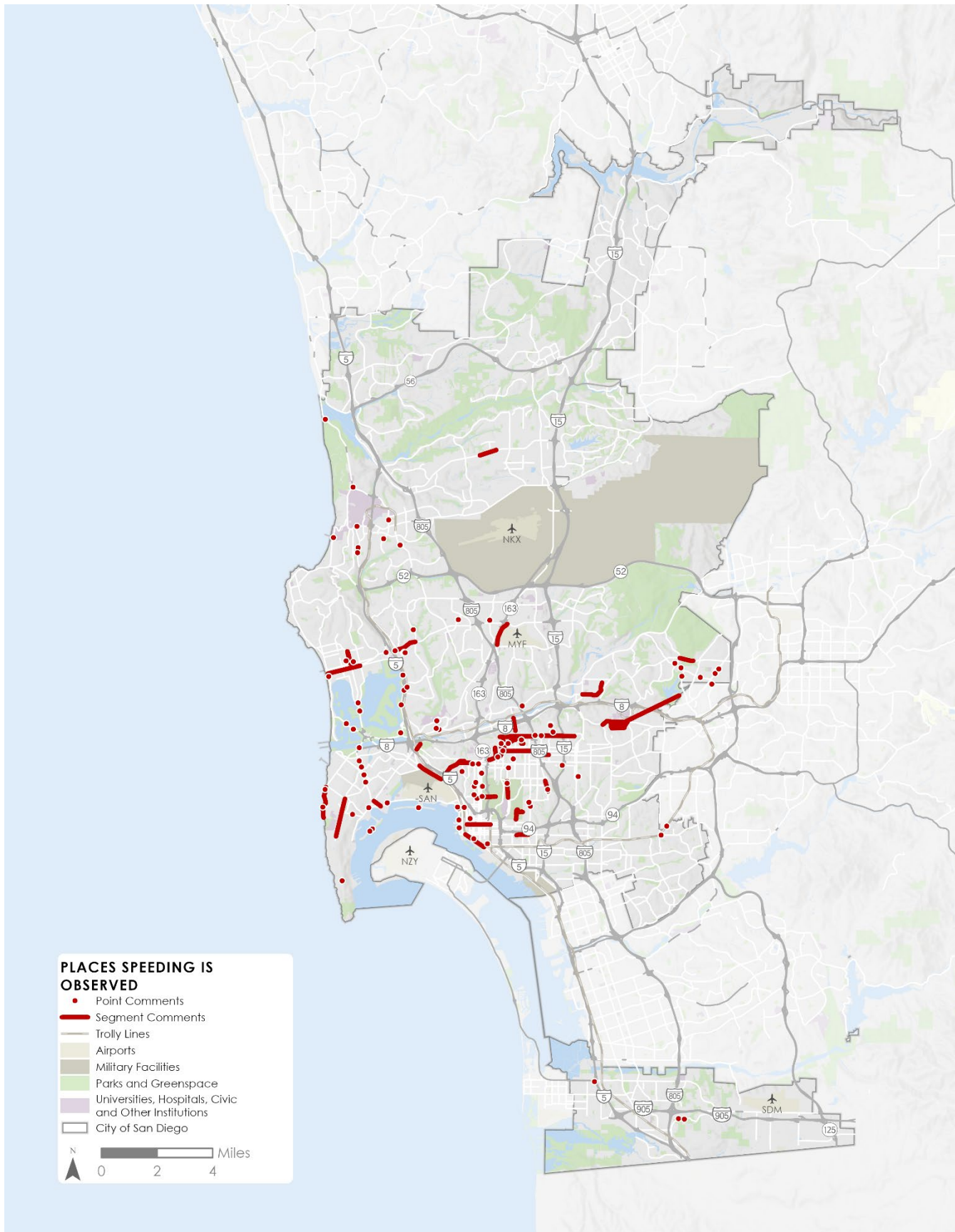
- High-speed traffic on **El Cajon Boulevard**, **Convoy Street**, and **Adams Avenue** makes it uncomfortable to walk to businesses along these corridors. Comments describe these roads as “overbuilt” and akin to highways, discouraging active transportation and local visits.

Major Roadways

- Key major roadways, such as **Harbor Drive**, **Nimitz Boulevard**, and **Mission Bay Drive**, were noted several times as having speeding traffic making walking and biking on or crossing them feel unsafe.
- Concerns were raised about streets adjacent to San Diego State University, including **Montezuma Drive** and **College Avenue** for excessive speed and the challenges it poses for students to access the school from the surrounding residential community.

All comments that mention excessive speeding are mapped in [Figure 2](#).

Figure 2: Comments that Mention Speeding or Fast Moving Traffic



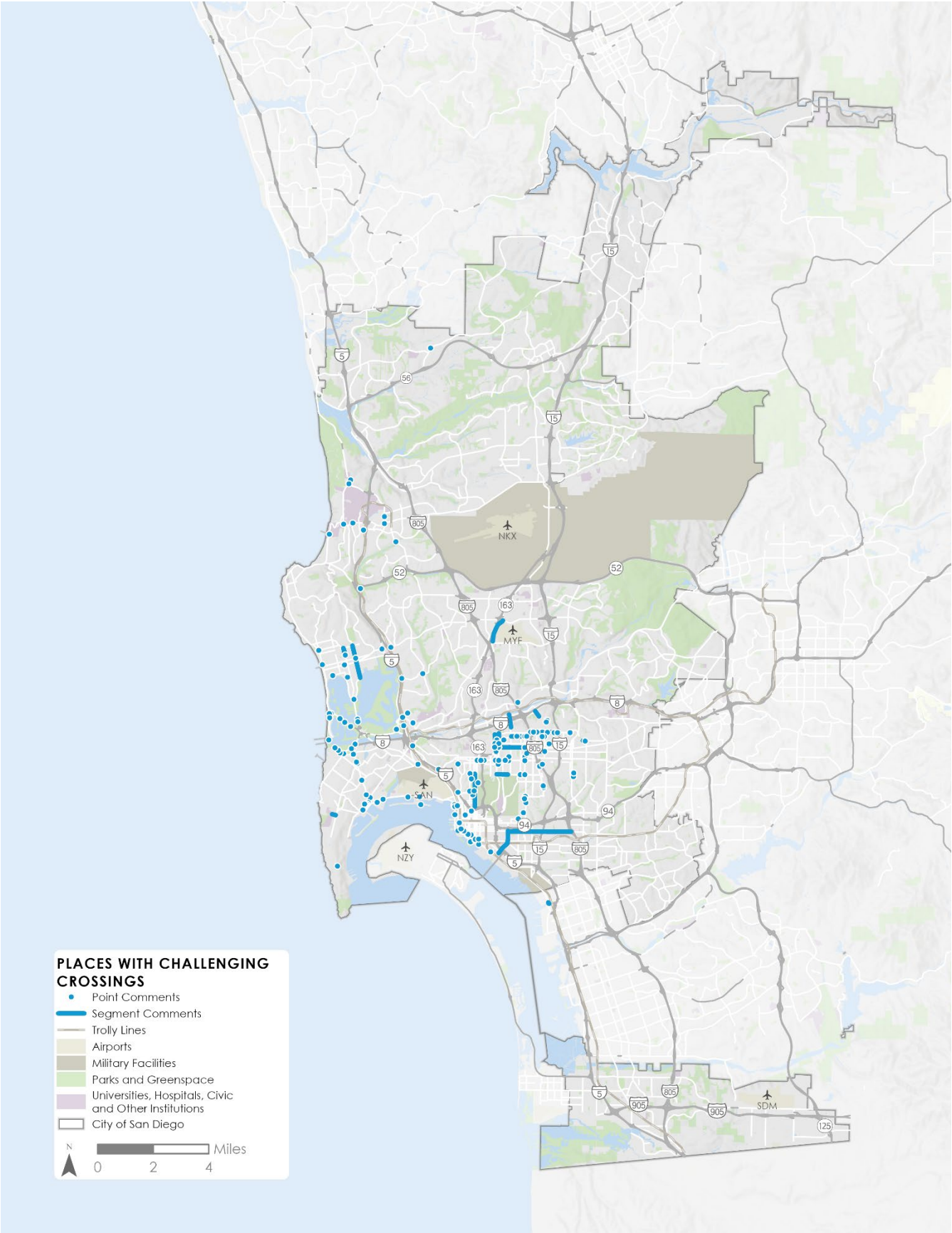
Challenging Crossings

The largest category survey takers added comments to with 40.0% of all comments is “Area I have trouble crossing”. An additional 22 comments mentioned crossing challenges or desired crossing improvements as a secondary topic for a total 195 comments or 45.0% of all comments. Common themes include:

- **High Speed Traffic.** Commenters note that fast-moving traffic can make them feel unsafe even when crossing at marked crosswalks.
- **Delays or Lack of Dedicated Signalization at Intersections.** Several survey takers noted that at intersections, long pedestrian cycle times can create frustration as it can significantly delay their journey. People also indicated that bikes often do not have dedicated signaling or that in-road sensors may not detect them and that they may have to wait for a car to proceed.
- **Unmarked and Missing Crosswalks.** Several observers noted unmarked and missing crosswalks including along Harbor Drive, Grape Street, among others.
- **Poor Visibility to Drivers.** Some comments indicated that cars approaching intersections had limited visibility, especially to people crossing the road. This was especially highlighted at intersections near curves or that had parked cars potentially blocking sightlines.
- **Slip Lanes.** Slip lanes were mentioned frequently as a major barrier for people walking to cross safely as respondents noted they may encourage fast turning speeds.
- **Poor Lighting.** People frequently mentioned that poor lighting at crossings, particularly at night, makes it difficult for drivers to see people walking, increasing the risk of crashes, especially in busy areas with high foot traffic.
- **Concern for Populations with Unique Transportation Needs.** People frequently expressed concerns about the safety of school crossings for children, the need for more accessible crossings for seniors and people with disabilities, and the lack of ADA-compliant infrastructure, including missing ramps and long crossing distances.
- **Walking Outside a Crosswalk.** Several commenters mentioned that large distances between comfortable crossings and lack of marked crosswalks contributed to people crossing outside or marked or unmarked crosswalks.

Figure 3 indicates all locations where comments indicated that speed was indicated as a concern.

Figure 3: Locations where People Struggle to Cross



Desire for Slow Streets

98 (22.7%) of comments within the category “Place I would like to see Slow Streets implemented”. One additional comment was misclassified and indicated a location explicitly desired to be a slow street. The comments in this category highlight a strong desire for Slow Streets to improve safety, reduce vehicle speeds, and enhance access for people walking and biking. There is a clear focus on transforming car-centric areas into more inviting, community-oriented spaces that support walking, biking, and gathering. The following themes emerged around the types of locations slow streets were requested and the various recommended treatments that were offered to slow vehicle speeds and implement slow streets:

Types of Locations

- **Near Schools.** Many respondents noted the desire to see slow streets near schools to improve the safety of young children and families walking to school.
- **Parks and Scenic Areas.** Roadways within parks or near scenic locations (such as Sunset Cliffs) were recommended for slow streets with a desire to see these streets act as an extension of these recreational areas with comfortable locations for people to walking, bike, and enjoy.
- **Residential Areas.** Respondents identified local residential streets at places they would like to see traffic calming, especially with the consideration of children at play.
- **Commercial and Dining Areas:** Locations like India Street in Little Italy were noted as spaces where reducing car traffic could enhance the shopping and dining experience of a business district.

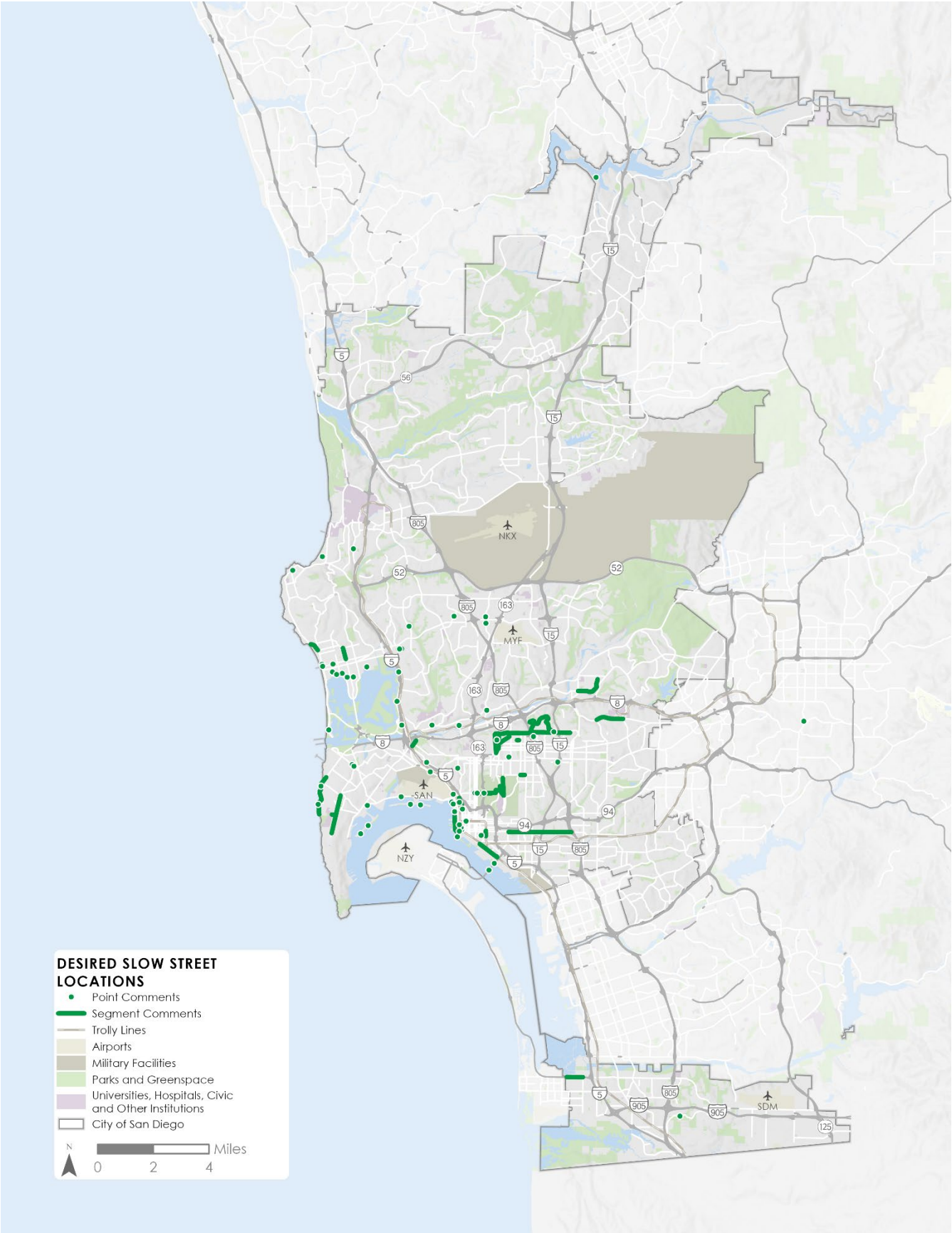
Desired Treatments and Solutions

Many commentors made specific recommendations on the types of treatments they were interested in seeing implemented to slow traffic:

- **Speed Humps.** Suggested to slow down vehicle speeds, especially on steep or high-speed streets.
- **Traffic Circles/Roundabouts.** Recommended at key intersections to slow traffic and improve the safety of people walking and biking.
- **Traffic Diverters.** Proposed to prevent cars from using residential streets as high-speed shortcuts or pass-through routes.
- **Road Diets.** Suggestions to reduce the number of vehicle lanes to create space for wider sidewalks, bike lanes, or green buffers.
- **Protected Bike Lanes.** Calls for concrete barriers to separate bikes from car traffic and prevent dangerous merging.
- **Car-Free Zones.** Proposed to convert certain areas into car-free zones to enhance the safety of people walking and to create a community gathering space.
- **Crosswalk Enhancements.** Requests for more crossings for people walking that include flashing lights, signals, and improved visibility.
- **Slip Lane Closures.** Recommended closing slip lanes that create dangerous conflict points between drivers and people walking and biking.
- **Flashing Speed Signs/Radar Feedback.** Suggested for residential areas to remind drivers of their speed and encourage compliance with limits.
- **Rumble Strips.** Proposed as an alternative to speed humps to slow vehicles without impeding emergency vehicles.
- **School Streets.** Recommendations for temporary or permanent slow streets near schools to create safer drop-off and pickup zones.
- **One-Way Conversions.** Suggested in commercial areas to reduce through traffic and create space for outdoor dining and zones that prioritize people walking and shopping.

Figure 4 indicates all locations where comments indicated that it was desired to see a Slow Street implemented.

Figure 4: Desired Locations for Slow Streets



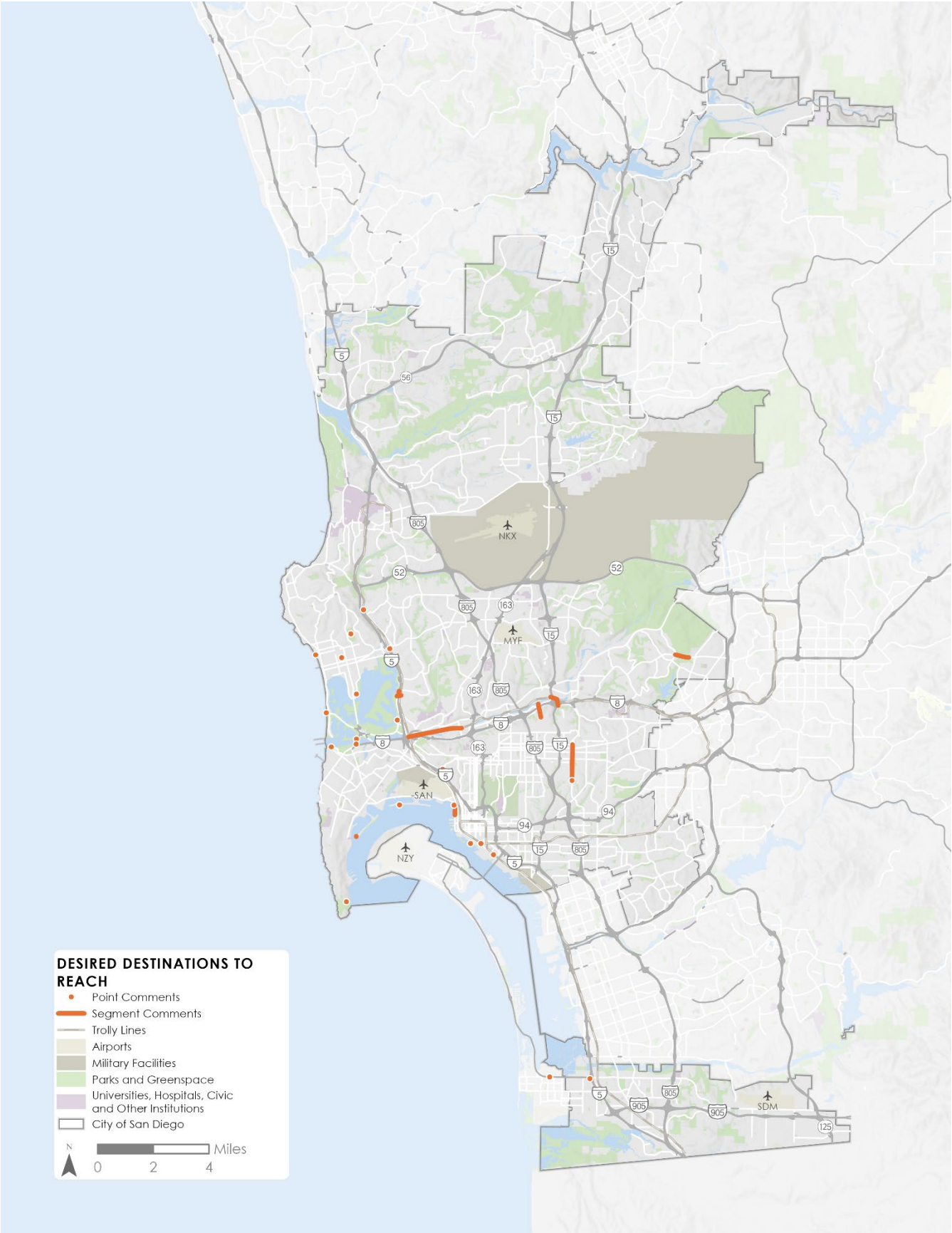
Destinations to Reach

6.9% of the comments were categorized under “Destination I want to reach.” While some commentors listed a specific destination, others specified connections they want to use to reach their destinations, while others indicated the *type* of destination they wanted to reach. The following locations were mentioned:

- **Recreational destinations** including Mission Bay Park, Harbor Island, Cabrillo National Monument, Embarcadero and the museums and ports along it, Shelter Island, Waterfront Park, River Park, Snap Dragon Stadium, Balboa Park, and the Mission Bay Resort.
- **Neighborhood or Commercial Districts** such as those in Normal Heights and along Washington Street.
- **Trails** including Cowles Mountain Trailhead and the Rose Creek Bike Path.
- **Trolley stops** including at Palm Avenue and Balboa Avenue Stations.
- **Regional connections** and specifically to Coronado such as through expanded ferry services.
- **To Pacific Beach** especially through improved infrastructure along Palm Avenue.
- **Schools** especially within Pacific Beach.
- **Universities** such as the University of California, San Diego (UCSD).

Figure 5 indicates all locations where commentors indicated that they want to reach or connections they wanted to use to reach their final destination.

Figure 5: Desirable Destinations or Routes to Desired Destinations



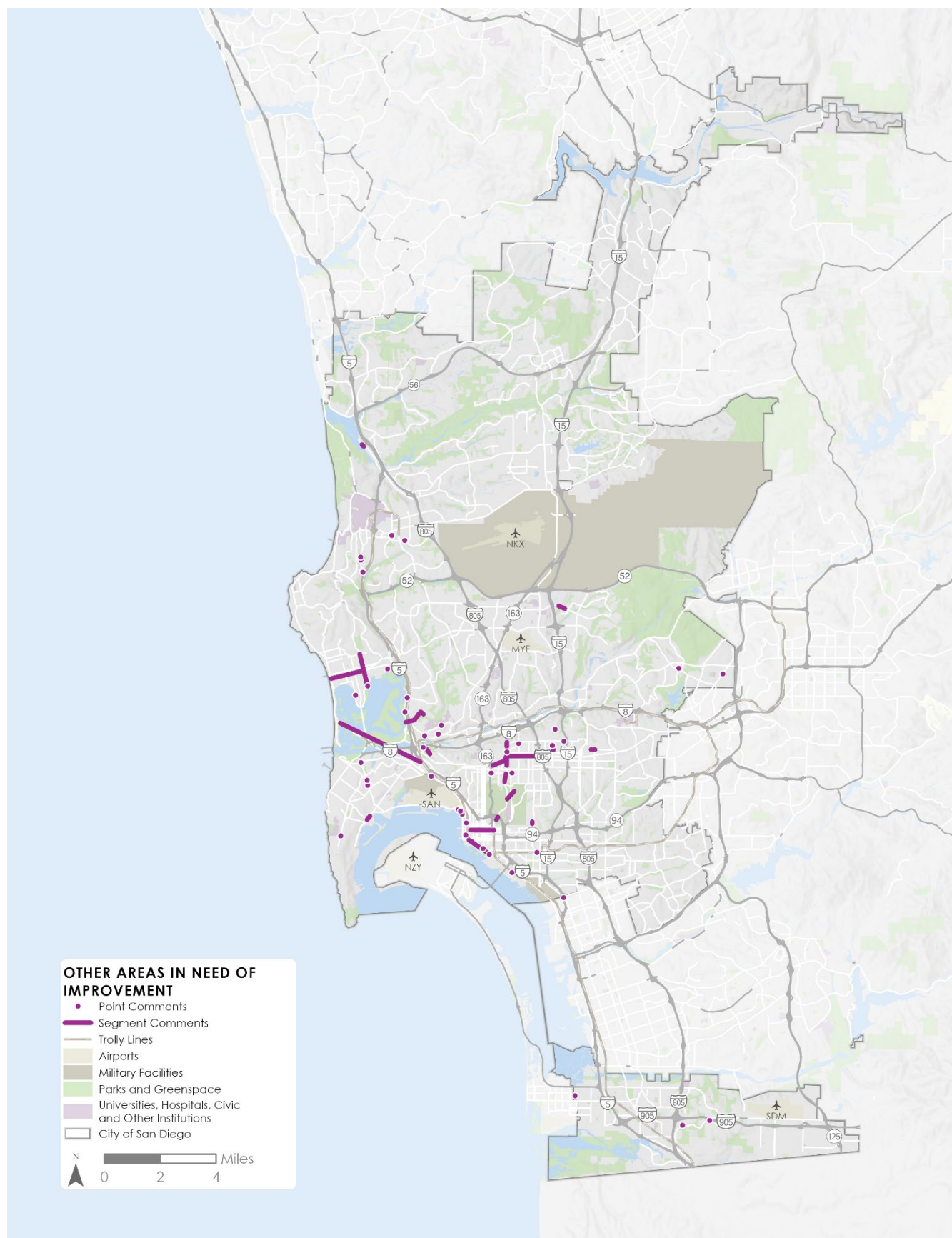
Other Improvements

15.3% of survey takers used the 'Other area that needs improvements' category. Often commentors use this category with a list of improvements and observations that fit into several of the survey categories—but because of this, could not easily be recategorized. Thus, many comments hit on several of the same themes and more.

- **Bike Lane Improvements.** Respondents noted the need for further separation and protection for bike lanes, particularly along major roads such as Pacific Highway and Harbor Drive. Concerns were raised about the lack of continuous bike infrastructure, with intersections highlighted as key points of vulnerability. Respondents also emphasized the importance of maintaining smooth pavement surfaces and enforcing regulations to prevent vehicles from parking in bike lanes.
- **Safety of People Walking.** Several commenters highlighted the need for improved crosswalk visibility and stricter enforcement to address vehicles blocking sidewalks and walking paths, especially near schools and busy intersections. A recurring theme was the need for ADA-compliant routes at Mission Bay access points and comfortable crossings across major barriers such as busy roadways and freeways.
- **Intersection Improvements.** Comments reflected concerns about intersections that feel unsafe and requests for traffic calming measures. Many suggested adding roundabouts and clearer signage at stop signs to improve safety, particularly along Garnet Avenue. Additionally, dedicated right-turn lanes at rail crossings to reduce rear-end collisions.
- **Transit and Connectivity.** Respondents called for enhanced bike-to-transit connections at key hubs, including the Palm Avenue Transit Station. Feedback on shared bus and bike lane configurations indicated that such mixed-use lanes may not be comfortable for some riders.
- **Additional Concerns.** Commenters raised safety concerns regarding poorly maintained tracts along Commercial Street, reporting incidents of bike crashes. Safety issues near bridges and bike paths were also noted, with encampments mentioned as contributing to unsafe conditions. Additionally, there were calls for traffic calming measures on high-speed arterials such as El Cajon Boulevard to address noise and enhance safety.

Figure 6 shows areas that respondents indicated could use other improvements.

Figure 6: Other Areas of Desired Improvements



Biking Routes and Bike Infrastructure Improvements

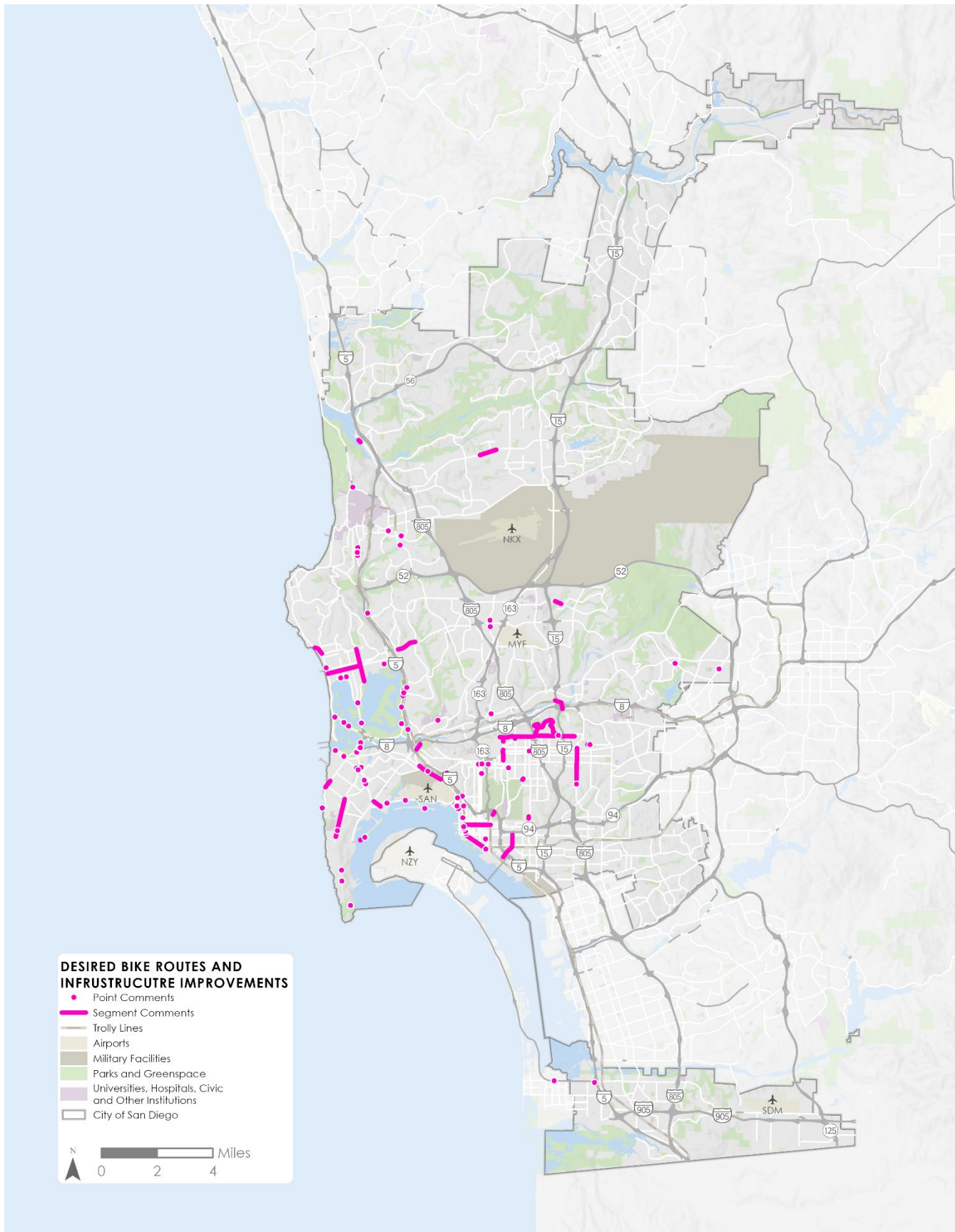
While the development of specific bike routes and infrastructure recommendations on those routes were not the specific focus of this effort, any comment that related to such concern—regardless of category—was tagged for this item. In total 109 comments or 25.2% of all comments included biking specific routes or improvements in addition to concerns about speed, reaching specific destinations, or challenging crossings. A very brief overview of the themes are provided below. These comments were shared with the teams working with the City of San Diego on the [San Diego Bike Master Plan](#) update so that they can be specifically accounted for in that plan.

Desired Biking Routes and Infrastructure Improvements


- Respondents requested greater physical separation from traffic and safer crossings, especially at intersections with major roads or freeway overpasses.
- Many comments emphasized completing bike networks to connect key destinations and existing bike paths.
- Concerns included uncomfortable conditions on busy streets and shared bus-bike lanes.

Figure 7 shows all comments—regardless of category the commenter originally indicated—where desired bike routes or improved bike infrastructure was desired.


Figure 7: Other Biking Desire Paths and Infrastructure Comments





APPENDIX A – ENGAGEMENT FLYER AND SOCIAL MEDIA POSTS





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Liked by **my_dog_guinness** and others

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The City is working to slow traffic and make streets safer to achieve our sustainability and Vision Zero goals! 🚲 🚗 Visit our virtual open houses through December 2 to learn more and provide input. Click our Link in Bio!

#SS4A #SafeStreetsForAllSanDiego #VisionZero

November 1, 2024



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Safer streets
start with you.


Safe Streets for All is an initiative to develop safer travel in San Diego. To participate in our Virtual Open House, visit SS4ASD.com


The City of

SAN DIEGO

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Liked by **realtor_emmett** and others

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Safer streets start with you! Tell us where you want to see slower traffic in your community. Visit our virtual open house before December 2 to provide input by clicking our Link in Bio!

#SS4A #SafeStreetsForAllSanDiego #VisionZero


November 26, 2024

Safe Streets for All San Diegans

Quick Build | Slow Streets | Lower Speeds

The City of San Diego is working to slow traffic and make our streets safer! Share your ideas via the link or QR code.

SS4ASD.com



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SAN DIEGO

Safe Streets for All San Diegans

Construcción Rápida | Calles Lentas | Velocidades Lentas

La Ciudad de San Diego está trabajando para reducir el tráfico y hacer que nuestras calles sean más seguras. Comparte tus ideas a través del enlace o el código QR.

SS4ASD.com



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Safe Streets for All San Diegans

Quick Build | Slow Streets | Lower Speeds

The City of San Diego is working to slow traffic and make our streets safer! Visit our Virtual Open House from [October 28th to December 2nd, 2024](#) to learn more and share your ideas with our team.

Scan the QR Code or visit the link:

SS4ASD.com



This project, funded by a Safe Streets and Roads for All (SS4A) federal grant, is embarking on three distinct efforts to reduce traffic related injuries and deaths by lowering speeds and identifying safety projects in areas of acute need. Learn more and provide input by navigating to each of the break-out rooms below or visiting the project website.

This effort builds on the City's ongoing update of the Bicycle Master Plan and relates to the following City efforts:

- Mobility Master Plan
- Climate Action Plan
- General Plan
- Strategic Plan
- Vision Zero



Historically Disadvantaged Community Quick Build

Identify and prioritize safety improvement projects needed in underserved communities



Comprehensive Speed Management Plan

Reduce speed limits citywide and increase awareness on safe speeds



Slow Streets Program

Identify streets where traffic calming initiatives are most needed and create safer community spaces

APPENDIX B – RAW MAP COMMENTS

This table provides the raw comments provided from the Online Map. The following items are included for each comment:

- **Comment ID** – Unique comment identifier
- **Comment** – Users written comment
- **Category** – The user-chosen (unless otherwise specified) category their comment fits within
- **# of Likes** – The number of likes the comment received from other users
- **Categorized** - Flagged with a “1” if it was originally uncategorized by the user and instead categorized by Staff
- **Speeding** - Flagged with a “1” if excessive speeding, fast moving traffic, racing, or other implications of speeding cars were mentioned regardless of category. Flagged with “0” for no mention.
- **Crossing Challenges** - Flagged with a “1” if challenges crossing the road or intersection of any type was mentioned regardless of category. Flagged with “0” for no mention.
- **Slow Street** - Flagged with a “1” if a slow street was mentioned outside of the “Place I would like to see Slow Streets implemented” category.
- **Bike Infrastructure or Route** - Flagged with a “1” if challenges biking along a route or there was a desire to see improved infrastructure along a route. This did not include infrastructure at intersections as this would be included in the crossing challenges are within potential improvements of this plan. Flagged with “0” for no mention.

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155400	Dangerous intersection	Area I have trouble crossing	2		0	1		0
155442	Too many vehicles speed down this stretch of Friars. It is very dangerous. It is hard to cross because of speeding and it is very loud.	Place where I have observed speeding	3		1	1		0
155445	Nimitz Blvd is one of the only bike routes to the beach, but bikes have to cross the 8 freeway which is extremely dangerous and terrifying. Please make this crossing safer with a very simple & cheap solution: Add a 30 second exclusive walk/bike phase to the signal at Nimitz & West Point Loma and to the signal at Sunset Cliffs & I-8.	Area I have trouble crossing	7		0	0		1
155447	Unprotected crosswalk along the MLK promenade across First Ave. Pedestrians are forced to cross 3 high speed lanes, but cars do not stop, even when pedestrians are already in the intersection.	Area I have trouble crossing	4		1	0		0
155449	The merge from southbound Sunset Cliffs Blvd on to Nimitz Blvd is extremely dangerous, forcing cyclists to merge across 2 wide lanes of high speed traffic.	Area I have trouble crossing	5		1	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155450	Drivers use E Mission Bay Drive to skip traffic on the 5. They often go well over 45 in a 30 zone. This puts cyclists at great risk, because there are no protected bike lanes and bikes have to share the lane with speeding drivers.	Place where I have observed speeding	5		1	0		1
155451	I've been almost hit by drivers recklessly and illegally driving in the on street bike lane. The on street bike lanes need concrete protection.	Other area that needs improvements	4		0	0		1
155452	Extremely dangerous intersection in front of the Hilton Bayfront Parking Garage. Pedestrians are walking from the Embarcadero to the pedestrian bridge. They are put in the blind spots of cars coming to the intersection from 4 different directions.	Area I have trouble crossing	4		0	1		0
155453	Pacific Highway is one of the only bike routes to the beach, connecting to the Mission Bay bike paths to OB, PB and La Jolla. However there are no safe protected bike lanes. The bike lanes that do exist, disappear and force cyclists to merge with 55 mph traffic.	Other area that needs improvements	7		0	0		1
155454	Despite being a famous scenic area, Sunset Cliffs are hostile to anyone trying to enjoy the park on foot or by bike with high speed car traffic. It should be a slow street.	Place I would like to see Slow Streets implemented	4		1	0		0
155455	Cars speed way over the speed limit on Shelter Island, making it impossible to enjoy safely as a pedestrian or cyclist.	Place I would like to see Slow Streets implemented	5		1	0		0
155456	Harbor Island should be a slow street to allow people to enjoy the scenic views. As a 4 lane highway to nowhere, it's a complete waste.	Place I would like to see Slow Streets implemented	7		0	0		0
155457	The Coronado bridge should have one lane reserved for bikes and pedestrians. With the skyrocketing prices of the ferry, there is no way to affordably visit Coronado without a car.	Place I would like to see Slow Streets implemented	7		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155458	Slow street along Campus Avenue from Normal/Washington to canyon's edge. Multiple co-benefits: It's right along an elementary school (safe route to school), and it leads into the future Normal Street Promenade. Abuts the school district property due for redevelopment. Great opportunity for cross-governmental collaboration! Include safer and more convenient crossing across Normal Street.	Place I would like to see Slow Streets implemented	5		0	1		0
155459	Close Mission Avenue at Park Boulevard and create a new pedestrian plaza akin to Piazza della Famiglia. Immediately adjacent to #11 MTS bus stop. Instant traffic calming along Mission Avenue, which is overbuilt and, due to being diagonal, has MANY opportunities for curb extensions, tree planting etc.	Other area that needs improvements	7		0	0		0
155460	The Embarcadero path should be wider and have separated paths for bikes and pedestrians.	Place I would like to see Slow Streets implemented	4		0	0		0
155461	Cars drive 30 in a 15 mph zone on El Prado, especially rideshare drivers. This reckless behavior endangers pedestrians and cyclists trying to enjoy the park. El Prado should be closed to cars across the Cabrillo Bridge. Cars can access all of the museums from Park Blvd.	Place I would like to see Slow Streets implemented	12		0	0		0
155462	Remove this slip lane, it makes simply going straight on Harbor drive extremely dangerous for both bicyclists and pedestrians.	Area I have trouble crossing	7		0	0		0
155463	The slip lane turning right from Harbor Island Dr on to Harbor Dr is extremely dangerous and should simply be removed. Drivers do not yield to pedestrians or bicyclists on the Spanish Landing Trail. They do not even look to their right, since car traffic is only coming from the left.	Area I have trouble crossing	7		0	0		0
155464	Sharrows are completely inadequate protection for bicyclists on Harbor Drive. Install concrete protected bike lanes.	Place where I have observed speeding	4		0	0		0
155465	Traveling southbound on Sunset Cliffs Blvd, the right turn lane conflicts with the bike and there is no way for bikes to safely turn left on to West Point Loma Blvd.	Area I have trouble crossing	3		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155466	There is no safe way to access the network of Mission Bay bike paths from downtown without having to cross a dangerous freeway.	Destination I want to reach	3		0	0		1
155467	The class II bike lane on West Point Loma Blvd disappears in the middle of the intersection with Cable St. Extremely dangerous.	Area I have trouble crossing	3		0	0		1
155468	Southbound on Harbor Drive, the on-street bike lane disappears spontaneously in between Hawthorn St and Grape St, forcing bicyclists to merge with high speed car traffic, extremely dangerous.	Other area that needs improvements	4		1	0		1
155473	Feels very unsafe traveling to/from the trolley station with high vehicle speeds	Area I have trouble crossing	4		1	0		0
155474	The streets in La Jolla are very wide and could be made more comfortable for cyclists and pedestrians	Place I would like to see Slow Streets implemented	2		0	0		0
155475	The Rose Creek Bikeway ends here with no protection. A slow street network in PB would make it much safer and increase usage.	Place I would like to see Slow Streets implemented	6		0	0		0
155476	Cars frequently speed on Genesee which makes it feel unsafe.	Place where I have observed speeding	5		1	0		0
155477	Drivers often speed on Morena Blvd with little protection for bicyclists	Place where I have observed speeding	4		1	0		1
155478	Drivers often speed down Gilman Dr, and the lack of continuous bike lanes makes it dangerous to navigate	Place where I have observed speeding	9		1	0		1
155479	Little Italy should have a promenade like Gaslamp	Place I would like to see Slow Streets implemented	5		0	0		0
155482	The slip lane from West Point Loma Blvd on to Nimitz Blvd is hostile to both crossing pedestrians as well as cyclists riding southbound on Nimitz. Just remove it.	Area I have trouble crossing	4		0	0		0
155483	There is no safe way for bicyclists to turn left from Nimitz Blvd onto West Point Loma Blvd.	Other area that needs improvements	4		0	0		0

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155484	Traveling northbound in the bike lane on Nimitz Blvd forces bicyclists to cross in front of high speed traffic coming from the onramp from Famosa Blvd. Extremely dangerous. And the angle puts cyclists in the blind spots of the cars. Traffic coming from Famosa Blvd should be slowed with either a stop sign or speed bumps.	Area I have trouble crossing	4		1	0		1
155485	The Embarcadero is too narrow for all of the pedestrian and bike traffic and the on-street bike lanes are unsafe. The Embarcadero should be widened and have separated paths for bikes and pedestrians.	Place I would like to see Slow Streets implemented	6		0	0		1
155486	Crosswalks should be marked on all 4 sides if an intersection. Having only 3 sides marked, forces pedestrians who need to cross on that side to cross 3 dangerous streets instead of just one.	Area I have trouble crossing	5		0	0		0
155487	Crosswalks should be marked on all 4 sides if an intersection. Having only 3 sides marked, forces pedestrians who need to cross on that side to cross 3 dangerous streets instead of just one.	Area I have trouble crossing	8		0	0		0
155489	Flashing yellow light crosswalks like this simply don't work to get cars to stop.	Area I have trouble crossing	5		0	0		0
155493	Crosswalk should be marked on all sides.	Area I have trouble crossing	3		0	0		0
155494	The crosswalk isn't marked on the west side of this intersection. This forces pedestrians walking from the hotel to the trolley station to cross 3 dangerous streets (Market-Harbor-Market) instead of just one (Harbor Dr).	Area I have trouble crossing	6		0	0		0
155495	Drivers turning off of Nimitz blvd on to Famosa Blvd do not yield to cyclists riding southbound on Nimitz blvd in the bike lane who have the right of way. Extremely dangerous.	Area I have trouble crossing	4		0	0		0
155496	Cars drive way too fast on Nimitz blvd, because of the high speed limit and freeway style car lanes.	Place where I have observed speeding	5		1	0		0
155505	Need crosswalk here. A lot of foot traffic and no safe way to cross University Ave at Louisiana St.	Area I have trouble crossing	2		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155507	Need a traffic circle with crosswalks. Often cars pass zooming by and this has become a very densely populated neighborhood. Many people walking by and no safe way to cross that intersection.	Place I would like to see Slow Streets implemented	3		0	1		0
155508	Need speed bumps installed. Often drivers speed through Louisiana St.	Place where I have observed speeding	2	1	1	0		0
155513	There is no safe connection to Harbor Island	Destination I want to reach	5		0	0		0
155514	There is no safe connection from the MLK walk/bike paths to the Embarcadero or any other protected bike lane.	Place I would like to see Slow Streets implemented	3		0	0		1
155515	Cars go way too fast thru this residential area on Nimitz Blvd which is the only bike route.	Place where I have observed speeding	6		1	0		1
155516	There is no safe protected bike route to Cabrillo National Monument.	Destination I want to reach	5		0	0		1
155517	There is no safe protected bike route to Mission Bay from downtown.	Destination I want to reach	4		0	0		1
155520	The underpass going southbound on Pacific Highway under Barnett Ave is extremely treacherous for bicyclists, there needs to be a separated and concrete protected path for bikes on Pacific Highway.	Area I have trouble crossing	11		0	0		0
155521	There are no protected bike lanes running east/west in PB. We need some kind of safe connection. Either concrete protected bike lanes on one of the streets or make some of them slow streets.	Place I would like to see Slow Streets implemented	3		0	0		1
155523	The crosswalk isn't marked on the North side, which is where most pedestrians want to cross since it goes to Belmont Park.	Area I have trouble crossing	2		0	0		0
155524	The bike lane going westbound on W Mission Bay Dr disappears forcing a dangerous merge with cars in the right turn lane.	Area I have trouble crossing	2		0	0		1
155525	The bike lane going northbound on Ingraham St disappears forcing a dangerous merge with cars in the right turn lane. Cars are going high speed and cut of bikes who are trying to follow the bike route.	Area I have trouble crossing	2		1	0		1
155526	There is no safe connection for bikes from the protected bike lanes on Pacific Highway to the Embarcadero.	Destination I want to reach	3		0	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155527	Despite the cars being stuck in traffic and not moving very fast, Kettner Blvd is hostile to bikes and pedestrians because of the 3 lanes of heavy car traffic. One car lane should be removed to allow a wider sidewalk and concrete protected bike lane.	Place I would like to see Slow Streets implemented	3		0	0		1
155528	The single remaining car lane on C st is almost useless for car traffic, but causes conflicts with bikes on the 6th Ave bike lane and with pedestrians trying to walk to any of the trolley stations. It should just be removed.	Place I would like to see Slow Streets implemented	2		0	0		0
155529	The single remaining car lane on Park Blvd is useless for car traffic, but causes conflicts with the bike lane on J st and with pedestrians trying to walk to the trolley station at Park & Market. Just remove it.	Place I would like to see Slow Streets implemented	2		0	0		0
155530	The waterfront walk should be widened and allow both pedestrian and bike traffic.	Place I would like to see Slow Streets implemented	3		0	0		0
155558	The intersection of Nimitz and Rosecrans is hostile to pedestrians and cyclists.	Area I have trouble crossing	3		0	0		0
155559	The bike lanes on Convoy are a good start, but the whole area needs more traffic calming. It still feels hostile to pedestrians and bikes. The street should have a lower speed limit and only 2 lanes. We want people to be able to stop at the businesses, we don't need Convoy to be a 5 lane highway, especially since it's already parallel to 2 freeways.	Place I would like to see Slow Streets implemented	6		1	0		1
155560	Riding southbound on Nimitz blvd in the bike lane, there is a dangerous conflict with cars at Evergreen St. Since the road curves, cars do not signal whether they are turning left to continue on Nimitz or bearing right on to Evergreen and crossing the bike lane.	Area I have trouble crossing	4		0	0		0
155561	There is no safe way for bikes to turn left from Harbor Dr onto Scott St.	Area I have trouble crossing	3		0	0		0
155562	Cars recklessly veer into the unprotected bike lanes on Harbor Dr all the time. The bike lanes should be protected by concrete and connect to the Bayshore Bikeway south of Cesar E. Chavez Pkay.	Other area that needs improvements	5		0	0		1

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155563	Riding northbound, the protected bike lane randomly disappears on Pacific Highway between F St and Broadway. This forces bikes to merge with car going 45 or more Extremely dangerous.	Other area that needs improvements	1		0	0		0
155564	There is no safe protected bike lanes to or around Shelter Island.	Destination I want to reach	4		0	0		1
155566	There needs to be concrete protected bike lanes on the way to Cabrillo National Monument. Cars speed thru getting way to close to us on bikes.	Place where I have observed speeding	4		1	0		1
155567	This intersection is hostile to both pedestrians and cyclists, it should have a scramble phase.	Area I have trouble crossing	4		0	0		0
155568	Cars driving to the shell do not yield to pedestrians on the Embarcadero. There should be a raised crosswalk and a stop sign.	Area I have trouble crossing	3		0	0		0
155569	Mission blvd is hostile to pedestrians and cyclists and is also awful to drive on. It should be 2 lanes with protected bike lanes and roundabouts at the intersections like in Bird Rock.	Place I would like to see Slow Streets implemented	5		0	0		1
155570	Cars drive way too fast around the park. Needs some traffic diverters so drivers stop using the park has a high speed pass-thru.	Place I would like to see Slow Streets implemented	6		1	0		0
155590	Intersection has no crosswalk. Makes for a 2 block walk to cross the street after getting off the bus. The street is extra wide at this point and traffic headed to and from 805 is high speed. The from westbound Adams Ave onto West Mountain View Drive is designed for high speed and needs bump outs to slow traffic at the corner.	Area I have trouble crossing	2		1	0		0
155591	Convergence of E. Mountain View Drive and 35th Street result on a massive asphalt area without markings that make it confusing to motorists, bicyclists, and pedestrians. Cars traverse at high speeds without concern for merging traffic.	Place where I have observed speeding	8		1	0		0
155592	Cars drive very fast due to the wide street. The curves make visibility at those speeds very dangerous.	Place where I have observed speeding	6		1	0		0
155593	North bound 39th street is used as a way to cut in line for traffic headed to I-15 during morning commute. Several narrow missis have occurred here.	Other area that needs improvements	2		0	0		0

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155594	Lack of controls at this intersection which includes the onramp to I-805 make it dangerous.	Place I would like to see Slow Streets implemented	4		0	0		0
155595	To stay on the Friars Road bike lane, bicyclists must merge across the slip lane exit to Mission Center Road. Cars on Friars are traveling at 60MPH+ making this transition deadly. The alternative is to take the exit and then cross MCR which is also dangerous. This is a recommended and well marked bike route I will never use again.	Place I would like to see Slow Streets implemented	2		0	0		1
155596	An attempt was made to create protected bike lanes, parking stalls, restaurant parklets, and bus stops which create a zigzag for bikes and confusion for motorists. Bar patrons cross in the middle of the street emerging from between parked cars. Bike lane is too narrow to be safe and leaves no where to go if a door opens or a car parks in the lane. It is a mess.	Other area that needs improvements	1		0	1		1
155597	Slip lane from southbound Texas onto Mission Ave is redundant and very dangerous for cyclists, as drivers may cross the bike lane here at high speeds	Other area that needs improvements	4		1	0		1
155598	This segment of Taylor Street is way overdesigned with speeding traffic and no bike lanes despite frequent bike traffic. Needs slow streets treatment with bike and bus lanes	Place I would like to see Slow Streets implemented	1		1	0		1
155599	Drivers use West University as a high-speed cut through despite a lot of bike and pedestrian usage here. Needs calming	Place where I have observed speeding	6		1	0		0
155600	Traffic goes way too fast on this section of Adams despite high pedestrian and bike usage. Slowing traffic would make drivers more likely to yield to peds crossing	Area I have trouble crossing	1		1	0		0
155601	A lot of foot traffic on this stretch with not enough crosswalks, so people often run across during a gap in traffic. Very dangerous	Area I have trouble crossing	3		0	0		0
155607	Crosswalks should be marked on all sides of intersections.	Area I have trouble crossing	3		0	0		0

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155608	The crosswalk should be marked on the North side of the intersection. Pedestrians who want to cross Harbor Dr on the north side of Grape St have to cross on the south side and then have to cross Grape St, doubling the risk of getting hit by a car.	Area I have trouble crossing	2		0	0		0
155609	There is no safe way to cross in any direction.	Area I have trouble crossing	3		0	0		0
155610	There is no safe way to cross in any direction.	Area I have trouble crossing	3		0	0		0
155611	There is no safe way to cross in any direction.	Area I have trouble crossing	3		0	0		0
155612	There is no safe way to cross in any direction.	Area I have trouble crossing	3		0	0		0
155613	There is no safe way to cross in any direction.	Area I have trouble crossing	3		0	0		0
155614	The crosswalk should be marked on all sides of intersections.	Area I have trouble crossing	5		0	0		0
155615	The bike lanes on the Mission Bay Bridges need concrete protection.	Area I have trouble crossing	3		0	0		1
155616	The bike lanes on the Mission Bay Bridges need concrete protection.	Area I have trouble crossing	2		0	0		1
155617	The intersection across Ingraham St needs to have marked crosswalks on all sides and a Leading Pedestrian Interval (LPI).	Area I have trouble crossing	2		0	0		0
155618	The intersection across W Mission Bay Dr needs to have marked crosswalks on all sides and a Leading Pedestrian Interval (LPI).	Area I have trouble crossing	1		0	0		0
155619	Cars drive way too fast. Makes it uncomfortable for anyone outside of a car.	Place where I have observed speeding	1		1	0		0
155620	Cars drive way too fast on Mission blvd.	Place where I have observed speeding	1		1	0		0
155621	Lots of people don't stop at this stop sign. It could be a good place for a round-about. Also, I have observed speeding in this area.	Other area that needs improvements	0		1	0		0
155622	People don't like to stop at this stop sign. Everyone I see that comes to this stop sign like to cruise through it like it is a Yield sign.	Other area that needs improvements	0		0	0		0

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155625	I observe lots of speeding on Otay Mesa Rd. as a resident in this area, I have seen people crash into the guard rail a couple times in the last year. I would like to see people slow down in this area. Also, I have seen crashes occur at the intersection of Hawken Dr and Otay Mesa Rd. It is dangerous, especially when high school student walk home from San Ysidro HS.	Place I would like to see Slow Streets implemented	0		1	0		0
155627	The crosswalk should be marked on the North side of the intersection. Pedestrians who want to cross Harbor Dr on the north side of Hawthorn St have to cross on the south side and then have to cross Hawthorn St, doubling the risk of getting hit by a car.	Area I have trouble crossing	1		0	0		0
155629	Bikes have to use the crosswalk to get to the Embarcadero path, but the metal barrier in front of the pedestrian waiting area makes it difficult to get thru before cross traffic on Harbor Dr starts up again It also forces bikes into the blind spot of cars in the parking area, which is dangerous because cars use the parking lot as a high speed shortcut.	Area I have trouble crossing	0		1	0		0
155630	Cars use the Embarcadero side parking lots to speed around traffic on Harbor Dr. This is extremely dangerous, because there are people walking in the parking lot to their cars as well as bikes who need to use it when the Embarcadero path is full of pedestrians.	Place I would like to see Slow Streets implemented	4		1	0		0
155632	There should be a Class I path on the east side of Pacific Highway between Laurel St and Mission Bay. There is no safe way to bike between Mission Bay and downtown. This is a huge gap in our bike network.	Place I would like to see Slow Streets implemented	4		0	0		0
155633	There should be a bidirectional path for bikes on San Diego Ave so that bikes can avoid Pacific Highway in both directions.	Area I have trouble crossing	3		0	0		0
155634	We need better bike facilities on the bridge on Pacific Highway over the 5. There isn't enough room for cars to safely pass bikes here, but they insist on doing it anyway crossing over the double yellow line into oncoming traffic on a blind curve and a slope.	Place I would like to see Slow Streets implemented	6		0	0		0

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155643	Crosswalks should be marked on all sides of the intersection and there should be a leading pedestrian interval.	Area I have trouble crossing	2		0	0		0
155644	There is no safe way for bikes to continue north on India St. There is also no safe alternative since there are no protected bike lanes on Pacific Highway.	Area I have trouble crossing	1		0	0		1
155647	Garnet Vision Pedestrian Promenade - There was a community project in ~2017 looking at pedestrianizing west of Ingraham (alt, west of Fanuel), or making it one-way for vehicles. To start, move the weekly Farmer's Market to Garnet. This has long been supported by Discover PB (BID), but MTS was traditionally a barrier (requires a bus detour).	Place I would like to see Slow Streets implemented	0		0	0		0
155648	Reed is a good candidate for a Community Slow Street. It is already designated as a Bicycle Boulevard thanks to it's PB Pathway designation, but only has some signage as infrastructure. Access to library and beach. Safer than PB Drive and Grand, which can support the vehicle traffic. Missing intersection control or priority in key places (Everts, Dawes, Gresham should have 2-way stops flipped to support the Pathway priority flow).	Place I would like to see Slow Streets implemented	1		0	0		0
155649	A pedestrian/bike bridge between South Mission Beach and OB would be an amazing upgrade for the accessibility of these communities.	Area I have trouble crossing	1		0	0		0
155650	Any chance we can build a pedestrian access bridge to the trolley going through Magnolia Ave? There are several TOD developments going up in this area, and moving active travelers away from the horror show that is Mission Bay Dr & Garnet would benefit everyone.	Destination I want to reach	1		0	0		0
155651	Jewell would be an excellent Community Slow Street. It is already a Bicycle Boulevard thanks to it's PB Pathway designation. Connection from Crown Point to shopping plazas and northern pathways. Signals at intersection with Grand and Garnet. South of Moorland is narrow with slow vehicle traffic naturally, and wouldn't need intervention.	Place I would like to see Slow Streets implemented	1		0	0		0

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155656	Haines would be an excellent Community Slow Street. It is already a Bicycle Boulevard thanks to it's PB Pathway designation. Like Jewell, it runs next to the large apartment complexes and our most dense population centers that are great sources for active travelers. Haines' biggest challenge is crossing Grand Ave. I recommend a ped crossing light that turns RED, and restricting vehicles crossing Grand (going straight across on Haines)	Place I would like to see Slow Streets implemented	2		0	1		0
155657	Haines' biggest challenge is crossing Grand Ave. I recommend a ped crossing light that turns RED, and restricting vehicles crossing Grand (going straight across on Haines)	Area I have trouble crossing	2		0	0		0
155658	Despite being between busy business plazas, this section of Jewell is treated as a race track. This makes it feel even more unwelcoming to active travelers as they navigate from one massive parking lot to the other for shopping.	Place where I have observed speeding	0		1	0		0
155661	The Mountain View drives are very popular for leisurely bicycling, running, and walking. Using N. W. & East Mt View Drive provides a comfortable alternative to Adams Ave business district. Shared Lane pavement markings/Sharrows or actual Bike Lanes (though not "Door Zone" ones) would enhance the usefulness and comfort of this route by showing motorists that bikes may be present.	Place I would like to see Slow Streets implemented	1		0	0		1
155664	West, North, and East Mt View Drive is very popular for avoiding the Adams Ave business district and for leisurely bicycling, running, and walking. Sharrows or a Bike Lane (outside of the Door Zones) would increase safety, comfort and usefulness.	Place I would like to see Slow Streets implemented	5		0	0		1
155666	33rd to Orange to 32nd st provides a favorite North South connection across the 805	Place I would like to see Slow Streets implemented	0		0	0		0
155670	The Sharrows along Adams Ave have reduced harassment from motorists to zero. THANK YOU!	Place I would like to see Slow Streets implemented	0		0	0		0

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155673	Bicycling access through Balboa Park provides important connectivity for east-west travel. Sharrows and/or something to warn everyone that there will be bikes would be helpful.	Place I would like to see Slow Streets implemented	0		0	0		0
155674	This significantly steep section of Upas is daunting for bicyclists, though the route can provide important connectivity. Two suggestions: a sidewalk for the uphill sections for bicyclists who cannot ride up, OR a very expensive system for bicyclists to be pushed up the incline via machinery. Ask me about existing systems on other countries.	Area I have trouble crossing	1		0	0		0
155675	This difficult climb discourages bicyclists and pedestrian/runners from using an otherwise good connection east/west. Sidewalks and Sharrows are needed for at least the uphill section.	Place I would like to see Slow Streets implemented	1		0	0		0
155676	Remove or move the raised barriers under the Hwy 5 that present a hazard for bicyclists!	Other area that needs improvements	1		0	0		0
155678	bicycling through the Aldine traffic is hair-raising and discourages use of a convenient east-west corridor for bicycling.	Area I have trouble crossing	0		0	0		0
155679	Provide a way for pedestrians and bicyclists to travel through the canyon to connect Mission Valley to the Normal Heights/City Heights/Kensington neighborhoods. Such a route will be very useful when the new bridge over the SD River provides connectivity to Fenton Parkway.	Area I have trouble crossing	4		0	0		0
155680	This intersection is a nightmare. Cars ignore the stop sign on the Northbound side of East Mountain View. Cars speed Southbound down 35th, some splitting off to Mountain View and crossing the center line haphazardly. There are curb-cuts at all 8 sides of the intersection indicating that it's safe to cross for pedestrians and rollers, but there is no cross-walk at any point across 35th or Mountain View making it very dangerous. The large expanse of asphalt is a prime location for a traffic/pedestrian island to provide a safe crossing and some community beautification, plus traffic calming.	Area I have trouble crossing	5		1	0		0
155681	We would love an urban trail from Normal Heights down to the River Park in Mission Valley.	Destination I want to reach	4		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155682	This is another dangerous point on East Mountain View where it is difficult to cross and difficult for cars to emerge from Eugene.	Other area that needs improvements	0		0	1		0
155683	Despite the flashing cross-walk here, it is very dangerous to cross Adams Ave. On weekends and at night, this area has heavy pedestrian traffic and it is not well-lit and dangerous for pedestrians. This area would benefit from a stop sign or traffic light because the pedestrian flashers are not sufficient.	Area I have trouble crossing	1		0	0		0
155684	Despite the new stop sign at this intersection, drivers roll through and fail to stop completely. Pedestrian traffic is frequent here between the buildings on the Scripps Campus and to/from Parakeet Cafe. The intersection needs a painted cross-walk and a pedestrian x-ing sign.	Area I have trouble crossing	0		0	0		0
155689	Crosswalks on this intersection, better lighting. Signs. Many, many pedestrians and dog walkers. Dangerous, very. Stop speeders and stop sign violators. Many seniors and handicap.	Area I have trouble crossing	2		1	0		0
155690	Make this a slow Street promenade area.	Place I would like to see Slow Streets implemented	5		0	0		0
155694	Provide an off street DG trail to promote pedestrian access to Cowles Mountain Trailhead from residential area to the East. The sidewalk is very uncomfortable and dangerous with cars moving at freeway speeds. My dog is terrified in this area so I end up driving from my house to the trailhead.	Destination I want to reach	0		1	0		0
155695	Sunset Cliffs Blvd, along Sunset Cliffs Natural Park, should be a pedestrian promenade or a slow street. Pedestrian infrastructure here is minimal at best, and dangerous at worst. Drivers move too fast to appreciate the stunning views and often create dangerous situations for walkers/bikers by splitting their focus between the road and the view. This area would thrive if this was a promenade!	Place I would like to see Slow Streets implemented	1		1	0		0

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155697	Crossing Madison via Oregon is very dangerous at night. Drivers do not always realize that there is a stop sign at this intersection and will speed right through it. I have had multiple instances where I have very nearly been hit here and had to run out of the intersection.	Area I have trouble crossing	0		1	0		0
155698	The northeast corner of Hawthorn and Harbor Drive is very dangerous for pedestrians. Cars consistently drive over the curb and collide with street signs on the corner. People take this corner/right hand turn very aggressively on their way to the airport.	Area I have trouble crossing	0		0	0		0
155699	Very difficult to cross Grape St via Harbor Drive. Cars are often backed up into the intersection and pedestrians have to weave between vehicles as they cross.	Area I have trouble crossing	0		0	1		0
155701	Crossing Madison via Oregon is very dangerous at night. Drivers do not always realize that there is a stop sign at this intersection and will speed right through it. I have had multiple instances where I have very nearly been hit here and had to run out of the intersection.	Area I have trouble crossing	1		1	0		0
155703	There is no way to cross Harbor drive between Ash and Grape Street. There is no connection between Waterfront Park and the popular destinations on the embarcadero including the Maritime Museum of San Diego, Hornblower, or San Diego Trolley Stops.	Destination I want to reach	2		0	0		0
155705	Montezuma from Collwood to College Avenue has been improved, but the volume of students walking, biking and skateboarding from north of Montezuma to south of Montezuma has greatly increased as housing patterns have changed in recent years. Plus the volume of cars moving through this area has also increased. The drivers are young and more prone to speeding, stop-sign ignoring and making u-turns in mid street on Campanile Hill and the 54th street hill. Add in double parked uber-lyft cars and amazon-ups delivery trucks which create impatience. by drivers and more risky driving moves. You have people trying to pass going up hill when they can't see what is coming downhill.	Place where I have observed speeding	0		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155707	Pedestrians use this path to access Mission Bay from the community. They must pass several freeway entrances/exits depending on the direction of travel which jeopardizes the safety of the pedestrian. This is true also for bicycles.	Area I have trouble crossing	2		0	0		0
155708	Pedestrians must cross several freeway entrances/exits to access Mission Bay from the community. This puts pedestrians and bicyclists at risk.	Area I have trouble crossing	4		0	0		0
155709	Add pedestrian bridge over freeway to provide safe access to Mission Bay for pedestrians and to businesses by patrons of San Diego Mission Bay Resort. See if Resort with contribute to cost of construction?	Destination I want to reach	1		0	0		0
155710	Utilize space between 5-south and Mission Bay Drive to build out a separated bike lane to protect from cars/parking on Mission Bay Drive. Cyclist don't typically divert from this road between Seaworld Drive and Clairemont Drive so having a contiguous bike lane in this area makes sense to protect drivers and cyclists.	Other area that needs improvements	3		0	0		1
155711	Add roundabout here.	Area I have trouble crossing	0		0	0		0
155722	Intersection of avocado and horizon hills rd is very dangerous. I live nearby. Pulling out is har and I've seen several accidents including a roll over at this location. Would do well with a light or roundabout.	Place I would like to see Slow Streets implemented	0		0	0		0
155725	Painting a crosswalk and providing a pedestrian crossing light here would be helpful for ensuring elderly neighbors and children who walk to McKinley Elementary can get across the street safely. There are no crosswalks across Boundary St until Redwood St, which makes it difficult for pedestrians to find a safe and convenient place to cross the street. Cars often speed down Boundary and do not pay close attention to stopping for pedestrians.	Area I have trouble crossing	1		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155726	Repaint the crosswalk that used to be here to get pedestrians across Boundary St. While there are stop signs, it is difficult for drivers to see pedestrians who are trying to cross the street because parked cars along Boundary obstruct their view. Drivers do not always stop at the stop signs on Boundary and it makes it difficult for children who live on the east side of Boundary to cross the street as they walk to and from McKinley Elementary	Area I have trouble crossing	1	1	0	0		0
155727	There should be a stop sign, roundabout, or other traffic calming measure on this street. There is approximatly 1 mile in between the light at the intersection of Brandywine and Clairemont and the bottom of the hill. Traffic studies have shown that the average speed is 50% faster than the 25 mph speed limit.	Place where I have observed speeding	6	1	1	0		0
155728	Repaint the crosswalk that used to be here to get pedestrians across Boundary St. While there are stop signs, it is difficult for drivers to see pedestrians who are trying to cross the street because parked cars along Boundary obstruct their view. Drivers do not always stop at the stop signs on Boundary and it makes it difficult for children who live on the east side of Boundary to cross the street as they walk to and from McKinley Elementary	Area I have trouble crossing	1		0	0		0
155730	Adding some traffic calming measures along Boundary St would help keep pedestrians safe as they cross Boundary to get to and from McKinley Elementary. This is also true for cyclists who are trying to get across Boundary. Cars are usually traveling faster than 25 mph on Boundary.	Area I have trouble crossing	2		1	0		0
155758	This area of Lisbon St. is congested with traffic due to cars blocking the street to enter and exit Vaqueros Carne Asada. There has been physical altercations, stabbings, and deaths due to customers refusing to move their cars to let cars pass on Lisbon St. District 4 Council has been aware since w002, and still didn't resolve after death in 2005	Place where I have observed speeding	0		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155759	A complete street overhaul is need for Palm Ave from HWY 5 to Imperial Beach. Enhance roadway, street trees, stormwater, bike, pedestrian, and transit stops. The City of San Diego recently acquired this right of way from Caltrans and need to proceed with a modernization project to enhance this section of roadway for safety. The City of Imperial Beach is currently proceeding with a major roadway improvement for their section of Palm Ave. The residents of San Diego also deserve safe and beautiful roadway for Palm Ave.	Place I would like to see Slow Streets implemented	2		0	0		0
155760	This area has had deaths from drag racing, vehicles hitting pedestraians, car crashes exiting Viewcrest. It is in the neighborhood of Jamacha in City of San Diego. Please review the Skyline Paradise Hills Planning Group Master Plan to verify as SanDag & SanGis are irresponsible knowingly mislabeled this area. District 4 Council & staff doesn't even know the boundary of the City of San Diego (see Lomita Description and Jamacha description) This is not Encanto, Not Skyline, not Lomita, not Lemon Grove.	Place where I have observed speeding	0		1	0		0
155762	There should be a speed bump here. Drivers are going so fast around this curve on the road and its right next to Florence Elementary. TK and Kindergarten kids are entering on on this street.	Place where I have observed speeding	4		1	0		0
155763	A round about should be installed here to slow down drivers. This street is on a steep hill that connects Clairemont Drive to Morena Boulevard. Not only is there a school on this street but also many families with small children. There is only a sidewalk on the north side of the street and many drivers exceed the 25mph speed limit going down hill or accelerating uphill. For the safety of pedestrians: children walking to school, parents with strollers, and all others on this road please consider this safety measure	Place I would like to see Slow Streets implemented	3		1	0		0
155764	High speed traffic in this area creates a hazard for pedestrians, especially young children. A roundabout at the intersection would help provide a safer neighborhood to slow down high-speed cars.	Place where I have observed speeding	3		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155766	Washington Street needs bike lanes with physical barriers. Cars swerve into bike lanes, especially during sunset/sunrise	Destination I want to reach	3		0	0		1
155767	University Ave bike lanes need to be barricaded. Cars swerve into the bike lane, rush to get a parking spot and almost hit bikers, or back out of spots and almost hit bikers	Place where I have observed speeding	5		0	0		1
155768	This is a key crossing to access the beach, middle school, and east/west points in PB, could use a lead ped interval	Area I have trouble crossing	0		0	0		0
155769	This is a crossing that any bikers or walkers HAVE to make to access the Balboa Ave trolley station from Pacific Beach. It is also terrifyingly dangerous, especially for bikers. Cars make blind right turns and go extremely fast, and there is no safe room on Garnet for cyclists.	Area I have trouble crossing	1		1	0		0
155770	This corridor is a key north/south route, providing access to the bay path, Sessions park, schools, shopping, etc. However, there are no bike lanes, dangerous and confusing crossings, and many challenges to bike/ped access along this route that need to be improved.	Other area that needs improvements	0		0	1		1
155771	There are no marked crossings between Beryl and Diamond on Ingraham, but it is an extremely challenging, high-speed road to cross east/west. We need at least one more marked crossing with additional crossing treatments along this stretch of Ingraham	Area I have trouble crossing	1		1	0		0
155772	Our traffic count data show that more people ride their bikes illegally along the sidewalks on Garnet Ave than use the bike lanes on Grand Ave, because people do not feel safe riding this high-speed road without additional protection. Bike infrastructure is not helpful if no one uses it.	Other area that needs improvements	0		1	0		1
155773	Drivers consistently run the lights at this intersection, which also has lots of bike/ped traffic. Consider additional crossing treatments or other ways to address ped safety here.	Area I have trouble crossing	0		0	0		0
155774	Three legs of this intersection are missing ramps and are not ADA compliant due to the location of the storm drains. Putting a bollard in the middle of the sidewalk to keep people from trying to cross the street (see SW corner) does not "solve" the accessibility problem.	Area I have trouble crossing	0		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155775	This is a key access point to the bay path that has zero ped infrastructure and is not ADA compliant. There is no pedestrian infrastructure in place to support this crossing.	Area I have trouble crossing	1		0	0		0
155776	This key bay access point is not ADA compliant.	Other area that needs improvements	0		0	0		0
155777	This key bay access point is not ADA compliant	Destination I want to reach	0		0	0		0
155778	More kids would walk/bike to school if not for the access barriers created by the Grand/Garnet couplet and Ingraham. These roadways divide our community and without measures to address speeds and crossings along these roadways, they will continue to do so.	Destination I want to reach	1		1	0		0
155779	This is one of the most popular beach access points for local residents.	Destination I want to reach	0		0	0		0
155780	Sessions park is highly used for passive and active recreation.	Destination I want to reach	0		0	0		0
155781	This is the only part of Mission Bay without an adjacent pathway, and needs a better connecting route for people who want to travel the entire route around the Bay.	Other area that needs improvements	4		0	0		0
155782	From Mission Gorge Rd X Twain Ave to 50th St and Orcutt Ave, this is a big connecting artery for families, bikers, walkers, etc and the 25 MPH speed limit is often ignored. Vehicles fly through this corridor and it needs to be made safer for all of the families with young children and bicyclists and others who use this corridor daily.	Place I would like to see Slow Streets implemented	6		1	0		0
155784	frequent speeds in excess of 50 mph around an effectively blind corner if there are any cars parked on Clairemont Dr.	Place I would like to see Slow Streets implemented	2		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155787	This crossing here is very dangerous. I've almost been run over or crashed into here three times by cars going both ways either onto or off of the 5 and not bothering to look at the traffic light that's there. Even when driving and taking that left turn onto Rosewood St from Grand Ave, I'm always scared that the cars coming off of the 5 won't see the stop light. A white van has indeed flown through this intersection once when I was about to turn.	Area I have trouble crossing	0		0	0		0
155788	Down Commercial St, there are "OLD" train tracks that caused me to have a very bad fall. With shoes locked in when my front tire got stuck and I immediately went down. It could have been much worse. I'd like to see those old tracks covered. It's happened more than once. So the family across the street says. That morning I was riding west down Imperial Ave fairly early 6:45 - 7:00 am, I thought riding east down Commercial Street that evening 4:45 would be safer, but no. Could have been much worse since I was locked in on the bike.	Other area that needs improvements	1		0	0		0
155790	This steep section of Talbot St. begins at Concord St., passes the pedestrian crosswalk near Gage Dr., and continues to Evergreen St. just before the Cabrillo Elementary School. Cars race down this hill at very high speeds, and traffic calming in this area would be appreciated.	Place where I have observed speeding	1		1	0		0
155791	Unimproved alley located on Elder Ave between 14th st and Granger Street. Frequent dump site by unhoused and junk haulers. During rain season the dirt becomes mud and flows into the road. Frequent dust spray during the year. Also needs street lamps. Neighborhood is very dark.	Other area that needs improvements	1	1	0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155811	<p>Quiet Zone implementation created a DANGEROUS situation in the right-hand lane of northwest bound West Harbor Drive. Like the new "QZ Crossings" at 5th and W Harbor and 1st and W Harbor, a neon "railroad traffic controlled" NO TURN ON RED sign was added to the level crossing to keep cars from getting trapped on the tracks as a trolley or BNSF train is about to approach. As a CityFront resident, I witness at least two near rear-end collisions per week because people seeking to turn right on MARKET encounter the "No Turn" indicator when the light for West Harbor is otherwise GREEN. People seeking to turn stop as indicated (and must when the RR gates are down), but people travelling 40 MPH (the posted limit) on West Harbor naturally encounter stopped cars in the right-hand lane, on a green light--and then have to slam on their brakes to avoid a REAR END COLLISION. I have been nearly hit three times at this location since the QZ was implemented, and I see near-misses weekly. The SOLUTION would be to make the right hand lane approaching MARKET PL / MARKET ST a RIGHT HAND TURN ONLY LANE, as was implemented at the W Harbor and 5th level crossing. Making this a Right Turn Only Lane will also save gas and reduce pollution--because nearly everyone who is in the lane wants to access Eastbound Market. This will facilitate the right turn on red that most people take here (but which becomes impossible when a tourist wants to continue forward on W Harbor and causes people to have to wait for a trolley to pass when they could have otherwise turned right on red).</p>	Other area that needs improvements	6		0	0		0
155812	<p>If you implement the proposed right turn only lane at West Harbor and Market, which makes sense because West Harbor traffic lights stay green when the trains are passing, and people wanting to turn on Market have to stop then making a right turn only lane onto Kettner also makes sense.</p>	Other area that needs improvements	1	1	0	0		0
155819	<p>South travelling traffic has difficulty turning left over railroad tracks because north travelling traffic blocks the intersection. Paint "Don't Block the Box" markings on the northbound lane.</p>	Area I have trouble crossing	2		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155820	South travelling traffic has difficulty turning left over railroad tracks because north travelling traffic blocks the intersection. Paint "Don't Block the Box" markings on the northbound lane.	Destination I want to reach	3		0	0		0
155826	Lots of speeding down the hill by my house (3547 Brandywine). Speed bumps or dips are needed to slow people down. Many high schoolers are flying down the hill after school is out. Also, lots of people speeding down at night with less traffic at 45mph or more. The road is in horrible shape anyways and needs repaved.	Place where I have observed speeding	3		1	0		0
155827	People speed up and down the hill all the time. I would like to see a 4-way stop sign or roundabout at Brandywine and Trenton, in addition to 2 speed humps a block away from the intersection. A speed hump at Moultrie will be where the hill is less steep. A hump east of Trenton would be before the curve, possibly at the top of the hill.	Place I would like to see Slow Streets implemented	3		1	0		0
155849	Middle school students need more visibility crossing the street. Curb extensions would make students more visible to drivers.	Area I have trouble crossing	2		0	1		0
155850	Middle school students and parents need more visibility crossing the street. Curb extensions would make students more visible to drivers.	Place where I have observed speeding	1		0	1		0
155851	Bike lanes on Fairmount would connect the Meade Bikeway, the Landis Bikeway, and the bike lanes on Fairmount that suddenly start/stop on Fairmount & Poplar/Redwood.	Destination I want to reach	5		0	0		1
155852	Bike lane on West University Ave suddenly stops at the corner of University and 6th Ave. Bikes have to share the lane with traffic that is waiting to take 6th to get on the freeway. There used to be a dedicated bike lane, but it seems to have been erased.	Area I have trouble crossing	3		0	0		1

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155858	The bike lane to cross the I-5 is the scariest thing I've ever rode on, and I bike everywhere! The bike lane is completely disconnected from the rest of Palm avenue, and the high speed at which cars enter the highway is so high, it makes it incredibly unsafe for cyclists to use the bike lane to make it over the I-5 and hop on the MTS station at the Palm Avenue Transit station with Hollister St. Please reduce speed limit, complete and connect bike lanes on Palm Ave, and build protection for bike lane at the I-5 crossing/ Palm and I-5 intersection. It will increase safety and facilitate transit through the MTS.	Destination I want to reach	1		1	0		1
155859	The bike lane to cross the I-5 is the scariest thing I've ever rode on, and I bike everywhere! The bike lane is completely disconnected from the rest of Palm avenue, and the high speed at which cars enter the highway is so high, it makes it incredibly unsafe for cyclists to use the bike lane to make it over the I-5 and hop on the MTS station at the Palm Avenue Transit station with Hollister St. Please reduce speed limit, complete and connect bike lanes on Palm Ave, and build protection for bike lane at the I-5 crossing/ Palm and I-5 intersection. It will increase safety and facilitate transit through the MTS.	Destination I want to reach	1			0		
155860	Incomplete bike lanes. 3-4 very wide car lanes leave plenty of room to designate bike lanes along ALL of Palm Ave. Besides, the rightmost lane is often used wrongfully as a straight AND right turn lane. If there was enough signage, there could be a safe bike lane for cyclists and designated right turn lanes instead of cramming cyclists, right turn drivers and straight drivers all in one wide unclear lane. Complete and connect bike lanes along Palm Ave!	Destination I want to reach	1		0	0		1
155861	Biking from College Area to downtown or any central neighborhood (without wanting to risk riding on El Cajon Blvd the whole way) requires going the wrong way up this little one way stretch of Monroe. A short bike lane connecting Monroe through this intersection with Aldine would go a long way to extending the Meade bike lane further east	Area I have trouble crossing	1		0	0		1

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155862	Montezuma feels like a logical stretch for Slow Streets. It would make it safer for students walking/biking to work, and would also make the school and the surrounding neighborhood feel more connected rather than separated by a car-focused thoroughfare.	Place I would like to see Slow Streets implemented	2		0	0		0
155863	Biking from College Area to downtown or any central neighborhood (without wanting to risk riding on El Cajon Blvd the whole way) requires going the wrong way up this little one way stretch of Monroe. A short bike lane connecting Monroe through this intersection with Aldine would go a long way to extending the Meade bike lane further east to a couple more neighborhoods	Other area that needs improvements	2		0	0		1
155864	Bike lanes and improvements along Pershing are beyond fantastic! Feel so much safer biking it. Thanks!!! (would love more separated bike lanes around town, especially with this much attention to trees/landscaping)	Other area that needs improvements	6	1	0	0		1
155865	Stop sign needed here. between Laurel and Spruce is over 1/2 a mile and no stop sign or stop light means cars get well above the speed limit of 25mph. Proximity to both the Quince Street Bridge and the Spruce Street Bridge, both part of the popular 7 Bridges Hike, means high pedestrian traffic in this area.	Place where I have observed speeding	0		1	0		0
155866	Lights down Ash are synced, resulting in cars on this residential road (tons of apartments already built and more being built currently in this area) speeding through well above the 35 mph limit, which is already much too high for this residential street. Lights should be de-synced to stop drivers, one of the three lanes should be removed (fine to make this parking to add more street parking to the area) to make it feel less like a wide highway. Reduce speed limit to 25 mph.	Place where I have observed speeding	0		1	0		0
155867	Due to the hotel valet on this corner, there are lots of cars blocking the crosswalk at all day hours. Need to implement no parking within 20 feet of the corner per state law, and at least put the plastic bollards around these corners to ensure pedestrians can safely cross without being blocked by all the cars.	Area I have trouble crossing	0		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155868	This busy intersection on first, which has a lot of cars travelling north from downtown each evening when there are lots of pedestrians moving around, needs crosswalks on three of the four sides. Remove the right hand slip lane from walnut (traveling west) to 1st (traveling north) because it encourages cars to not stop, makes the pedestrian crossing unnecessary long, and there's not enough traffic coming from that direction to warrant a slip lane.	Area I have trouble crossing	0		0	0		0
155869	Stop sign needed. Cars have no stop sign on third or second, meaning they hit high speeds at the top of this hill as they travel west, but because of the downhill from 2nd to 1st they can't see pedestrians well enough and have too much speed by the time they hit 1st.	Area I have trouble crossing	0		1	0		0
155870	This area on 6th is a depression, meaning cars going both ways are going downhill and cars speed well above the 30 mph speed limit. Reduce speed limit to 25 mph and remove the second car lane in both directions and replace with bike lane, parking and a center turn lane. Lots of pedestrian traffic between Hillcrest business center to the north and Balboa park just south of here, and there is a large senior living facility right here, meaning lots of older folks getting in and out of their cars here and its very dangerous given the speed and lack of space.	Place where I have observed speeding	0		1	0		1
155871	Great bike facilities have been added to reach Park Blvd/C Street, but connection through/to city center is needed due to speed and congestion during am/pm commute times. C Street's single vehicular lane seems a great opportunity for a bike/pedestrian (trolley) boulevard.	Other area that needs improvements	1		1	0		1
155872	With the 163 on/off-ramp, this corner in the heart of Hillcrest is incredibly busy with both cars and peds/bikes, and yet is a super wide (7 lanes E/W and 5 lanes N/S) with no pedestrian bulb outs or any other pedestrian safety measures. Cars regularly block the crosswalk as they try to push in when the light turns red, so we also need more traffic enforcement here to stop that. No red light right turns should be permitted here and greater pedestrian lead crossing time should be added.	Area I have trouble crossing	3		0	0		0

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155873	This is a very busy intersection on University where lots of pedestrians and bicyclists are crossing from one side of Hillcrest to the other. With the 163 on ramp around the corner, there are too many cars pushing through here, especially folks making right turns off university onto 10th. Remove the right turn slip lane (make it a painted bus only lane with the bus stop right there), prohibit right turns on red, raised crosswalks to be added along with pedestrian bulbouts to shorten the distance peds have to cross (six lanes N/S and up to seven lanes E/W). Remove right turn slip lane from University to 10th (turning north) to improve safety for bicyclists in the bike lane and shorten ped crossing distance.	Area I have trouble crossing	3		0	0		1
155875	Buffer Bike lanes between Beech St and Ash St (south end of facility) often are ignored during Albert Einstein Academies' am/pm drop-off and pick-up times causing dangerous conditions for young and experienced bikers using the lanes.	Other area that needs improvements	2		0	0		1
155876	Busy intersection, with Balboa just south and many business in Hillcrest just to the north, as well as many folks living around this area. Due to intersection of Park Blvd, Robinson and Indiana, pedestrian crossing are incredibly long and have no current protection. Add ped refuge islands (e.g. in the space between the two lanes traveling south on Park where the left turn lane splits off from the straight lane), close off Indiana here (still accessible just one block south on Park and a short block east on Robinson and around the corner)	Area I have trouble crossing	4		0	0		0
155877	Crossing N/S on the East side here is way too long due to E/W side streets coming down from Georgia St. Narrow Georgia to add Ped refuge spaces, prohibit right turn on red from Park to University.	Area I have trouble crossing	1		0	0		0
155878	Golf Course Dr. sees cut through traffic during am/pm commute times that tends to travel above the speed limit. Lack of pedestrian space creates dangerous conditions.	Place where I have observed speeding	2		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155879	Add painted cross walk here with ped crossing signs. 163 offramp empties here and this spot is the crossing for the main pedestrian and biking multi-use path through the West Mesa, so tons of conflicts here. Already have the East bound lanes closed, which is great, but need to make clear this spot is a ped crossing for cars speeding off the freeway.	Area I have trouble crossing	0		1	0		0
155880	Close proximity of stop controlled intersections at Fern St and Grape St encourage "rolling" stops at a heavily used north-south pedestrian crossing.	Area I have trouble crossing	3		0	0		0
155881	Need to provide a public ROW here to connect Alabama to Robinson for both pedestrians and bicyclists. Right now the Landis St bike path terminates on Alabama with no bike facilities to connect to Florida, forcing bicylists to travel on University with no bike lanes, having to turn left onto University from Alabama without the benefit of a traffic light so cars are speeding along all four lanes of University.	Other area that needs improvements	3		1	0		1
155882	Speeds tend high along this stretch of Catalina Blvd with heavy bike use. Sharrows in the outside lane or other measures to protect particularly uphill (southbound) would be welcome.	Place I would like to see Slow Streets implemented	2		1	0		1
155884	Buffer bike lanes along 30th St are great. When attempting to cross El Cajon Blvd with young or newer cyclists the non-pedestrian timing is typically too short to clear the intersection.	Area I have trouble crossing	2		0	0		1
155885	This slip lane is completely unnecessary. Creates conflict with the otherwise protected bike lane on park. Close the slip lane to cars and make drivers turn right at the intersection instead. This will make the bike lane safer and make it easier to cross the intersection for pedestrians.	Place I would like to see Slow Streets implemented	1		0	1		1
155887	The sharrows on Adams Ave are not safe. This street needs actual protected bike lanes. Drivers frequently go well above the speed limit, and either tailgate bikes or pass very closely. Get rid of the middle turn lane and add protected bike lanes instead throughout the entire corridor. This would make it much safer and reduce driver speeds.	Place I would like to see Slow Streets implemented	6		1	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155888	Mission Ave is a good candidate for a community slow street. Restrict to local access so people can get to their residences, but cannot speed through the neighborhood to get between Texas St and Park Blvd. The intersections are dangerous due to the diagonal orientation of the street, they all need traffic calming.	Place I would like to see Slow Streets implemented	2		1	0		0
155891	At the corner of Meade and 36 is a Liquor Store that is busy in the evening and most nights there are cars parked in the crosswalk on 36, north side of Meade. There is the painted crosswalk but it does nothing to prevent cars from parking. It maybe for only a few minutes, but it makes it unsafe to cross the street. A quick fix would be to install bollards.	Area I have trouble crossing	2		0	0		0
155892	W Mountain View is about 80' wide, has not painted crosswalk and as a result is extremely dangerous to cross by walking. The intersection width must be reduced.	Area I have trouble crossing	1		0	0		0
155893	This is a great bridge to cross into North Park, there is not much traffic. However, I avoid it as it has become dangerous to cross as there homeless individuals living out of their cars on the bridge and there is needles and human waste on the sidewalk. Simple solution is to make it a no parking zone to prevent this.	Other area that needs improvements	1		0	1		0
155894	There is a cross-walk on Adams by Hawley but it is dangerous; one must cross 5 lanes of traffic, cars are racing on Adams and most cars do not stop for the flashing lights. There is a school a block a way and it is common to see kids waiting for cars to stop.	Area I have trouble crossing	1		0	0		0
155895	Surprisingly, this is dangerous intersections. The area is not that busy, so cars race through the intersection without stopping. Cars that are heading north on Nile street roll through the intersection and are looking west for on-coming cars; never even looking for pedestrians.	Area I have trouble crossing	2		0	1		0
155896	The sidewalk here is totally blocked ever evening with a pickup; one must walk into the road to get by. This is pretty common and there is zero enforcement by the city; it is after 5:00.	Other area that needs improvements	1		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155897	This is a busy intersection and most nights the cars are parked in the crosswalk while people run to get take-out.	Area I have trouble crossing	2		0	0		0
155898	There is a crosswalk here but it is dangerous; the street is wide, cars are traveling fast and few cars stop.	Area I have trouble crossing	0		1	0		0
155899	There is a smoke shop on Adams and Wilson that generates lots of traffic which most of the time parks in the crosswalk on Wilson. This is common most evenings. Use bollards to prevent cars from parking in the crosswalk.	Area I have trouble crossing	1		0	0		0
155900	On Adams, just west of 33rd is a red curb that always has cars parked there while they run into to pickup their pizza. Put in bollards to prevent this so when I cross 33rd other cars can see me.	Area I have trouble crossing	1		0	0		0
155901	This is a busy intersection and I've been nearly hit here multiple times.	Area I have trouble crossing	0		0	0		0
155910	This intersection needs a redesign. Pedestrians can only cross on 2 of 4 sides, bicycles have to cross traffic 2 extra times due to the slip lanes between Park and Normal, and drivers frequently get confused and try to go the wrong way on Normal.	Area I have trouble crossing	6		0	0		0
155911	Please cut out a bike lane from the east side of this triangle. Merging in with drivers while biking through the intersection is dangerous.	Place I would like to see Slow Streets implemented	2		0	0		1
155912	Please add stop signs for thru-traffic on Upas. Now that the Pershing Bikeway ends here, bicycles have to cross both lanes on Upas to get between the bikeway and Utah.	Area I have trouble crossing	2		0	0		0
155922	Gap in bike facilities between Hill St and Pont Loma Ave encourages vehicles to pass biers at high speeds without 31 min. passing space.	Place I would like to see Slow Streets implemented	0		1	0		1
155923	Gap in on-street (non-multiuse path) bike faculties. During busy events (especially when cousinship is present) create unsafe biking condition for pedestrians (if using muti use path) or cyclists in travel way.	Place I would like to see Slow Streets implemented	1		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155925	Nimitz Blvd Bike lane SB from Rosecrans St to Habor Dr lacks buffer and is adjacent to a extra wide vehicular lane that encourages higher speeds. Multiple private driveways view of approaching bikers blocked by street parking.	Place where I have observed speeding	0		1	0		1
155933	There are lots of families and shoppers on this street. Cars try to speed up in between stop signs, which is dangerous because of the people trying to cross the road (both in and outside of crosswalks)	Place I would like to see Slow Streets implemented	3		1	1		0
155934	This segment is very dangerous for pedestrians, bikes, and drivers at night because it is very poorly lit and the reflective paint on everything in the road is faded. It is hard to see roundabouts and nearly impossible to see pedestrians crossing.	Area I have trouble crossing	2		0	0		0
155935	Cars speed here making crossing the street very dangerous. The angle of Mission Ave creates poor sight lines for drivers. There are no painted crosswalks in this area. All of this makes walking to Mystic Mocha very dangerous.	Place where I have observed speeding	2		1	1		0
155936	Cars exiting the 163 often make an illegal left turn onto 10th avenue. I've had many close calls as a pedestrian and a cyclist.	Other area that needs improvements	2		0	0		0
155937	I often see cars speeding on this stretch of Florida from Pershing Drive up to University Ave	Place where I have observed speeding	2		1	0		0
155938	Cars turning left from University Ave to 8th ave often cut off pedestrians crossing. I've witnessed many close calls here. Also, cars turning right from 8th ave to University Ave on red lights have to pull into the cross walk to see on-coming traffic (no right turn on red would help pedestrians crossing).	Area I have trouble crossing	2		0	0		0
155939	Lots of speeding in this area.	Place where I have observed speeding	4		1	0		0
155954	Need to reduce speed limit by 5 mph. This is the highest speed limit on Mira Mesa Blvd, despite it being less than one block to two schools (Hickman Elementary and Challenger Middle). School zone slow signs on this stretch of Mira Mesa Blvd are also needed. There are also no back roads for kids to be able to walk when approaching from the north west -- they have to walk along Mira Mesa Blvd, which in its current state is very dangerous. Bollards separating the bike lanes would also be very helpful.	Place where I have observed speeding	56		1	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
155986	SB Pac Hwy buffered bike lane south of Enterprise St lacks sufficient continuity and buffer south of Tripoli Ave and north of Washington St, for the adjacent vehicular speeds. Conflict zones are note well delineated and roadway surface is hazardous for cyclists.	Place where I have observed speeding	2		1	0		1
156035	This stretch of Lomaland is very busy with PLNU and Sunset Cliffs Natural Park traffic. It bisects residential neighborhoods, is very wide, has no cross walks and is dangerous for the many families and children who walk/bike within it. I would like to see some form of traffic calming and designated areas for different modes of traffic within Lomaland.	Place I would like to see Slow Streets implemented	0		0	1		0
156043	This bike lane headed eastbound, which is a connector to the 52 bike lane to get east past mission trails, is and has been one of the most neglected segments of bike lane for years now. The bumps and cracks from years of poorly fixed street digs make this section quite dangerous, especially when coupled with the faster traffic flow on the street. but, the issue isn't the faster traffic, its the unsafe bike lane surface that makes me occasionally wanted into traffic.	Other area that needs improvements	2		0	0		1
156079	<p>The road in need of traffic calming measures is Paseo Lucido, located between Camino Del Norte and Bernardo Heights Parkway, just east of I-15. Located on this road are a middle school and high school, with 3 planned communities all feeding onto Paseo Lucido.</p> <p>Congestion and potential accidents occur especially during school drop off & pick-up time while residents are trying to exit homes for jobs, etc.. In addition, foot traffic of school-age and multi-age walkers adds to the congestion as well as young cyclists on e-bikes without helmets and disregarding bike rules of the road. Eliminating u-turns at the signal in front of the schools , delaying walk signals that compete with cars making right-hand turns could help. An audit of the specific area is needed.</p>	Place I would like to see Slow Streets implemented	0		0	0		0

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156135	There needs to be a way to cross the train tracks from the canyon here like a bridge or open access as previous. This allowed for users all along the 52 corridor to connect to the Rose Canyon bikeway enabling this to be a very viable community commuter connection between UC, PB, UCSD, Torrey Pines etc. for those that commute via bike.	Area I have trouble crossing	1		0	0		0
156136	There are NO sidewalks in this neighborhood, except rarely, one in front of one house on an entire block. This necessitates walking IN the yellowlined street within inches of cars passing you. Never safe to walk to transit station, 2 women were killed here last year walking in the street, because of no other choice.	Other area that needs improvements	1		0	0		0
156137	<p>Extremely dangerous intersection for bikes, with high-speed mixing of bikes and cars.</p> <p>Southbound travel on N Torrey Pines by bike, with intention to cross the intersection and head up into campus, is treacherous. High speed right turn traffic onto N Torrey Pines crosses the bike lane. My suggestion is 3-fold: 1) Add a separate right turn light cycle to this intersection with No Turn On Red (N Torrey Pines onto N Torrey Pines); 2) Add a bike signal to the light; 3) The first two eliminate the need entirely for right turn traffic to cross over the bike lane</p> <p>I've been almost run over several times here on bike, and it's only a matter of time before more people die.</p>	Area I have trouble crossing	0		1	1		1
156138	Cars DO NOT STOP for flashing yellow light crosswalks. I've even had someone yell at me to "get out of the road" while crossing legally here on foot with my bike. Cars only stop when I sacrifice my body and start walking in front of them.	Area I have trouble crossing	0		0	0		0
156139	The bike is always obstructed by parked cars. Install concrete barriers to stop cars from entering the bike lane.	Other area that needs improvements	0		0	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156140	Cars drive in the bike lane everyday. Separate the bike lane from traffic.	Other area that needs improvements	0		0	0		1
156141	The bike lane is too narrow and cars drive too fast. Make the bike lane wider and protect it with concrete.	Other area that needs improvements	1		1	0		1
156142	Cars go too fast.	Place where I have observed speeding	0		1	0		0
156143	Cars drive way too fast. Speed limit should be 15 with speed bumps in this scenic area.	Place where I have observed speeding	0		1	0		0
156144	We need a protected bike lane along the entire length of Catalina.	Other area that needs improvements	0		0	0		1
156145	There needs to be a concrete protected bike lane on the way to Cabrillo.	Area I have trouble crossing	0		0	0		1
156146	The Bayshore Bikeway should be connected to the Embarcadero with a concrete protected bikeway.	Place I would like to see Slow Streets implemented	0		0	0		0
156147	The 5th Avenue crossing from the Convention Center gets hundreds of pedestrians and should have an exclusive Scramble Crossing phase.	Area I have trouble crossing	1		0	0		0
156148	There is no safe way for bikes on the MLK promenade to cross 5th Avenue.	Other area that needs improvements	1	1	0	1		0
156149	There is no safe way for bikes on the MLK promenade to cross First Avenue.	Area I have trouble crossing	0		0	0		0
156150	There is no safe way for bikes on the MLK promenade to cross Front St.	Area I have trouble crossing	0		0	0		0
156151	Cars run the red light in front of the train tracks/crosswalk endangering pedestrians.	Area I have trouble crossing	0		0	0		0
156152	There should be permanent no right turn on red onto Market St, because it makes it dangerous for pedestrians and bikes to cross.	Area I have trouble crossing	0	1	0	0		0
156153	There is no safe way for bikes on the MLK promenade to cross Market St.	Area I have trouble crossing	1		0	0		0
156154	There is no way to cross Market St at Columbia to walk to Pantoja Park.	Area I have trouble crossing	0		0	0		0

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156156	The crosswalk should be marked on the north side of Harbor Dr. Otherwise pedestrians first have to cross south then west then north again, forcing them to cross in front of 3 dangerous streets instead of just one.	Area I have trouble crossing	0		0	0		0
156157	There should be a separate & protected bikeway. The Embarcadero is too narrow and has too many pedestrians to share with bikes, but there is no safe place to bike on Harbor Dr either.	Place I would like to see Slow Streets implemented	1		0	0		0
156158	25 mph is good with all of the pedestrians, but cars go over it racing to the next red light. Need speed humps.	Place where I have observed speeding	0		1	0		0
156159	There is no safe place to bike here. The path is full of pedestrian traffic and the street is too dangerous.	Place I would like to see Slow Streets implemented	2		0	0		0
156160	Slip lane should be removed. It is unnecessary with the traffic circle and makes crossing on foot or by bike more dangerous.	Area I have trouble crossing	0		0	0		0
156161	The intersection of West Point Loma & Abbott needs marked crosswalks on all sides.	Area I have trouble crossing	0		0	0		0
156162	We need a protected bike lane on Sunset Cliffs blvd. There is not enough room to share with cars.	Place I would like to see Slow Streets implemented	0		0	0		1
156163	We need a concrete protected bike lane on Pacific Beach Drive, there is no room to share with cars on this key route.	Place I would like to see Slow Streets implemented	0		0	0		1
156164	All of the intersections on Mission Blvd are awful. They should be turned into roundabouts like in Bird Rock.	Place I would like to see Slow Streets implemented	0		0	0		0
156166	Crossing the bridge over the 5 by bike is absolutely terrible, it needs a concrete protected bike lane.	Area I have trouble crossing	0		0	0		1
156167	We need concrete protected bike lanes on E Mission Bay drive. There is too much pedestrian traffic on the path and the street isn't safe enough to bike on.	Destination I want to reach	0		0	0		1
156168	The ferry should be free for residents. The ticket prices are too high and there is no other way to get to Coronado outside of a car.	Destination I want to reach	1		0	0		0

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156169	The bike facilities on San Diego Ave are inconsistent and terrible, but it's one of the only ways to avoid Pacific Highway. Add a concrete protected 2way cycle track on one side of the street.	Place I would like to see Slow Streets implemented	2		0	0		0
156170	Convoy is in dire need of a road diet. It should be a 2 lane street with parking protected bike lanes and wider sidewalks	Place I would like to see Slow Streets implemented	1		0	0		1
156171	The bike lanes on the Mission Bay bridges do not have enough protection. They are always full of debris from car crashes. Very Scary!	Area I have trouble crossing	0		0	0		1
156172	The speed limit is way too high on Ingraham St making it hostile to pedestrians and bikes.	Place where I have observed speeding	0		1	0		0
156173	The speed limit is way too high on West Mission Bay Dr making it hostile to both pedestrians and bikes.	Place where I have observed speeding	0		1	0		0
156174	Cars drive way too fast on Shelter Island making it hostile to the people trying to enjoy the park.	Place where I have observed speeding	0		1	0		0
156175	People drive way too fast on Harbor Island making it hostile to pedestrians and bikes.	Place where I have observed speeding	2		1	0		0
156176	We need a CONTINUOUS protected bike lane on Voltaire. The current bike lane is terrible. It forces you in the path of parked car doors and disappears and reappears on every block forcing cyclists to swerve in and out of traffic.	Place I would like to see Slow Streets implemented	0		0	0		1
156177	There should be a concrete protected 2way cycle track on the south side of Harbor Drive. The bike lane on the north side is too dangerous because of the airport.	Place I would like to see Slow Streets implemented	2		0	0		1
156178	The Spanish Landing Trail forces bikes to go thru a busy parking lot full of Uber drivers waiting for the airport. Extremely dangerous. Just put a bidirectional protected bikeway on Harbor.	Area I have trouble crossing	2		0	0		0
156207	There is no safe bike lane on Kettner blvd to connect to the MLK path.	Place I would like to see Slow Streets implemented	0		0	0		1

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156208	Very dangerous for bikes riding southbound on Kettner blvd to turn left onto the MLK path. Especially with the train tracks running at 45 degrees which are dangerous for bikes. The traffic signal should have an exclusive bike phase.	Area I have trouble crossing	0		0	0		0
156209	It's very difficult to cross Grape St as a pedestrian because there are so many lanes going to the freeway. Needs a road diet.	Area I have trouble crossing	2		0	1		0
156210	Very dangerous for pedestrians and bikes to cross Grape st going northbound on Pacific Highway. There is constant gridlock caused by right turns on red from Pacific Highway onto Grape St. Should be no turn on red and have an exclusive walk/bike phase.	Area I have trouble crossing	0		0	0		0
156211	Cars cut off bikes in the bike lane at high speed to turn right on red. Extremely dangerous.	Area I have trouble crossing	2		1	0		1
156212	Cars dangerously use the bike lane as a drop off zone. Extremely dangerous. The bike lane should be protected by a concrete barrier.	Place I would like to see Slow Streets implemented	0		0	0		1
156213	Park blvd is used for dangerous and illegal street racing. It needs a road diet and speed bumps.	Place where I have observed speeding	1		1	0		0
156219	Difficult to cross Nobel near trolley station because crosswalks are missing and signal times are long.	Area I have trouble crossing	2		0	1		0
156220	No sidewalk and need to dodge fast traffic when crossing ramps from Gilman/La Jolla Village Drive	Area I have trouble crossing	2		1	0		0
156221	Keep Avenida de la Playa closed to cars. Very nice place to enjoy the open street	Place I would like to see Slow Streets implemented	1		0	0		0
156222	Downhill traffic way too fast	Place where I have observed speeding	2		1	0		0
156231	Crosswalk should be marked.	Area I have trouble crossing	1		0	0		0
156232	Put pedestrian and bike facilities on the bridge.	Place I would like to see Slow Streets implemented	3		0	0		0
156233	There is no where safe to bike, Harbor dr is a dangerous highway, you're not supposed ride in Seaport Village and the path behind Kansas bbq just dead ends.	Place I would like to see Slow Streets implemented	3		0	0		0

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156234	The class I path next to the train tracks should be connected to the Class IV bike lanes on Pacific Highway and to the other class I path on the MLK promenade.	Place I would like to see Slow Streets implemented	2		0	0		1
156235	There should be a safe way to cross Broadway from the bike path to Sante Fe depot.	Area I have trouble crossing	3		0	0		1
156236	There should be safe bike lanes on Pacific Highway north of Laurel St.	Place I would like to see Slow Streets implemented	3		0	0		1
156237	Harbor Island needs bike lanes and crosswalks.	Place I would like to see Slow Streets implemented	4		0	1		1
156238	Shelter Island needs bike lanes.	Place I would like to see Slow Streets implemented	2		0	0		1
156239	The bike lane on Voltaire St is too narrow and puts bikes dangerously close to opening doors from parked cars. It should be replaced with a parking protected bike lane.	Place I would like to see Slow Streets implemented	2		0	0		1
156240	Mission blvd is very wide but currently lacks any bike facilities.	Place I would like to see Slow Streets implemented	2		0	0		0
156241	Need to either reduce speeds on E Mission Bay Dr and/or add real bike facilities.	Place I would like to see Slow Streets implemented	5		1	0		0
156242	The southbound bike lane disappears to make room for parking, forcing cyclists to merge with 60 mph car traffic. There should be a concrete protected bidirectional cycle track on the east side of the street.	Place I would like to see Slow Streets implemented	5		0	0		1
156245	There is an existing bike lane here but the road has so many pot holes and is uneven, it feels very dangerous to ride on.	Other area that needs improvements	1		0	0		1

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156246	There needs to be a way for folks to travel north/south to connect to the bayshore bikeway. I think 25th/Cesar Chavez makes the most sense because the lanes are so wide and it would be an obvious continuation of the 25th Street bike lanes in Golden Hill.	Area I have trouble crossing	2		0	0		1
156247	There are no places to cross Market Street between 26th and 30th. People drive so fast and there are bus stops, shops, and housing on both sides of the street so people are forced to cross in undesignated areas. Market Street needs to be seriously calmed.	Place where I have observed speeding	2		1	1		0
156248	The elevator at the Harbor Drive pedestrian bridge is ALWAYS out of service which makes the bridge completely unusable to anyone with physical disabilities, limited mobility, or a bicycle.	Destination I want to reach	2		0	0		0
156249	People always park in the bike lane here - please protect it!!	Other area that needs improvements	3		0	0		1
156250	This slip lane is so dangerous for cyclists using the Bayshore Bikeway. During rush hour, no one slows down at all to yield to people in the crosswalk.	Area I have trouble crossing	2		0	0		0
156251	This intersection is horrifying. I can't believe there's no stoppage for drivers exiting the freeway directly onto a downtown street. Slow traffic here and add safer crossings!!	Area I have trouble crossing	1		0	0		0
156252	Please connect the River Trail from Old Town to Fashion Valley!	Destination I want to reach	2		0	0		0
156253	People drive so fast on Texas, and as a bicyclist it is terrifying to come barreling down the hill directly into several on ramps and off ramps.	Area I have trouble crossing	5		1	0		0
156254	The bike path along the 15 should connect to Snapdragon, or at least another bike facility. instead, it just dumps you out at this crazy intersection and you have to essentially bike the whole cloverleaf in the opposite direction in order to get anywhere.	Destination I want to reach	2		0	0		1
156255	This bike lane is always filled with gravel and is completely unprotected as drivers pass you going 50+ miles an hour. You can't even bike on the sidewalk because it's completely overgrown with weeds the entire way up.	Place where I have observed speeding	2		0	0		1

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156257	This intersection should allow pedestrian crossings in all four directions! When I ride the trolley and am trying to get to the garden center, I have to cross the street three times when it should only be one leg.	Area I have trouble crossing	1		0	0		0
156270	1st ave corner of nutmeg has no yellow flashing light for walking across 1st avenue. There is no speed limit, the cars driven by idiots drive as fast as they can. Very dangerous due to the high speed traffic. We need to start writing some speeding tickets. I will put this on get it done as well.	Area I have trouble crossing	2		1	0		0
156271	Again there is no stop sign so the cars slam through here. Very hard to cross, need to install yellow flashers. Plus there are two schools right on Nutmeg and the kids walk to and from home to school. The cars need to be forced to slow down. Give me a call so I can be more specific	Area I have trouble crossing	1		0	1		0
156277	Please focus some traffic calming efforts to better right size this now over built and obsolete ex-thoroughfare for current community needs and safety.	Place where I have observed speeding	1		0	0		0
156278	Please focus traffic calming measures along this now over built and obsolete ex thoroughfare designed road to better meet current needs and community safety.	Place where I have observed speeding	0		0	0		0
156279	It would be wonderful to have safe crossing available at this intersection to better connect the A-Lake streets community with nearby schools and parks that families attend and utilize. Paired with continual excess speeds on LM Blvd, this is a rather unsafe section and unfriendly for the neighborhood.	Area I have trouble crossing	1	1	1	0		0
156280	Please focus traffic calming measures along this now over built and obsolete ex thoroughfare designed road to better meet current needs and community safety. Frequent speeds in excess of 15+ over posted limits (which should not change for safety of nearby communities and housing along street)	Place where I have observed speeding	0		1	0		0
156281	Gap in bike lane on road with commonly excessive speeding. Forces individuals into traffic via ~sharrows~ and common conflict point with vehicles not interested in sharing space.	Other area that needs improvements	1		1	0		1

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156282	Intersection (though in La Mesa) could highly benefit from roundabout to calm speeds and improve flow.	Place where I have observed speeding	0		1	0		0
156283	Gap in bike lane forcing individuals into traffic commonly traveling well in excess of posted speed limits and unsafe for potential collisions. Limits ability to use alternate transportation options to nearby stores/restaurants from community.	Other area that needs improvements	0		1	0		1
156284	Roadway is massively overbuilt in this section encouraging frequent excess speeding on residential community street	Place where I have observed speeding	1		1	0		0
156285	This section of Madison Ave needs traffic calming. Cars go way too fast here - often upwards of 40 mph on their way to/from Texas St and Mission Valley. I have almost gotten hit multiple times here.	Place where I have observed speeding	2		1	0		0
156286	Sunset cliffs needs a protected bike lane and a real sidewalk.	Place I would like to see Slow Streets implemented	0		0	0		1
156287	The south side of the intersection of Mission Blvd and La Jolla Blvd needs a marked crosswalk.	Area I have trouble crossing	0		0	0		0
156288	There is no safe way to turn left from Mission Blvd onto La Jolla Blvd on a bike.	Area I have trouble crossing	0		0	0		0
156289	The bike lane disappears and reappears several times on La Jolla Blvd. This is extreme dangerous because it forces bikes to swerve in and out of car traffic. There should be a continuous protected bike lane the entire length of La Jolla Blvd.	Place I would like to see Slow Streets implemented	1		0	0		1
156290	We need a right turn signal from PHR into CV while the cars from CV turn left into PHR. So that bikes and kids can cross the street safer and there isn't such a traffic buildup.	Area I have trouble crossing	0		0	0		0
156293	This section of Monroe by Garfield Elementary would be a perfect place to install a School Street. There are a lot of drivers who go too fast here and when many children are present it would be good to calm traffic.	Place I would like to see Slow Streets implemented	1		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156294	Drivers treat El Cajon Boulevard like a highway (which it used to be), often going 50+ mph. This is made possible by the excessive width of the road and the distance between intersections. As University Heights and North Park add density, El Cajon Boulevard is becoming a neighborhood Main Street with retail, dining, and housing. High vehicle speeds are incompatible with these uses, and it is a hostile environment in which to be a pedestrian or cyclist. Since street crossings are so far apart, people resort to jaywalking and trying to time a gap in the high speed traffic. We have already lost one of our neighbors here last year while he was trying to cross the street (RIP Josh), and it's only a matter of time before another preventable injury or death occurs. El Cajon needs a serious road diet, and it would be great to make it a Business Shared Street, maybe just with a bus lane and only one lane of vehicle traffic in each direction, which would free up a ton of space for enhanced sidewalk/plaza area. With so much business and density, there is no reason why any vehicle should be going over 25 mph here.	Place where I have observed speeding	2		1	1		0
156295	Massive intersection with lots of bike/ped traffic to UCSD campus and to bus stops. Unpleasant to cross due to large distances and feels unsafe especially with many drivers not stopping for right on red.	Area I have trouble crossing	1		0	0		0
156301	Heading NE on Expedition Way to UCSD main campus at N. Torrey Pines Rd. There is no crosswalk, nor button to press to get a green light. A bike has to wait for a car going straight to get the light to change, or cross the street 3x in the designated crosswalks, to get to the other side: a very long, slow, process.	Area I have trouble crossing	1		0	0		0
156302	Take the right-hand lane of the north-bound Gilman Dr, add concrete barriers, and turn it into a two-way bike lane. Extend from the Rose Creek Bike Path to UCSD. This is much cheaper, and gets around property domain issues/lawsuits that will happen with the present plan (and thus many years away from happening).	Other area that needs improvements	1	1	0	0		1

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156303	The decades-old bike path, from Grand Ave to N. Mission Bay Dr, needs updating/widening, where possible. It would be best if it followed Rose Creek all the way to N. Mission Bay Dr, as it does two sharp turns, with blind spots next to the boat storage. This path is used by all sorts: road cyclists, students walking home, parents with strollers, etc. The fencing next to the boat storage needs to be just unobstructed chain link, for better visibility at the turn. Or better, take away 20' x 20' from the boat storage so the turn is not so sharp, giving better visibility.	Other area that needs improvements	1		0	0		1
156304	Besides fast traffic mentioned by others, E. Mission Bay Dr is heavily parked by RVs and Campers, often with "pop-out" portions extending further into the street. This creates poor visibility and narrows the street considerably. The suggestion of a separate two-way bike lane, on either side of E. Mission Bay Dr, would get bikes off this road and somewhere safe.	Other area that needs improvements	3		0	0		1
156313	The roadway asphalt is irregular and has very tall (several inches) sections where it meets the gutter. These bumps, abrupt changes, and large sections of different asphalt height are extremely dangerous to cyclists, especially on a busy road where traffic forces riders into the gutter.	Other area that needs improvements	2		0	0		0
156314	The roadway asphalt is irregular and has very tall (several inches) sections where it meets the gutter. These bumps, abrupt changes, and large sections of different asphalt height are extremely dangerous to cyclists, especially on a busy road where traffic forces riders into the gutter.	Other area that needs improvements	2		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156315	Car traffic on Ingraham, especially downhill (Southbound), is too fast. Speeding is the norm and accidents as cars turn on from side streets are extremely common. Foothill Blvd (a 2 lane road) has recently received traffic calming measures (a large roundabout) but after Foothill turns into Ingraham street the road widens to 3 lanes where it goes downhill with nothing to slow down the traffic. This is a residential street with a public school on it and the city needs to do something to reduce the speeding and number of accidents on this stretch of road. I would suggest more speed enforcement, reducing the lanes 1 in each direction with a center median, and adding crosswalks. At least one lighted crosswalk has already been approved by the city's engineering department but is on the "unfunded" projects list.	Place where I have observed speeding	3		1	0		0
156316	Crossing Ingraham St is dangerous under the best conditions due to excessive downhill speed of cars going South. Foothill Blvd (a 2 lane road) has recently received traffic calming measures (a large roundabout) but after Foothill turns into Ingraham street the road widens to 3 lanes where it goes downhill with nothing to slow down the traffic. This is a residential street with a public school on it and the city needs to do something to reduce the speeding and number of accidents on this stretch of road. The city's engineering department has already approved a lighted crosswalk but is on the "unfunded" projects list.	Area I have trouble crossing	2		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156317	<p>This is a residential street with a public middle school and shopping center, and the city needs to do something to reduce the speeding and number of accidents on this stretch of road.</p> <p>Speeding is the norm and accidents as cars turn on from side streets are extremely common. Foothill Blvd (a 2 lane road) has recently received traffic calming measures (a large roundabout) but after Foothill turns into Ingraham street the road widens to 3 lanes where it goes downhill with nothing to slow down the traffic.</p>	Place I would like to see Slow Streets implemented	3		1	0		0
156332	Improvements to bike infrastructure along regents road are mostly great! However, this stretch still lacks separated bike lanes. I'd like to see bike lanes separated from traffic by at least delineators for the whole stretch between Rose Canyon and Genesee	Other area that needs improvements	0		0	0		1
156333	This intersection is used by tons of students commuting to UCSD by scooter or bike. A left turn is required at Regents and Miramar St. This turn feels incredibly dangerous, as it requires crossing 2 lanes of high speed traffic.	Area I have trouble crossing	1		1	0		0
156334	Why is this section of Regents even 4 lanes? it's a very low traffic area, and having such a wide street just encourages speeding and makes this area unpleasant to be in as a cyclist or pedestrian.	Place where I have observed speeding	1	1	1	0		0
156335	Cycle lane completely vanishes here, forcing bikes into freeway speed traffic. I know there are plans to build a 2 way cycle path here, but a safe connection between campus and the Rose Creek bike path is needed now! Bike commuters are risking their lives every day to get through this stretch. An easy, cheap, and quick solution would be to just remove a lane of traffic, and turn it into a 2 way protected bike path.	Other area that needs improvements	1		1	0		1
156336	A way to cross the train tracks is needed here to connect Claremont to the Rose Creek bike path. Commuters from Northern Claremont need to take a dangerous and lengthy diversion to Balboa to access the bike path, and UCSD to the north.	Destination I want to reach	0		0	0		1

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156337	This section of Genesee is currently chaos due to the pure water project. I hope as that project finishes up, this road will be rebuilt better than it was before the project, with better ways to cross rose canyon and access Univerity city highscool by foot or bike. The bike lanes before the purewater project construction were not adequate given the speed and volume of traffic.	Area I have trouble crossing	0		1	0		1
156338	This section of Nobel lacks consistent bike lanes.	Other area that needs improvements	1		0	0		1
156339	This intersection has cars parking in the crosswalk when the elementary school lets out in the afternoon; reqmore more than red paint	Other area that needs improvements	1		0	1		0
156342	Difficult to get to the beach by bike because there is no safe route to cross the freeway.	Destination I want to reach	0		0	0		0
156343	I want to bike to the beach, but it's terrifying to cross the freeway to get to the bike path.	Destination I want to reach	0		0	0		1
156347	E Mountain View Dr is extremely wide and it is difficult to cross; both side of Adams	Area I have trouble crossing	1		0	1		0
156348	There is no cross-walk here, one must cross street between parked cars.	Area I have trouble crossing	1		0	0		0
156359	This intersection needs a roundabout or other traffic calming. The road here is much too wide so drivers feel comfortable speeding down the hill. There are always lots of pedestrians crossing the street to get from the beach to the bus stop and street parking on the east side of the road. These pedestrians would be in much less danger if there was a roundabout with cross walks.	Place where I have observed speeding	1		1	1		0
156530	More lit cross walks, roundabouts and ways to slow this down. Also motorcycles race here at night and it wakes people up.	Place I would like to see Slow Streets implemented	0		0	1		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156531	Cars speed by this blind intersection. Even more dangerous with new multi story building blocking sight lines. A 4 way stop or traffic calming may be needed.	Place I would like to see Slow Streets implemented	0		1	0		0
156532	Speed limit seems to be a little high in this area, especially with the new development recently and more planned.	Place where I have observed speeding	1	1	1	0		0
156533	Dangerous merge. Bad sight lines and better traffic engineering needed here.	Other area that needs improvements	1	1	0	0		0
156534	<p>Raised-barriers on south-going Gilman seem to appear out of nowhere on a downhill stretch of roadway.</p> <p>Depending on the time of day, the start of those barriers may be shaded (i.e. difficult to see) at a place where bicyclists may be traveling quickly (i.e. downhill). Bollards present a physical barrier to bicyclists and it's difficult to imagine what, if any, value they provide on this very short section of roadway (i.e. risk of bicycle accident appears much higher than any perceived value). As another has suggested, my feeling is removing bollards (at least on the downhill stretch) would seem safer than having bollards there.</p> <p>Going North/Uphill, I don't feel there's substantial harm in having the bollards, but I don't see any substantive value either. Over time, I might expect the separated areas to accumulate debris. If City is not providing regular maintenance, that accumulated debris will become a hazard.</p>	Other area that needs improvements	0		0	0		0
156535	Yield signs needed on Eureka St at this uncontrolled intersection to be consistent with intersection just to the east.	Other area that needs improvements	0	1	0	0		0
156536	Crosswalks needed at this intersection.	Area I have trouble crossing	0		0	0		0
156537	Busy crosswalk is partially blocked by physical island barrier.	Area I have trouble crossing	0		0	0		0
156538	Dedicated and proper right turn lane needed onto Napa St fro Linda Vista Rd..	Other area that needs improvements	0		0	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156554	Drivers making a right turn from the west leg of Grape to go south on Fern speed through this intersection creating dangerous conflicts with crossing pedestrians. Recently the loading zone on the southwest leg of Grape street was painted with striping and it has actually worsened the problem of drivers using the space as a slip lane to go right without stopping or waiting for cars in front of them on the west leg waiting their turn to to go straight or left. Install bulbous and hardscape to reinforce that the loading zone is not a turn lane.	Area I have trouble crossing	1		1	0		0
156555	This is a busy intersection for all modes and greater protections for pedestrians crossing are needed.	Area I have trouble crossing	1		0	0		0
156556	Drivers speed north/south along Dale and the visibility of crossing pedestrians is severely limited. There aren't any crossing protections at this intersection. A miniature roundabout, 4-way stop, and/or curb extensions and marked crosswalks would improve safety to this high pedestrian traffic intersection.	Area I have trouble crossing	1		1	0		0
156567	It is difficult crossing Ohio street along Polk. Ohio is very wide, cars race down Ohio and it is not a four way stop. There is a sign that states "Cross Traffic Does Not Stop", so the city understands that there is a problem and attempted to solve it with a sign.	Area I have trouble crossing	0		0	1		0
156568	I've nearly been hit here multiple times as cars from 40th turning right on Adams rarely look for people walking.	Area I have trouble crossing	0		0	0		0
156569	This is a difficult intersection to cross as cars typically part in the crosswalk on Madison.	Area I have trouble crossing	0		0	0		0
156570	Orange Ave is a straight away with no stop signs and cars speed; it is extremely difficult to cross Orange as there is no infrastructure to help out (cross-walk)	Place where I have observed speeding	0		1	1		0
156571	There is a four way stop here and no one ever stops; lots of traffic heading to Van Dyke Ave.	Area I have trouble crossing	0		0	0		0
156572	There are traffic lights here but there are a number of issues to be addressed. 1 Timing: push the cross button and you have to wait several minutes to cross 2 Leading: require that Leading Pedestrian Interval	Area I have trouble crossing	0		0	0		0

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156573	This intersection is a busy area of pedestrian activity with all of the bars/restaurants and requires improved way for people to safely cross the street.	Area I have trouble crossing	0		0	0		0
156574	Crossing 32 on the south side of Adams is always difficult as there is lots of traffic heading to the 805. Require leading pedestrian interval or something to improve safety.	Area I have trouble crossing	0		0	0		0
156575	Adams Ave through Normal Heights has cars speeding; this section is a commercial area that has people walking around and not some freeway. Require infrastructure to slow down traffic and make it safer for people outside of cars.	Place where I have observed speeding	0		1	0		0
156576	I never cross the road here, it terrible road design.	Area I have trouble crossing	0		0	0		0
156577	Busy intersection with poor lighting and lots of traffic coming off the 805	Area I have trouble crossing	0		0	0		0
156585	Etched rumble strips needed going through residential area. Etching would not impede emergency vehicles like speed bumps. Also radar flashing sign like on Chateau and Challenger. For 20 years here, motorcycles and loud boomboxes roar past my bedroom. Mount Abernathy is heavily used by pedestrians, bicyclists, dog walkers, and kids going to school.	Place I would like to see Slow Streets implemented	1		1	0		0

Comment ID	Comment	Category	# of Likes	Categoriz ed by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156586	Etched rumble strips would be the most cost effective method of traffic calming. They would not slow emergency vehicles, like the traffic department attitude towards my pleas for traffic calming on my street. If you spend any of the federal grant, don't waste on other useless smoke screens. Buy a street etching machine or whatever it takes. Other cities like Coronado have speed bumps, which would slow emergency vehicles; but etching in the pavement would not. Just two weeks ago, my dog was hit by a car as we attempted to cross the street on Cannington to the I-805 bikeway. The trauma, pain and misery was more than the \$2500 ER visit and \$5500 surgery. I made a \$10,000 claim against the City since there was no signage, painted bikeway crossing, or other traffic calming. The resident who watched my trike while I got my van said it has been a constant problem, affecting her granddaughter, and others for the some 20 years she has lived there. I have resided at 4365 Mount Abernathy for 20 years plagued by roaring motorcycles and loud boom boxes racing past my bedroom as they zoom off Balboa to cut over to Clairemont Drive. Mount Abernathy Avenue is heavily used by pedestrians, bicyclists, dog walkers and kids going to school. There also needs to be a radar speed flashing sign like on Charger and Chateau. Thank you.	Area I have trouble crossing	1		1	0		0
156587	Intersections like Monroe and North ave are simply far too wide and dangerous. It promotes high speed driving and makes it difficult to cross.	Place I would like to see Slow Streets implemented	0		1	1		0
156588	Drivers speed on North avenue. This street needs slow streets infrastructure setup. It should be limited to "through traffic", as drivers speed on Meade Ave and then make sharp high speed turns, making it unsafe for people.	Place I would like to see Slow Streets implemented	0		1	0		0

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156589	<p>Park Blvd is a very popular destination but its quality and enjoyability are diminished by the high speed traffic.</p> <p>People should not need to compete with high speed vehicles just to reach the other side of the street. This is a clear example of car-prioritizing infrastructure degrading local communities by promoting high speed traffic.</p> <p>In the short-term, low-cost measures should be taken to immediately slow down traffic.</p> <p>Long-term, Park Blvd should become more plaza oriented. The entire street should be flattened and paved with brick or non-asphalt type material. This would eliminate the hard separation of space for people to exist versus the space dedicated to high speed traffic.</p> <p>It is painful watching how many people barely fit outside of Bahn Thai restaurant, considering that they take up the space of only one of two car parking spaces. It is a wildly inefficient use of space that could be otherwise dedicated to promoting community gathering, creating a welcoming and inviting space.</p>	Place I would like to see Slow Streets implemented	2		1	0		0

Comment ID	Comment	Category	# of Likes	Categorized by Staff	Speeding	Crossing Challenges	Slow Street	Bike Infrastructure or Route
156590	<p>This is without a doubt one of the worst, over-complicated intersections in San Diego. This is one of the biggest hurdles to accessing resources while walking, biking, transit, and even while driving.</p> <p>It is a major bane on mobility. It needs to be redesigned, removing these nonsensical massive intersection traffic signals for lower cost options that promote slow steady speeds.</p> <p>The use of this intersection to manage high speed traffic makes for one of the most hostile places in our neighborhood.</p>	Area I have trouble crossing	1		1	0		0
156591	<p>The designation of el cajon blvd as an "other principle arterial" is woefully unacceptable.</p> <p>To say that there are fast car doesn't even begin to tackle the problem. It is entirely built like a highway, connecting the 805 and 163.</p> <p>It is without a doubt one of my least favorite places to be, and is one i spend so little time at these businesses despite living so close. It is difficult to access by every mode of travel. I do not enjoy the sound of 40-50+ mph vehicles; i do not enjoy navigating the mind-numbing intersections. The noise is unbearable.</p> <p>The 215 bus is not adequately served by the bus "lanes". The combination of a bike and bus lane fails to provide any meaningful safety for biking or efficiency for buses. It is all because there is so much over-engineered traffic infrastructure meant for promoting high speeds.</p>	Other area that needs improvements	2		1	0		0

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156592	Pavement in bad condition for bicycles when traveling SB on Harbor Dr after crossing Sampson St	Other area that needs improvements	0		0	0		0
156593	Pavement not smooth. Bad for bicycles when traveling SB On Main St (NC Blvd) and turning Right onto Roosevelt Ave (After going under I-5)	Other area that needs improvements	0		0	0		0
156597	The bike lane on Nimitz disappears for a right turn lane. This causes a conflict between bikes in the bike lane and cars turning right on red. I've been harassed on my bike by road raging drivers wanting to turn right on red. Right on red should be disallowed at the intersection of Nimitz and Chatsworth and the bike lane should extend through the intersection.	Area I have trouble crossing	0		0	0		1
156598	The flex posts on Nimitz blvd are constantly destroyed by reckless drivers. Obviously they are inadequate to protect bicyclists in the bike lane. They need to be replaced by concrete barriers.	Other area that needs improvements	0		0	0		1
156599	The road curves too close to where parking ends and cyclists get squeezed between speeding cars and parked cars.	Other area that needs improvements	0		1	0		0
156600	Drivers literally go twice the speed limit over the Cabrillo beidge making beautiful Balboa Park hostile to pedestrians and bicyclists.	Place where I have observed speeding	0		1	0		0
156601	Cars speed down Kettner blvd to get to the freeway	Place where I have observed speeding	0		1	0		0
156602	There needs to be a safe way to access the SD bike path without having to cross a dangerous freeway.	Destination I want to reach	0		0	0		1

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156603	Vehicle traffic is bypassing traffic controls on University by using Wightman st. which many cyclists use to go between City Heights & Northpark/Downtown. Suggest making Wightman a slow street (like they do in PB) so cyclists & walkers have a safe area. Cars on Wightman ignore the stop signs & travel at high speeds to get to the freeway entrances resulting in a very dangerous situation for those not in vehicles. There have been several crashes including one involving a pedestrian youth. The children of City Heights deserve safety as much as their neighbors in richer neighborhoods. A slow street would allow greater access to the local parks & better health for residents including decreasing CO2 outputs by a school.	Place I would like to see Slow Streets implemented	0	1	1	0	1	0
156604	Speeding on this street is out of control. Because the wide lanes are flanked by (faded) bike lanes it just makes the lanes feel extra wide and cars routinely go 45mph on this road.	Place where I have observed speeding	1		1	0		0
156605	The absence of a bus lane between Robinson and Upas on Park is a disservice to the community. MTS has to re-route the 215 bus through 163 during December Nights due to congestion and then the cars can't use the bus lane through the park which isn't being used due to the re-routed buses. 80% bus lanes along a route is not the answer!	Other area that needs improvements	0		0	0		0
156606	Can we please extend the Normal Street Promenade with a bridge over busy washington street and continue all the way to El Cajon with a Linear Park? This would require coordination with the school district who owns this property but would give many pedestians a way to avoid the deadly El Cajon/Park/Normal intersection.	Place I would like to see Slow Streets implemented	0		0	0		0
156607	Lets put curb bump outs and raised crosswalks at all intersections adjacent to schools!	Area I have trouble crossing	0		0	0		0
156608	Let's protect our children and the families walking to school by adding curb bump-outs and raised crosswalks at every intersection adjacent to a school!	Area I have trouble crossing	0		0	0		0

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156609	Let's protect our children and the families walking to school by adding curb bump-outs and raised crosswalks at every intersection adjacent to a school!	Area I have trouble crossing	0		0	0		0
156610	There is no reason cars need to be able to travel through the middle of the Plaza de Panama. The only motorized vehicle allowed on El Prado should be a shuttle that runs from Balboa Dr, through the park, then to the parking lot on the southeast side of Park/President's Way. Cars routinely drive 30mph+ on El Prado as is despite the 15mph speed limit.	Place I would like to see Slow Streets implemented	0		1	0		0
156611	Add a walking/cycling bridge between these two points. There is currently no way to walk east-west across the park unless you want to go off-road. Bonus points if the bridge is in a similar style to the Cabrillo Bridge!	Other area that needs improvements	0		0	0		0
156612	Florida Drive between Zoo and Morley Field Drive does not need to exist. Lets give this area back to the people and remove some of the speeding car noise from Balboa Park	Place I would like to see Slow Streets implemented	0		1	0		0
156613	Frequent speeding here	Place where I have observed speeding	0		1	0		0
156614	Connect these two great pieces of bike infrastructure please!	Place I would like to see Slow Streets implemented	0		0	0		0
156615	We need raised crosswalks along the entire bikeway for both 4th and 5th Avenues. Because the stop line is so far from where cars need to be to actually see if someone is coming on the perpendicular street every single car bypasses these stop signs and just stop after passing through the zebra crossing and bike lane. I see someone almost get hit almost every single day along these streets.	Area I have trouble crossing	0		0	0		0
156616	Lets give walkers and cyclist a way around Presidio Park by making Presidio Drive and Jackson Streets a single lane one way route counterclockwise. This would allow us to use the other lane for walking and biking.	Other area that needs improvements	0		0	0		0

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156617	This is the most direct route from Mission Beach to Midway but crossing here actually requires a detour all the way around while cars take the straight shot down Nimitz	Area I have trouble crossing	0		0	0		0
156618	traffic moving too fast down gaines wth poor sightlines, need this to be a 4 way stop.	Place I would like to see Slow Streets implemented	0		1	0		0
156619	The best way to cross the 163 is by connecting to the river trail here but there is no accommodation for cyclists here and traffic moves fast.	Place I would like to see Slow Streets implemented	0		0	0		0
156620	This line should be a Gondola connecting the trolley system at Old Town/NAVWAR development to the new arena/housing at Sports Arena, Sea World, and Mission Beach. Compared to a trolley it would be very minimally invasive, cheaper, and a tourist draw!	Other area that needs improvements	0		0	0		0
156621	Getting from Friars to Fiesta Island or Mission Bay Park is trecherous, either requiring biking with high speed traffic on Sea World Drive or riding on the desire trails on the west side. This is an important connections for families in Mission Valley.	Area I have trouble crossing	0		1	0		0
156622	this is a great path to connect from Kerney Mesa to points south, But there's no protection and the cars move very fast here.	Area I have trouble crossing	0		1	0		0
156623	Need a way to cross at this island to reach the tecolote trolley stop without detouring south or north.	Area I have trouble crossing	0		0	0		0
156624	India Street should be closed to car traffic just as 5th Ave in Gaslamp. The car traffic leads to gridlock and contributes so much pollution to the air right where people are enjoying outdoor dining in streeteries. The pedestrian traffic is very busy and there are many conflict points with through car traffic.	Place I would like to see Slow Streets implemented	0		0	0		0
156625	It's difficult to cross the wide intersection and drivers fail to stop or let peds cross	Area I have trouble crossing	0		0	1		0
156626	There should be an all-way ped crossing in every light cycle and no right turning on red here. There is very high ped activity day and night.	Area I have trouble crossing	0		0	0		0

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156627	Many people jay-walk here to access the fisherman's landing and restaurants. They have to run across a wide, very fast street that is very dangerous.	Area I have trouble crossing	0		1	0		0
156628	There is no bike infrastructure at all so you have to bike on a three lane highway-like road with a 40 MPH posted speed limit. The road should be narrowed with a bike lane installed.	Other area that needs improvements	0		1	0		1
156638	Cars treat this section of Washington like a freeway and it's hazardous for cyclists as well as other drivers.	Place where I have observed speeding	0		0	0		0
156679	The striping for the bike lanes on this segment of Park Blvd was never completed for some reason. This causes people to park in all sorts of weird configurations with some of the cars inevitably blocking the bike lane. There is also a strange green parking area that looks like it is striped for daylighting but the green paint makes people think it is 15 minute parking.	Other area that needs improvements	0		0	0		1