

MINUTES

City of San Diego Park and Recreation Board
BALBOA PARK COMMITTEE
May 5, 2022

Meeting Location:

Online Meeting

Mailing Address:

Balboa Park Administration Building
2125 Park Boulevard
San Diego, CA 92101-4792

ATTENDANCE:

Members Present

Molly Chase - Chair
Katherine Johnston
Howard Blackson
Allison Soares
Brer Marsh
Micah Parzen
Makeda Cheatom
Sarah Dawe
Chris Eddy

Members Absent

Dang Nguyen
Victoria Curran
William Aaron Jr

Staff Present

Codi Vierra
Andy Field
Christina Chadwick
Victor Nava
Johnny Chou

CALL TO ORDER

Chairperson Molly Chase called the meeting to order at 6:05 p.m. Johnny Chou read the statement listed on the agenda that this Committee meeting will be conducted pursuant to the provisions of the California Executive Order 29-20 which suspends certain requirements of the Ralph M. Brown Act.

APPROVAL OF MINUTES April 7, 2022

MOTION: MOVED/SECONDED MS. DAWE / MR. MARSH

A motion was made by Ms. Dawe and seconded by Mr. Marsh to approve the April 7, 2022 meeting minutes. Allison Soars and Chris Eddy abstained.

The motion carried (6-0-2).

REQUEST FOR CONTINUANCES - None

NON- AGENDA PUBLIC COMMENT

Betty Peabody, A few months ago this committee approved putting a peace pole in Balboa Park and last Wednesday a presentation took place and we had a wonderful group of dignitaries, Rotarians because it was a rotary project and international present for a nice nine o'clock in the morning ceremony. I wanted to thank this committee for approving that number one and I particularly want to thank park and recreation they were very cooperative, it flowed smoothly the setup the takedown everything about it. It's the way things should be working in the park I just want to take my hats off to all of you because it was a super occasion and I'm very gratified to each of you so thank you all and thanks park and rec thank you.

Daniele Laman HPR International Cottages Liaison reported that last month she did not give a synopsis of the balboa park safety and security meeting that we usually have on first Thursday mornings, so, today I'd like to let you know that we continued discussions on the

protect act. Also, the lack of surveillance ordinance that prevents institutions from adding to their security camera systems currently. We talked about vendors one example was given of grease being found in the Japanese friendship garden drains that had originated from up on the Prado. Stay away orders are needed for a few individuals in the park and to call 911 for anyone experiencing hate crimes. We also had a good turnout for the first active shooter training that we haven't had in a few years and the central division captains advisory board will be meeting in person on the last Thursday of May at the central division which is 2501 Imperial Ave. I'd also like to invite everyone to the House of Israel's May 15th festival. This is going to be a larger than just are regular long program it starts at 11 in the morning goes to 4 in the afternoon and the lawn program itself will start at 2 p.m. Just a final question, is there a way that I could get a list of the events allowed during the summer moratorium? Thank you. Christina Chadwick responded she will send you the list of events that are allowable during the summer moratorium that's part of the city's municipal code.

Shane Harris, I wanted to see if someone can answer that question for me please, it's on record and it was in the chat. Molly Chase responded the agendas also posted online but it's going be the workshop item this evening it's item 401.

CHAIRPERSON'S REPORT – Chairperson Molly Chase – No report.

STAFF REPORT –

City Council Third District – Codi Vierra – No Report

Assistant Deputy Director – Christina Chadwick reported.

FY23 Budget Proposal – Mayor Gloria has released his Fiscal Year 2023 proposed budget with key investments in repairing aging infrastructure, enforcing new regulations such as those addressing sidewalk vending and short-term rentals, enhancing pay and facilities for police, lifeguards and firefighters and addressing homelessness. The proposal also funds key neighborhood priorities, including investments in improving Parks & Recreation services -- with an additional \$4.3 million over the prior year's budget dedicated to recruitment and training of workers and addressing high staff turnover and vacancies by converting hourly staff to salaried positions, funding for the implementation of the Parks Master Plan, the creation of a new utilities unit for Developed Regional Parks and more. See P&R materials available here. Parks & Rec's budget presentation from earlier this week is also attached to this email for your reference.

Proposed Park Blvd. Redesign – The City's Transportation and Mobility Departments have started outreach efforts to park stakeholders in anticipation of a proposed future redesign of Park Blvd. The goal is to improve circulation, maximize parking and reconfigure Park Blvd. to meet the City's climate action plan targets. An action item will be brought back to the Balboa Park Committee this summer with an installation timeframe of Fall 2022.

SB 946 Implementation – The City's Parks and Recreation and Development Services Departments are working together to plan for the implementation of the City's new SB 946 street vending ordinance. The ordinance goes into effect June 2022. Beginning June 1, City staff will begin its outreach campaign to vendors and start enforcing with administrative written warnings and referrals. See attached information.

Balboa Park Donation Acceptance – The City Council recently accepted more than \$1.6 million in donations from the Committee of 100 and Forever Balboa Park in Fiscal Year 2021 for park projects. Thank you for your support, leadership and commitment. We couldn't do it without our non-profit partners!

Grounds Maintenance Restorations

Grape Street Dog Park Restoration – A turf renovation at 28th Street Dog Park started in March. The middle of the park is closed until July. Signage is posted at all main entrances to alert visitors of this change. The park outside of the orange fence will remain open to public. Please keep blocked areas free from dogs so restoration work can be completed on schedule.

Casa Del Prado – Thanks to Mayor Gloria’s advocacy, the State gifted Balboa Park \$5.7 million for building upgrades at the Casa del Prado. We’re in the process of developing a scope of work to prioritize needs that will expand the lifecycle of the facility. We’re in the preliminary planning phase spearheaded by E&CP and coordinated by Facilities and P&R now. The project timeline depends on funding and ongoing staffing resources, but generally speaking, a project of this size and scale can take several years to get through design and implementation. We will keep stakeholders and Casa Del Prado tenants updated on our progress.

Comic-Con Roof Replacement – The City will soon begin a roof replacement project at the Comic-Con Museum. Much of the timeline depends of the contractor’s ability to secure materials and work through any related supply chain issues, although the project is expected to begin within several weeks. Work will be performed from 7 a.m. to 5 p.m., excluding Saturdays, Sundays and any holiday. The City has requested that any major work, when possible, be done on Mondays and Tuesdays when the museum is closed.

City Hires New Planning Director and Child and Youth Success Executive Director -- With a focus on creating safe and sustainable communities, the City recently announced the hiring of Heidi Vonblum as the City’s Planning Director. Heidi brings more than 12 years of experience working for the City of San Diego, including as Deputy Planning Director for the last two years. Mayor Todd Gloria also announced the hiring of the first Executive Director for the newly created Office of Child and Youth Success. Andrea O’Hara joins the City following more than 12 years supporting child and youth programs in the public-school system and the nonprofit sector.

Botanical Building Restoration – Phase I of the restoration project continues to move forward with investigatory work to prepare for construction. Project updates will be provided to stakeholders via the Balboa Park Committee.

Park Lightings and Twilight Concerts in the Park – The park was bright red in recognition of Missing and Murdered Indigenous Women’s Day on May 5. On June 19, the park will be in red, blue and white in recognition of Juneteenth.

District Manager – Johnny Chou reported.

Twilight Concerts Series will start June 21st and runs to August 25th. Concerts are Tuesday, Wednesday & Thursdays at the Spreckels Organ Pavilion from 6:30p.m. -7:30p.m. Complete line up of bands will be announced shortly.

District Manager – Victor Nava reported.

Alcazar Garden, City staff and Forever Balboa Park Garden Stewards planted over 2,000 flowers in the garden.

Parkwide Mulch, over 300 yards of mulch have been spread throughout Balboa Park with the help of our Citywide Support Services team.

BALBOA PARK NON-PROFIT PARTNER UPDATES (Time allotted to each speaker is determined by the Chair; however, comments are limited to no more than three (3) minutes)

Forever Balboa Park – No report

Balboa Park Cultural Partnership – Peter Comiskey reported. There are two specific elements that the Cultural Partnership encourages you to support: The reformation of the special maintenance team for Balboa Park and the increase in the Ranger’s program. Both are extremely important for the ongoing operations of the park. For arts and culture, a very comprehensive team of advocates are working to ensure that funding for Arts and Culture returns to pre-pandemic levels. If you want to get involved in either of these advocacy efforts, please email me at peter.comiskey@bpcp.org. Second, I am very pleased to advise that as a part of the framework for the future, the Balboa Park Experience Plan team of consultants have been retained and work will begin soon. This will be a major and transformative effort for the Balboa Park Cultural District. Finally, for members of the committee, I encourage you to attend the Trustees Reconnected event on May 18. I will make sure that Johnny is provided with the invitation – please RSVP as members of the Balboa Park Committee.

Balboa Park Online Collaborative – No report.

Committee of 100 – No report.

Save Starlight – No report.

ACTION ITEMS

Consent

101. San Diego Floral Association–Birds, Bees, Flowers and Trees. Presenter: Kathy Esty, Event Coordinator is requesting additional outdoor space for use of the north side of El Prado and Village Place Lawn Area for their vendors to sell plants, crafts, books, and hand-made items like bird houses. The event to be held on Saturday, October 22, 2022.

102. Environmental Systems Research Institute “ESRI” User Conference Closing Event. Presenter: Michele Cole, ESRI Head of Events Marketing

MOTION: MOVED/SECONDED MR. MARSH / MS. DAWE

A motion was made by Mr. Marsh and seconded by Ms. Dawe to approve consent items 101. San Diego Floral Association–Birds, Bees, Flowers and Trees. 102. Environmental Systems Research Institute “ESRI” User Conference Closing Event. The motion carried unanimously (8-0)

Adoption

201. None

Special Events

301. None

WORKSHOP ITEMS (No action taken; subject discussed by the committee and staff.)

401. Balboa Park Mobility and Park Blvd. Redesign Workshop
Presenter: Everett Hauser, Transportation Department, City of San Diego

Web Form: Jack Carpenter, need to make Alcazar garden lot handicap parking. Organ Pavilion Handicapped parking is too difficult for handicapped individuals, especially those in wheelchairs to traverse the sidewalk to the Prado.

Public Comment: Shane Harris, Melissa Tucker-Borquez, Peter Comiskey, Daniele Laman, Rene Smith, Vicki Estrada, Will Rhatigan, Nevo Magnezi, Roberto Hernandez, Paul Jameson, Andrea Caldwell, Michael Stepner, Anar, Sierra Ali, William Jongeward, Beau Benko, Glenda Didiene, Carl Gehrman, Peter Casellin, Nicole Burgess, Logan Chopyk, Andrew Malick, Matt, Keal Arusher and Bernice

- Shane Harris, thank you and I want to thank the City staff you know you guys work hard. I think sometimes we might disagree on things and stuff but congratulations on your work on this. I did want to say this. As someone who comes to the world beat center and a variety of other museums in the park. I think this is a horrible idea, I just think that Park Boulevard and so many drive from a variety of other areas and they're not riding bikes to that specific area in front of the World Beat Center and around going up the street up and down that Park Boulevard they're not riding bikes there and they're coming from southeast San Diego they're coming from east county they're coming from a variety of other areas. I just think that this does not cater to the broad variety of citizens around our region who are not biking in for whatever reason and so this is not an anti-bike approach, this is not an anti-public transit approach, this is not an anti-environmentalist approach, this is just an approach from the angle of what's efficient for residents and I just don't see that this is efficient for residents. This crunches an already horrific two-lane street that already has horrific numbers and traffic and if we want people to ride bikes let's not force them to, let's not force them let's create opportunities and let people choose what they want to do. I just don't think that this would be a wise choice, it's compacted already, and this would further compact an already compacted street. So, let's find another way to have that conversation about public transit, let's find another way to get folks on bikes. Folks coming from a variety of other areas that are not close are not taking public transit and they're not on bikes and we shouldn't force them and tell them well do it because now we're compacting traffic because we're going to build bike lanes. I just don't think that's the choice that we should be making, we got to find a way to make it efficient for the people for the large variety of people who come from a variety of areas outside of Balboa Park. That come to these museums and come to these places that they love to come to on the weekends and celebrate and attend and this would make it further complicated for them so just a bad idea let's find another way to do this but I just don't think that this would be a good idea and I know that there's a number of residents who would agree a residents across the City who don't bike or bus in to Balboa Park that drives. This just would not be a good idea especially if it got out to the public and that this was being looked at as being planned or implemented it's just not a good idea my opinion. Thank you.
- Melissa Tucker-Borquez, thank you so much johnny I appreciate your patience there getting me sorted out. I am a master's student studying urban planning and I'm actually doing a research project for my capstone right now and we surveyed a bunch of riders and pedestrians around San Diego and what we ended up finding and what we surveyed them on was specifically the shared bus bike lanes and we asked in particular for people to define themselves and about fifty percent define themselves as interested but concerned in cycling meaning they had an interest in cycling but there was something that was stopping them and among these riders when I showed them a shared bus bike lane, fifty-one of them said they would not use it at all. They would rather use the sidewalk and then another seventeen said they would not even feel safe riding at that location whatsoever. When we're thinking about what the appropriate facility is to be building for cyclists to

- encourage and induce more cycling to get those interested and concerned San Diegans out there in riding and reducing our vehicle miles traveled. Well, what we're really talking about is making sure that people feel safe and in shared bus bike lanes they do not feel safe because if we have and I have tried riding in a bus bike lane myself and I do ride both to and through Balboa Park all the time it is one of my main routes is using park and I try to avoid it like the plague I do use a sidewalk even though I know that's illegal but I just feel so unsafe there and frankly I also take the two-fifteen. I do take the seven and I do take the ten and those routes should not be slowed down because I'm in the lane because it is unacceptable to have an entire bus with people trying to just get to work to get to their destination to be slowed down by someone who's going ten to fifteen miles per hour the only solution here that is acceptable that reduces our vehicle miles traveled induces and ensures that people are using transportation by increasing frequency by increasing those headways and also by saying hey if you are in a short enough distance where you can bike you will be safe doing so that is going to be option d. It is the only true option that is going to increase ridership for buses and increase ridership for cyclists. Any other option you are either going to say we don't care about cyclists or we don't care about people using the bus and what are we talking about, we're talking about trading parking, there is plenty of parking in Balboa that is not the actual root issue. The root issue is that people feel unsafe using any other alternative. Well, how do we get people out of their cars, how, do we get them to get to Balboa outside of the car. We give them realistic opportunities to use something else, the only real realistic opportunity to use something else is option d. Thank you so much.
- Peter Comiskey, thank you very much Chair Chase and members of the Balboa Park Committee Peter Comiskey representing the Balboa Park Cultural Partnership. Members of the Cultural Partnership are fully supportive for ensuring the guest experience is maximized within the park from the minute guests enter the park for the first time to moment they return Balboa Park is a destination for locals and visitors. We want them to visit time and time again, unfortunately, there is not adequate parking within the park. The members of the Cultural Partnership value data-driven studies that inform problem-solving, mitigating negatives and creating solutions. One example of generating the data to make decisions is the facility optical devices that look at critical car park time capacity the various car parks and hourly demand we look forward once the City ordinance is enabled to be able to expand that across the park. The majority of the visitors to the park are families and groups depending upon the season the majority of those are coming from outside the city in general they are not taking transit using rideshare nor riding bikes to the park except for our valued neighbor's. Demand for vehicular parking and circulation currently vastly exceeds supply on many days of the year and circulation is considered a challenge. We recall the comments of one-hour delay in leaving the park at a previous meeting. I know previous studies integrated into this report and for the framework for the future included some low-hanging fruit options specifically to increase parking availability. Tonight, we're also talking about re-striping of Park Boulevard. Park Boulevard is an extremely important element in the vehicular circulation of the many different car parks in Balboa Park. In addition, parking on Balboa Park is a really important reservoir for specific organizations like World Beat and Centro. Removing parking on park boulevard in the vicinity of these venues would be devastating and create cultural islands of these two venues, not an acceptable option. We encourage creative studies that might solve bike and suit and scooter needs in creative ways at this workshop item tonight I am thankful that that alternative b has been included and I would ask that consideration be made whether it creates a better solution than the current condition. I am concerned that Park Boulevard simply would not be able to concentrate the vehicular traffic

- into one lane in any traffic study. I would ask that consideration will be given to alternative a with specific times of day where that transit lane may be dedicated if that is the solution. Members of the Cultural Partnership appreciate the work of the City team and the efforts of Alyssa Muto, Randy Wilde and Everett Hauser who have been strong communicators on this topic and we look forward to further engagement of these topics prior to any decisions being made. Thank you.
- Daniele Laman, I did have a question for the presenters, and it is in regard to the timeline. You said for September to December of 2022. I was just wondering if you have consulted the six-month calendar for Balboa Park because there are two very large races in the middle of October that will be going through the park. One is the Breast Cancer and I think the other one is titled Alzheimer's they're on the fifteenth and sixteenth of October. So, my question is, what shape will Park Boulevard be in for the middle of October for these very large races.
 - Rene Smith, thank you very much Madam Chair, Committee members, City staff and members of the public. I'm Rene Smith and with Jack Carpenter and Roger Showley. We presented our work on parking in circulation in Balboa Park to this committee in March 2021 meeting. Its encapsulated hundreds of hours volunteer labored by dozens of individuals particularly including John Bolthouse of the friends of Balboa Park I want to speak to the mobility aspect of this separate from the Park Boulevard piece. We were encouraged by City staff because we met with the mobility and Parks and Recreation Department at that time to review our study. We hoped would be an ongoing discussion, today's meeting represents the first opportunity to start that continuing discussion, so I am pleased for that. We are really talking basically about two separate subjects so in the future, in future workshops, I would like to offer that in fact the mobility aspects be separated out. Mobility parking and circulation are top deliverables and priorities by way of the framework for the future that's a note from City staff in February 21. Those promised deliverables in the framework included a traffic flow study, accessibility study, focused circulation, study ADA accessibility study, and a comprehensive Balboa Park multi model circulation study. I'm particularly pleased that a representative from the mayor's office is here because I reviewed the mayor's proposed budget for Parks and Rec. mobility and transportation. I found several related transportation studies eight exactly in the budgets of mobility and transportation ranging across from one hundred fifty thousand to five hundred thousand. There were no identified studies for Balboa Park that means that this commitment in January 2021 to initiate summary studies will unless added to by Council or Mayor in the May revised not be funded prior to July 2023 the best we could then hope for is mobility studies award sometime in 2024. With potential completion in 2025. You developed a superb plan in early 2021. Why not start to execute it now. I'm not judging here; I don't want any of the jobs staff have given that all that they have to deal with including helpful volunteers. I get that, we understand that this is a large complex pro project. I'm suggesting that the committee consider asking particularly mobility to come back to return with specific plan of action and milestones and also a specific identification of how volunteers and volunteer groups can help and participate. We the parking and circulation study group remain ready to assist in your work as your collaborators. While we wait for the needed studies but since parking circulation been studied for decades let's get started now please.
 - Vicki Estrada the ideal thing to do here because obviously park boulevard it's tight you know it's we're having fitting everything in and there is room in most places on either side to actually have a set a class one bikeway separated from the street you know there's a lot of lawn area for example at the south side and if we had more money and time that would be something that if we had a separate class one bikeway on either side that actually could work it has to go in and out in a few places another comment would be because the existing parking lots inspiration

point I knew somebody two weeks ago who went into the inspiration point lot it took them an hour and a half to get out. If we are in fact thinking about getting rid of the two lanes from Park Boulevard narrowing down to one lane, it's already backed up on weekends, to make a one lane I'm just concerned. I would like to see traffic counts you know for that worst case scenario and see what actually would happen because what now takes an hour and a half might take two and a half hours and I know comic-con and others have some big exhibits coming up here in the summer and we can't really afford to have that happen. Although obviously these trails would happen later. The other concern that I have is that I agree with Peter that eliminating parking along Park Boulevard at this point, I think would be a disaster for Centro Cultural De La Raza and World Beat and organizations like that. Renee said I think maybe a little bit more study in that regard. I also in the big picture in the very beginning you talked about you know what the big items you're looking at and I didn't see a whole lot on rideshare that was mentioned briefly. I think yes, a lot of people Peter don't use rideshare now but if it was set up correctly and perhaps in the far future maybe they had maybe they had their own lane maybe they could ride in the bus lane so they don't have to put up with the traffic, anyway a lot of ideas a lot of great ideas, I'm all for bikes traveling up and down Park Boulevard. It's so tight right now, it's so darn tight, just a couple concerns I had to share. Thank you.

- Will Rhatigan, I'm here with the San Diego County Bicycle Coalition. I just want to say that we are strongly in favor of alternative d that is the only alternative that is going to allow bicyclists to have a facility that is truly safe for people of all ages and abilities and will also allow transit users who should be a priority and as Marissa told us, should not have to wait behind someone going 10 miles an hour to have a fast group through the park and as we know this is one of the most important transit routes for San Diego. With some of the highest ridership in the city and if we want people to ride transit those transit ride times need to be competitive with driving times. When drivers are stuck in traffic and there's no bus lane buses get stuck in traffic too. Perhaps the best advertisement we could ever have for transit is cars being stuck in traffic and a bus flying by in the bus lane which is what could happen if we chose alternative d. I know that parking is a major concern for some people and I want to say that when there are already over seven thousand parking spaces in the park that are not enough three hundred thirty-five parking spaces are not going to make the difference. You will never solve your parking problem by adding or subtracting three hundred thirty-five spaces. The only solution to having a less congested balboa park is providing people realistic options besides driving their cars to the park. Alternative d gives people two really solid realistic options that although they will take away a comparatively small portion of the total amount of parking spaces. May actually reduce your total parking demand because people that would like to bike and would like to take transit but weren't able to in the past. Would be able to in the future, so, again we're strongly in favor of alternative d. I really appreciate all the hard work by Everett and Alyssa and everyone else on the team on this project and looking forward to more discussion on this issue. Thanks a lot.
- Nevo Magnezi, Thanks Everett and Alyssa and Randy and all the city staff for their great presentation. The team already made many of the points that I was going bring up. I'm a board member of bike San Diego and I want to put our strong support behind alternative d. The City of San Diego is a member of the of NACTO the North American City Transportation Official Organization and I'm looking at a great info graphic they have here. They show for the same amount of space private motor vehicles you can transport six hundred to sixteen hundred an hour. Dedicated transit lanes like what's being proposed in alternative d, four thousand to eight thousand per hour. A two-way protected bike lane seven thousand five hundred per hour, so we're really talking about moving more people to the park,

- more people who would like to come to the park who can't because they don't own a car and it's hard to get there and they like to bike through, we're talking about school kids who want to access their high school or their middle school that are located within or adjacent to the park, and talking about people wanting to commute to downtown or uptown who have bikeways, protected bikeways, low stress bikeways in uptown or north park or downtown but they can't go between the two because Park Boulevard is a high-speed road and they don't feel safe riding there. We're also talking about transit riders, Vicky brought up the point that during peak times it takes an hour and a half to get out of one of the parking lots. Well imagine riding the bus during December nights when MTS cancels their rapid bus service entirely because there's just no chance that it's going to be able to make through there. Imagine not being able to get home that way because thousands of people have decided to drive into the park because we're providing them thousands of free parking spaces. I think giving people alternatives is really the best way to go the best way we're going to get more people into the park the best way we get more kids biking and taking transit and more people commuting via sustainable modes. Thank you.
- Roberto Hernandez, I'm the current president of the board here at the Central Cultural De La Raza. I'm also a professor at San Diego State University. I mentioned the professor part because at the risk of getting a little bit too professorial, I have done a lot of work on urban history San Diego and I'll come back to that for one point. I just want to say that the option of not having parking on a park is simply unacceptable. I want to commend Peter Comiskey for mentioning Centro and World Beat and how they would become islands. From an equity standpoint that is really just not acceptable. I say that because the park's own data has shown that time and again although many museums have repeated guests from San Diego the World Beat and Centro in particular have more repeat guests especially from the South County, South Bay communities. Now as far as the historical point the South Bay has always been reluctant to support any taxes or any support for Balboa Park because of the idea that it is a park for the in the service of local communities here adjacent to the park and not for those from the South Bay. This would only reinforce that idea. One lane, any option with one lane many have spoken to us would simply make traffic worse. I noticed that on alternative a and b there is a ten-foot strip in the middle as opposed to the twelve foot strip in the other alternatives. When looking at alternative e and saying it's not feasible I see at least two more feet there in that middle strip. I think can potentially be made feasible and then lastly, why not bike lanes within the park, I believe Vicki Estrada might have mentioned at San Diego State, we do have active bike lanes that run through the campus I previously spent some time at UC Santa Barbara a very intricate bike system, bike network going through campus that pedestrians even have to stop for bikes to cross. I want to encourage not just the City but also obviously this would help Balboa Park contribution collaboration to explore the possibility of bike lanes. Not on the sidewalk but within the grass areas perhaps parallel to the sidewalks which might at times have to come out a bit but nevertheless can be integrated in a way that prioritize.
 - Paul Jameson, thanks to the city staff, I really appreciate all the time that was put in for their presentation. I wanted to express my support for a protected bike lane option which is d and I wanted to address some of the bike lanes within the park options that sounds great but there's no funding for that and you know we've already been waiting for years to get some sort of safe facility on Park Boulevard for bicyclists so that families can get to the park safely from say the east side of the park so there it's already in the community plans it's in the City's bike plan let's not derail this like we've seen with so many other bike plans throughout the city where another option is proposed and then that one never happens. I wanted to address the World Beat Center and that no one rides bikes there. I was actually

part of a several hundred rider black lives matter rally that we all biked to the world beat center it was just an incredible day so I disagree that no one ever rides bikes there and we're not forcing people to ride bikes simply by providing a safe route, you know currently we're forcing people to drive because it's unsafe to bike there and it's inconvenient to get there via transit from a lot of places, so, let's make it easier to get there via transit safer to get there via bikes and then we'll have less cars, encouraging more people to drive is only going to make the traffic people talked about worse we already have over 7000 parking spaces in the park let's use those. I think there's just a real conflict between the city and state goals to reduce vehicle miles traveled and emissions and the folks within the park who just have this real they can't think beyond parking and that's it and I understand because you rely a lot on taurus who park there was very little in your stakeholder plan that talked about alternatives to parking it was it wasn't really a circulation study it was a parking study and so I'm asking the people who own institutions in the park to please start thinking beyond just this parking mindset I understand there's challenges because it's a lot of visitors but we need to work on ways to get people to the park without requiring them to park there all the time and I know that doesn't work for everybody but let's expand the options for everyone finally we added an entire parking garage in the park for zoo employees I think we can take some parking off park boulevard considering all the new spaces that were involved there and finally let's charge for parking let's use a market-based approach to this we'll get more turnover and we can use that funding to provide alternate routes into the park so I support the protected bike lane alternative d. Thanks so much.

- Andrea Caldwell, thank you for the opportunity to comment on this item. The San Diego Zoo is supportive of a solution that prioritizes safety access and efficiency for Park Boulevard and all of park all of balboa park San Diego zoo welcomes about four million visitors a year and roughly two-thirds of them which is about 2.6 million of them are from outside of the San Diego region and most arrive by car. Our guests are of all ages all mobility levels and arriving in cars with family and friend groups with kids strollers and seniors mobility assistance devices and a pact for an entire day of Zoo and other institutions in Balboa Park we know on approximately 70 peak days during the year the Zoo experience is an increased influx of guests and we open overflow parking lots to accommodate that we work with some of our partners around us. We know many of these peak days are also peak days for our neighboring institutions and while it's great that the zoo the museums and balboa park are so well loved and visited we see the resulting significant traffic on park boulevard that may further be complicated by the proposed plans. Some of these have been noted before sitting in traffic for long periods of time it's not great for locals and certainly doesn't make for a great first impression that first welcome that we want to create as a guest experience for our visitors and then we do we are concerned the congestion results and safety issues highlighting the critical importance of minimizing the risk of bike and vehicle conflicts we do agree there. We are concerned again about that the safety access and efficiency with the options proposed so far we look forward to a continued dialogue and partnership with the City and Balboa Park stakeholders on this important improvement to make the entrance into balboa park a positive experience for all concerned. Thank you so much for your time and consideration.
- Michael Stepner, thank you, members of the Balboa Park Committee. I want to comment a little bit about Park Boulevard we're off to a good start. I think we need to take step back a little bit for a more comprehensive approach when the city council approved the lease agreement with Balboa Park and San Diego Unified School District they also recommended the setting up of a working group to look at connections between downtown, the park, around the school and in that whole area of the park and east village. They start meeting tomorrow, they're going to

- be looking at park boulevard. I think what needs to be happened is park boulevard needs to be looked at comprehensively, it needs to be looked at much more broadly than just bike lanes and traffic, it needs to take a comprehensive urban design approach similar to what Sandag has used for Pershing drive and we'd and really fulfill the recommendations of the of the park plans to really make that a park promenade not a traffic artery, so, I would urge a more comprehensive urban design look at the proposal for park boulevard. Thank you.
- Anar, good evening, I'm not even sure if the city reps are here anymore but I'm going to speak as if they are but speak to the rest of the Balboa Park committee. Thanks for having me I'm a resident of Kensington and I actually frequently bike or take my take bus to Balboa Park to visit. I actually prefer doing that to driving more often than not and I really appreciate the City for putting together this workshop you know early on and soliciting feedback from the committee. I think while all the options that they've presented have varying degrees of risk. I believe the strongest consideration should be given to those that minimize or eliminate the risk of injury and death rather than risk of losing a little bit of parking spaces. Remember people already ride their bikes on park through Balboa Park. They're already doing it; this is just a matter of making it safer for them to both visit the park and get downtown. You can look at heat map data today on strava on other applications and see pretty heavy activity going through park boulevard. The clear winners here are either option c which provide multiple buffers between fast-moving vehicles bicyclists and pedestrians or option d which not only provides production for bicyclists and pedestrians but also allows for a more reliable bus transport through the park. I also want to emphasize that bikes mean business, studies show time and time again that safe by corridors show an increase in local business revenue and local business activity which would go a long way in helping cultural institutions and vendors scattered across the park, when given the choice between losing around four percent of parking spaces which in the long run would be inconsequential once visitors are given the option the choice and the freedom to ride walk or take transit between that or potential loss of human life I'll always choose the former loss of parking spots and I hope the city the committee all of you agree with me and I look forward to hearing more about this project in the future. Thank you.
 - Sierra Ali, I'm a San Diego local and an employee with the San Diego Unified School District. I work predominantly in southeast San Diego and I am constantly at the World Beat Cultural Center. I do want to speak on the idea of the bike lanes, to me they don't seem very safe the traffic there is always bad not just on the weekends. I do want to urge consideration of putting the bike lanes within the parks even though you have obviously done a lot of work already to get to the point that you're at now. I appreciate the work that you all have done. I appreciate especially the time that you've taken to hold the surveys. I do also urge you to make everyone inclusive within those surveys specifically speaking of the World Beat Cultural Center and Central since they're going to be directly affected from this change and also someone who comes from the southeast San Diego area a lot those people that do come to visit the centers there they always drive they don't ride their bikes so they are also going to be directly affected to it. I just again urge you to include everyone in your data and the surveys that are going to be directly affected by this change. Thank you.
 - William Jongeward, I also appreciate the time of this committee and I appreciate the work done to create these plans. I'm very supportive of plan d. I think it is beautiful, I honestly got a little emotional when it was presented. This is something that I think is so beautiful and so well needed for the citizens and for the visitors to the city to have safe reliable convenient access to the park via most of transit that are not individual cars we know through different I mean everyone here I'm sure everyone knows the studies showing how much more efficient

bikeways are due to transporting people they can fit more people than a car lane same with a transit lane the transit can fit so many more people to get into the park. I do want to say I am slightly dislike the bus and bike lane combo. I think that alternative is something that is a sad compromise that is bad for both cyclists and transfer riders. At a very minimum even if we get no bike lane whatsoever, I really want to make sure that a transit lane is installed. I think it is absolutely unacceptable if buses were to wait on individual cars to get through the park and get to the park as well. When it comes to street parking, I think that there's already there are seas of parking at the park we've paved over some of the park and for car parking. I personally believe that if we were to pave over half museums in the park for more car parking we still would not satisfy the congestion for car parking just because of how inefficient car parking can be and the induced demand that comes with providing additional car parking, for that reason I think that we should choose alternative d. It provides a well-needed alternative that is not currently there and I believe that car parking is something that is not a static feature that when people have better choices say cycling or being able to use transit that is convenient and valuable that they will choose that. No one is born a motorist, people are able to make their choices on the transit based, on their own incentives I think that we should use both carrots and sticks to encourage a more equitable and a more sustainable alternative for Park Boulevard and for the rest of the city.

- Beau Benko, thank you for letting me speak and for hosting the meeting. I'm on a board myself and I know it can be a lot of work but I'm strongly in support of alternative d with a bike and bus lane. I think there's lots of benefits to that, the protected bike lane is an absolute must and I do support bus lanes and it's going to be a losing battle if we ever try and fit more people with more cars honestly. Also, from my experience being an advocate and living in north park with the north park lanes which I do love. I know a lot of cyclists that are worried about getting right hooked because the visibility is lower from the parking lane being protecting the bike lane, so it is protected but there's still a lot of danger there from drivers turning right and I think that might be even more on park boulevard where the average speed of both the cyclists and the is going to be faster. I would urge you all to support option d. Thank you.
- Glenda Didienne, good evening everyone. I'm proud supporter of the bike coalition and very recent cyclist. I just wanted to share a really quick story of my own incident where I almost got hit by a car right on park boulevard right where the natural history museum is. Had there been a bike lane there I think I would have feared a little bit better fortunately I didn't crash or anything like that but a driver did see me and just proceeded to speed up and try to beat me rather than giving me the birth that he needed in order to avoid crashing into the parked cars in front of me and eventually I did catch up to her at the next light, virtually it's not very fast speed over there but rather than being the rude cyclist and turn off on her. I just tapped on her window and I just shook my head telling her that it wasn't the right thing to do that what she did. I really want to support more bike lanes of course taking into consideration the people in the museums who are going to be affected by that. I think for the world beat center for example somebody mentioned that's going to be greatly impacted. I attended a cycling course there for women only and they were doing classes at the world beat center to teach women how to better maintain their bikes, so, I think they would also be supportive of having cyclists being able to ride safely through that area. Someone also mentioned that the nearby neighborhoods are going to be more beneficial benefited by having these bike lanes that's fantastic. The more people who are not riding or driving to balboa park in the nearby neighborhoods then the more parking everyone else who has to drive there will have. I think the choices or the lack thereof that we have currently and maintaining the status quo is no longer

- feasible we need to be able to give people the options so not having a choice is definitely something that I'm not supportive of so we need to have more options. I live all the way to La Mesa, I will ride my bike with my kids all the way to Balboa Park more often if I felt that my kids were more safely able to do that, so if we can get more local people to not drive over to Balboa Park you can have all the parking need for tourists and others who have to drive farther away. Please continue on with the bike lanes and make the roads safer for cyclists. Thank you
- Carl Gehrman, hello Balboa Park Committee, I'm a north park resident and a member of the zoo, very happily for years and years. One of the things that I don't think has been mentioned here is that there's, I support alternative d, and being able to bike in from the neighborhood, we'll just that's one less car in the zoo's parking lot, two fewer actually with me and my wife. I think that's an important thing to just keep in mind is that dynamic and obviously at some point creating better bicycle parking facilities is also going to be an important thing here. In terms of park boulevard in general is a really important north south connector for both transit and potentially for bikes right now it's not safe. Especially really once you get past Zoo place or so that the speeds really increase and people. I think mark 40mph or 35mph and people really go 50mph. Being a bicyclist you know along that route with people going that speed is it's really terrifying, so having a separated facility and also having a transit connect that will really prioritize the transit connection through that very important north south corridor with 215 there. I think is the way to go and also just you know longer term thing if there is the possibility of doing a multi-story car parking, with some paid parking in the park we have a lot of surface parking so that's another way to solve some problems. Thank you.
 - Peter Casellin, north park resident. I just want to thank you all for the opportunity to comment. I wanted to thank the City for the strong and thorough outreach they did through the process in kind of developing these alternatives. I just want to share some recent personal experience I had, I was really looking forward to visiting Earth Fair this year and I thought it would be a great opportunity to reflect what we can do as individuals to help the climate by taking my bike there and biking down park boulevard was the most horrifying experience. I think I've had on a bicycle even including childhood, with the amount of traffic with the dooring conflicts it was not safe, and I did not feel comfortable. I'm supportive of any effort to increase cycle safety through the area I'd also like to put a transit hat on for a second. Park Boulevard has, if I'm not mistaken the number one and number four busiest bus routes in San Diego making use of it connecting neighborhoods like city heights to downtown San Diego and the opportunities that downtown San Diego provides the connections to other transit lines. We talk a lot about how people just drive what they do is drive that's the reality we need to bend this reality, transit needs to be more competitive in san Diego and it can't be more competitive in san Diego without making serious improvements in investments like bus lanes and like transit priority measures if the bus is always going to be slow everywhere people aren't going to take it and I really do feel for the concerns that folks like the World Beat Cultural Center and the Central Cultural Da La Raza and their access to the community. I also want to look back on the demographics of transit riders in San Diego who are much more overwhelmingly low income much more overwhelmingly minority than the populace of San Diego driving cars as a whole and we owe it to those residents that are transit dependent to have good more reliable connections to the crown jewel of our city in Balboa Park. Balboa Park was on a streetcar line originally, we had streetcars running at park boulevard this entire time. I think back to you know these opportunities that we need to provide people and really just what Balboa Park represents to our City I'm trying to think of other major parks across the country across the world that are bisected by major roadways that are filled

- with parking that have a freeway running down the middle of them and you know in San Francisco they just voted to remove cars from JFK drive in the middle of the park just to increase opportunities for people to access this park. I think it's really important that we make sure that all San Diegans of all income levels have the ability to equitably access Balboa Park and that we make sure that we keep safety first and look toward the future and look toward our climate. Thank you.
- Nicole Burgess, thank you, board members, community members. I represent district five on the Mobility Board. I think city staff Alyssa, Everett and Randy for and others for being here tonight to present these options. I want to put our advocacy policies that we have at the city level, the CAP, climate action plan and vision zero and how we're going to address those and so if we look at our options at the table. Which ones actually meet those goals of our City to increase ridership, bike ridership as well as transit ridership and reduce the number of fatalities on our streets. For especially the vulnerable users and that's option d. That's the protected bikeways provided that the induced demand is so many other speakers have talked about of bike riding for transportation for health and especially the schools. You have San Diego High, you have Roosevelt, you have these local residences that are actually forced into a car because it's so dangerous and you've heard other people speak at Park Boulevard. I actually ride for transportation in San Diego from Point Loma into Balboa Park often monthly several times and it is dangerous, it is not fun, it is not anything that any family member wants to do and so when you evaluate these, please look at CAP the vision zero goals safe routes to schools and then really consider, is prioritizing parking on the street individual car parking free parking more important than the safety of somebody else riding on a bike. I thank you for listening to all the public input and making a great decision. Thanks.
 - Logan Chopyk, I am here to voice my support for the option d for the protected bike lane. I'm a trombonist in the San Diego symphony and I've got a condo in University Heights and I frequently commute downtown, and I have lots of colleagues who frequently commute downtown. I have been in some close calls for sure going on park and previously on Pershing, thank God that's fixed now. I really do feel that this is an opportunity to save lives and move a lot of people more efficiently, if we can get a protected bike way going on in there, I agree that I don't think there's ever going to be enough parking there for the amount of people driving if all you ever offer is driving as an option. I just wanted to get on here and say I really support the plan d and would love to be biking safely through Balboa Park. Thank you.
 - Andrew Malick, I am a resident of north park and I am a frequent rider of my bike up and down park boulevard I echo the sentiments of other cyclists that are very scared to ride that corridor currently I am a supporter of the option d. I thought that a gentleman earlier from Kensington stated it best, people's lives and safety should go in front of the convenience of having a parking space and in front of the museum or establishment you're going to. I strongly support option d and I hope it moves forward. Thank you.
 - Matt, I support option d. I think giving San Diegans and visitors the choice to either drive or choose transit or bike to the park. They need to have all those options and I've had plenty of close calls riding my bike on park boulevard. I've ridden with others on there that will not ride out on there anymore. This meeting is going on there's another thing happening about the bike lanes going in further north on park and to fully help that project you know achieve its maximum use having the full bike lane through the through all of park boulevard into downtown would really be beneficial, connecting to the high school, to the community college and downtown. It would help people going all up and down uptown. Thank you.

- Keal Arusher, Thank you all so much for your time tonight I'm a resident of hillcrest, a board member of Bike SD and an employee in Balboa Park. I feel so fortunate to be able to bike to work but I avoid park boulevard at all costs because of high speeds and how close cars get to me and I think of other employees and students who bike or aren't as safe as they could be or who would like to bike but maybe can't or wouldn't or because they're fearful but as more and more people come to the park. I think we couldn't possibly build enough parking for everyone which is why we should really build in comprehensive transportation options such as biking and transit and the needs of the World Beat Cultural Center and the Central Cultural De La Raza must be prioritized and that could look like protected bike lanes or you know making a safer crossing from the parking lot across the street but ultimately I believe the option d is probably the best that prioritizes the safety and access of people who want to get to Balboa Park and our environment as well. Thank you for listening.
- Bernice, good evening everyone, I have very mixed feelings about this because I was one of those student alumni who participated heavily on advocating for biking. I was a student at San Diego State, and we helped implement that bike lane it took many years and my generation was the one who completed it. As I grew older and I graduated and started to bike outside, I realized, it's until you have a complete picture that supports you having bits and pieces of something that does, it isn't helpful. I had plenty of accidents just with driveways that didn't have a lip that was small enough for my bike to go over every time. I try to go over it I'd fall over and lighting throughout the streets sometimes cars can even with the blinking light they can't see you, having flashy vest they don't see you and then I realized that it was an equity issue as well not everyone has access to a bicycle. Not every family has the ability to ride a bicycle. I feel like so many times we try to force ideas that seem like they're great, but we don't actually involve all the people who need to be in the space. I just ask that that we spend some more time in really serving additional residents that aren't just within the five mile radius because so many of us come faraway places and it's sometimes it's even unsafe to drive here, riding the bus can be hard to do because not every neighborhood has bus lines that run every day or that run as efficiently. We're so blessed that 7 and the 215 ride all the time every 10 minutes but there's neighborhoods where it only rides once a week, we have interns that come from a far away and they say well this day doesn't ride, where this state only rides sometimes. Until we have a complete picture that is efficient, I think we're only putting band-aid on something. I thank you so much for your time.

Committee Comment: Mr. Blackson, Mr. Marsh, Mr. Parzen, Ms. Cheatom, Mr. Eddy and Ms. Chase

- Mr. Blackson, obviously alternative d is the best option for us moving forward understanding that and planning for places and cities you do it by context and there's three contexts that use Balboa Park, one are the locals that live around which we're getting a number of people calling in they say they live in hillcrest or live in north park and myself I'm within walking distance to balboa park and then just beyond that uh the two to the half mile, to three to five miles around the park are the bicyclist access people who are regionalists and then there's the drivers that come from beyond that three to five mile bicycle range that are citizens of other places that get there with cars or our bus and you should not ride your bicycle from you know Julian, and think you're going to have a great day at Balboa Park, so understanding that there's different types of contexts for different types of access points for modal is great and that as some many people had said the more people, local people you have walking and biking the less cars you have driving because cars are not the great social justice equalizer of San Diego where if

you can drive from local, to far away everybody's the same no it makes it limited you can limit the amount of people that actually can access the park so to hear those arguments was disappointing and then park boulevard is not tight, park boulevard is a public right away in a public space, there's a lot of public space here we can do a lot of things and so the median is the problem. Now the median is a the right sort of facility for a boulevard that actually takes you from one end of the city to the other end of the city but park boulevard is not a boulevard anymore and it goes from a type 4 classification on the urban area hillcrest north to the type 4 classification from the San Diego High school downtown San Diego south and all of a sudden we have this sort of suburban middle ground between within the park that's wrong. The median is the problem it forces all of the traffic and all of the bus and all of the bike and all the pedestrian facilities to the edges and you've got a crunch on the edge. The median is the problem for the future that's the middle to long-term problem we have to deal with and so right now we need to deal with a type of concept d problem configuration to get us there understanding is not the best it's not the best outcome it's the best short-term outcome and we can do better because there are also three modes of mobility that go along with the three types of users the local the regional locals and the international visitors. There's also not everybody wants to you're going to talk about park this this leads into the parking management issue and we don't have a parking management plan, so, the idea that or not enough bus access for the city there's not enough this and that there's a whole lot of things which gets back to what Michael Stepner said which is look at the big picture step back in the interim let's get as many different, let's get the three different types of modes for the three different types of users that get to this central mesa right now and not leave the segment between Roosevelt and Upas as the suburban section between the urban section and make it continuous to downtown so thank you very much for this. I wish there was so much more information this is kind of shot gunned in here. I would love to hear if we get the chance to have Alyssa talk about parking management and the whole parks master plan and how this all fits in there because we're talking about a very important segment at this time for a short-term gain because there's striping repaving going on which makes the crunch for time and so let's do d now to get us to a better future and thank you all very much for everyone coming and talking it was a great dialogue and I look forward to hearing what the other board members say.

- Mr. Marsh, thanks a lot for coming out, Alyssa and thanks to Everett and the Rep from the Mayor Randy Wilde. I'm here to represent uptown that's the seat I fill on this board and so you know speaking for the interests of the people who live next to the park we've got protected bike lanes at the north end and we've got protected bike lanes at the south end of Balboa Park but for some reason we've got a 40 mile per hour share road that goes through the park. I never understood this, when I was commuting downtown to architecture school, I road park boulevard multiple times a week and it was always terrible and I could never figure out you know why we had this beautiful park with such a terrible road going through it filled with cars parking and I now realize that that's because you know of the interests of the park institutions and the businesses in the park and those are important interests but you know what it's resulted in is a negative experience for the people who use it, so considering the things in the community that I represent like, Roosevelt Middle School which is actually in the park, Alice Bernie which is overing in University Heights and then there's San Diego High School and San Diego Community College downtown all along Park Boulevard. We need to have access to these schools and institutions that is safe and protected for kids who want to ride bikes and we also need to provide for the needs of the institutions in the park that exist specifically along Balboa Park and I think that we can do this, we can do it in the short term, and we can do it in the long term like Howard

- Blackson said. In the short term we put some paint on the ground we provide separated lanes and that safety cushion will be there and then in the meantime we go and work on a comprehensive promenade design as mentioned by Rene and Mike Stepner which is really what the end goal should be focusing on and in that interim of having paint on the ground we can test things out. I don't see why this can't be a chance to test a bus and a bike lane and to test other options for the World Beat Center and for the Centro the Raza like building a crossing across park boulevard directly to the parking lot as one person mentioned in the comments. I think that there are ways to meet all of our needs along this corridor you know without major sacrifices but as long as the park's been here you know there's never been safe access for people on bikes it's always been inaccessible and it's most noticeable and the lack of bike parking in the park and I think that that's a bit of a tragedy. We have a community that's gifted with sun and weather and people who like to be healthy and they deserve to have their needs addressed whether they're going to the park or through the park. I support option d. I'm also open option c and I'm willing to hear other suggestions on how these options might be manipulated, to meet the needs of the institutions as well because obviously they need their visitors' access to the park focused on. Thanks.
- Mr. Parzen, thank you so much to all the City staff who's put so much into trying to develop a viable solution here and thanks everybody for all the valuable input tonight. I particularly appreciate the stability of the conversation and that although this is a somewhat contentious issue that people are being very respectful and not blaming others and throwing fingers and claiming that other people are horrible because they might have a different perspective so thank you especially for that. From where I sit, I feel like this situation is so indicative of what often happens in the park to the detriment of the park experience and the users of the park and that is that there is sort of tendency to see an opportunity and see try to seize it and it well that is understandable it also leads to a sort of piecemeal approach where um we have this patchwork quilt of ideas that were good sort of in a vacuum and for a particular sort of component of the park experience perhaps or for certain users but they don't sort of make sense within the whole the larger hall and the ecosystem and I am just particularly concerned about the impact that this project will have on the World Beat Center and Central Cultural. We've heard many comments along those lines tonight and these are two organizations that have long been marginalized in the park and put out to pasture on the outskirts and yet they've continued to be resilient and find ways to survive and really be deeply connected to the communities that they serve as a phenomenal resource in Balboa Park and have been so many great. Comments made about the efforts that are ongoing to create a comprehensive sort of plan that does look at the ecosystem at all as a whole we've got so many things going on the framework for the future that the City is working on, the experience planning process the Balboa Cultural Partnership is in full swing on, There's been a parking solution group that Rene and others have led that has gathered a lot of data and has made a lot of progress in these spaces. There have been some alternative ideas that have been imposed in this workshop that I think are really worth considering within an exosystemic approach including moving a bike lane within the park itself into the some of the lawn in the green space or as Howard indicated you know addressing the issue of the median. From where I sit it doesn't make sense to be opportunistic in this piecemeal kind of way to throw good money after bad and rather let's put that money into continuing down these paths of these comprehensive frameworks that then. We're not pitting competing interests against each other in untenable ways, so I would hope that in this kind of situation through a workshop like this despite the urge to want to just get stuff done and to make it happen and here's this opportunity because of the undergrounding. That we can restripe and put these bike lanes in to just of pause

- and continue down a path of focusing on comprehensive analyses that really are going to serve all the institutions well, that are going to serve the users of the park well and ultimately are going to serve our entire community well. Thank you.
- Ms. Cheatom, I share the concern for Balboa Park, just as my members here and I want to thank everyone here and everyone that's been working on this plan, The San Diego Bike Coalition and we're not at the World Beat Cultural Center we're not anti-bike we work with San Diego Bike Coalition of bikers we work with women bikers for a long time but let's think about the underrepresented community here and that's why I'm here so I can have this voice that's never been on this board like this, so if safety is concerned in the evening we need more lighting it's dangerous for pedestrians, cars, cycling and we also need more crosswalks. So, there's less jaywalking and it's especially dangerous for people with disabilities and I really would appreciate it if the people from the city would have communicated with Central Cultural De La Raza and the World Beat Cultural Center. This would be devastating to these two institutions of color in the park. I think of our DEI and this is what we're trying to bring. I think about the under representative community and not just ourselves so the people that come to the World Beat Center not necessarily ride bikes in that community. So, it's a distance and the buses don't really work like the people on the northern end, so again, I look forward to the continued discussions and ideas but really think about other people on this planet. Thank you.
 - Mr. Eddy, obviously there was great support for alternative d which makes me feel comforted that it validates what I thought was the best alternative. Certainly 300 parking spaces I mean when you think about it you park about 25 cars parallel parked in the length of a football field four percent of all the parking is on park boulevard so it's really not a big loss it's not a big trade-off for safety and so for safety, that reason I think alternative d is a great one. I'm curious does anybody know how many parking spaces there are in the organ pavilion parking spaces or the parking lot? I was going to do some quick math for everybody if I knew how many parking spaces there were but just looking into the future if parking is a consideration. Structured parking there would take care of a whole bunch of it, my guess is you go down a few subterranean parking levels and up a few levels and you double the parking in the park and then you combine that with some shuttle system within the park and you pretty much covered everything and the one thing within the park that we I know we're talking about passing through the park but within the park for all organizations walking is a big consideration that's walkability is a big deal so getting back to the issue I'm impressed by the alternatives that were presented. The creativity that went into creating all of the alternatives was great, but in my opinion alternative d is the only one that's practical and I recognize that it's a short term fix and it is an opportunity to take advantage of the restriping and it's good to be proactive and it's good to do some good things and alternative d is the best we can come up with now.
 - Mr. Blackson, I just don't want to be lumped in, Micah I appreciate you hearing what I said but I didn't say that I don't give a rats about these random parking spaces on the street especially from across the street from the World Beat Center which has Inspiration Point one of the largest parking areas in Balboa Park and there are people that come from local places to that go here it's not just one-size-fits-all parking so, I went through the plaza de panama parking uh fear-mongering that the 57 spaces directly in front of the institutions with loss would kill the institutions and they've flourished and we've seen the expansion of the organizations the expansions of the museums the expansions of what's going on because of the loss of 57 parking spaces so I'm very passionate about this I don't think random parking spaces on the street make or break an institution in Balboa Park at all as a matter of fact getting more people localized and less parking less

- auto oriented in San Diego in Balboa Park our greatest outdoor place to be is the best thing to do so thank you all very much.
- Ms. Chase, I understand that from a bicycle user perspective alternative d is the best in class option, but I share a lot of Micah's concerns about the way we approach projects in the park and many of you know I wanted to start with the mobility conversation before we ever had a conversation about a specific project because the reason we get into the finger pointing really understandably, hotly contested conversations about access to the park for whether you're walking or you're biking or you're driving is because we approach it in a piecemeal fashion and it ignites all kind of our personal perceptions and frustrations and user groups or get pitted against one another that being said, I understand that the City is looking at a restriping and this is an opportunity to make improvements for safety that we likely will not have an opportunity or funding for so I'm trying to walk that line and why I wanted to have a workshop conversation before we made an action item, so, thank you all for kind of the different comments my view is that alternative c is going to be the best option moving forward, to allow something to happen that improves safety and access on park boulevard with the constraints we have understanding that this isn't a full new CIP project that can deal with the parkway in the middle or the sidewalks we're working within the confines of the travel lanes we have today. I do have questions about what MTS thinks is the best option and what their feedback is for the ability to understand that we want safer bikeways but we also need better transit in the park and so that's kind of a big outstanding issue and question for me. My staff worked closely on the improvements to El Cajon boulevard but that was a different situation and I don't really feel like we can kind of compare the two in this sense we had a kind of excess lane and not a lot of instances with significant backup and congestion whereas in park boulevard as many as Vicky spoke of eloquently we have problems of people getting out of the park right now. I know we will be bringing this back for an action item.

INFORMATION ITEMS

501. City's Homelessness Response Informational Update

Presenter: Hafsa Kaka, Director of Homelessness Strategies, City of San Diego

Public Comment: Peter Comiskey, Rene Smith, Shane Harris

- Peter Comiskey, thank you Chair Chase and Hafsa, thank you very much for the for the work you're doing and all the efforts around the park. I think as the Balboa Park Cultural Partnership, we would simply request an almost redoubling of every effort that we can make and potentially especially within the cultural district. If wherever possible, if a dedicated team or two can be allocated, we certainly want to consider this as a very holistic challenge and we need to very much center these people first as I know is the effort that you're doing. We care extremely for those who are unsheltered in the in the park and similarly we have to make sure that the park is a safe and welcoming environment for guests and residents alike. To the extent I could encourage any additional funds that come towards this if there could be dedicated teams as I said potentially, even within the cultural district itself the central cultural district corps itself we would we'd encourage that approach. Thank you so much.
- Rene Smith, thank you very much I posted a question online, but I'll just read it. Hafsa, thank you for your work as you likely know there are serious issues with cleanliness in the 200 plus public restrooms in the city. Other cities have employed the unsheltered on a large scale to serve as attendance. While I'm familiar with Alpha Project employment, I ask, have you ever considered such a

- program on a trial basis to address a potential nexus as a solution for multiple issues. Thank you.
- Shane Harris, Hi Hafsa, I'm not here in the capacity of my civil rights organization the people's association of justice advocates but I am asking this question in that capacity. I did want to ask you, pertaining to sort of lived experience and what you just you know mentioned regarding you know what you all are doing to try to wrap up those efforts. I do know that this has been something that you all have been working on. One of the things that I'm pretty concerned about is that there is nothing within the government bylaws within The City of San Diego's government body. There's no commission on homelessness and I do understand that there is the regional task force on the homeless and that body is a separate non-profit body separate from government, not with not located within the government by laws but commissions are located within government by laws they are the official advisors per se to government on specific issues and there's commissions on a lot of other issues but nothing on homelessness at the City level. I wanted to ask you, have you looked at sort of the dynamics of the regional task force on homeless and the fact that they don't have a lot of lived experience advisors represented there and what about the interest of a possible commission. Being at the city level focused on homelessness with a majority of his seats going to lived experience advisors and people who have been homeless before. I do know that there's a concern about having another board having another commission, however, it's kind of concerning that there's no body within the bylaws of The City of San Diego that is designated as a commission that would focus on this issue and it's also concerning that the task force does not have a number of lived experienced folks represented so where is this lived experience voice coming from and in what official capacity. I did want to note we are preparing to issue a proposal on the city implementing a commission on homelessness and I do know that there will probably be a number of concerns about that because there's already a regional task force but for the reasons that I mentioned pertaining to what the task force does and it being a separate body nothing within the government bylaws. I certainly think that this is a discussion that should be had the fact that we don't have a commission on such an important issue with San Diego having a number of problems.

Committee Comment: Mr. Marsh, Ms. Johnston, and Mr. Eddy

- Mr. Marsh, thanks for that presentation I get a lot of questions about the issues with our outside neighbors in the park and I never know how to answer them. One of the obvious issues that the park faces is those that surround hygiene and shelter as it relates to public restrooms. I know that part of this is an extension of the lack of public facilities downtown where other services are and from people camping in you know the remote areas in the park. Do you have any information, or can you share anything on progress the city is making for public facilities around the downtown area?
- Ms. Johnston, thank you, first of all I apologize for being late, trying to manage a few childcare things. One thing I wanted to just say is that, first, I understand how hard your job is and just wanted to thank you for all that you're doing. I know it's quite an extensive list of activities that you're doing trying to implement solutions for this really challenging issue. I first wanted to say thank you and express my gratitude. One comment, I wanted to make and that is on my day job I'm the Executive Director of the Parks Foundation and then I've been on this committee for a long time. I've served on other organizations in the park, I also serve on a committee for the library foundation, so I have quite a bit of experience working with organizations that support public facilities and in every environment it's come up that these challenges have come up in every sphere that

- I have operated in. The one suggestion that I'd like to make that's hopefully constructive it's related to my colleague's point is there aren't sufficient day facilities for homeless. I've heard a lot of talk about shelters but our parks and libraries have really become places where individuals bathe, where they do the types of things that I think that there are other environments where they could have those resources that would provide them more dignity and that would also contribute to the cleanliness of the parking library facilities. To the best of my knowledge the only day facilities are the meal good day center which is on a small piece of property owned by Caltrans. It has a restrictive easement so you couldn't even really expand it much in that location it's highly impacted there are some huge mold issues. Then additionally, there's a contract with Father Joe's for the showers or some minimal public facilities. I think for these spaces to feel safe and cleanly we need to provide day services and that has not really been part of any conversation that I've heard. I just wanted to provide that feedback because I think that might help with some of the issues that are impacting our public spaces.
- Mr. Eddy, I had a question regarding lighting on the restroom facilities. What you described was a bad situation that that's hard to deal with. I have property that has incurred similar problems not restrooms, but nighttime activity and I found that upgrading lighting whether it's in your case or in our case within around and on the facilities. I found that adding lighting at night, that's on all night, pays for itself in a short period of time because people who don't have the best motives are deterred to some extent by bright light or full light and if someone truly just needs to use the facilities it might even make them feel safer, so, can you describe the kind of lighting that we've employed for this? Andy Fields response. I sure can most of our lights that we have in the park system today are low pressure high pressure sodium orange or pink light they are not led or low emitting diodes and that causes difficulty with being able to identify and see especially with low pressure sodium because that tends to distort colors. So one of the things that we know needs to be done but is currently not funded is to replace all lighting in the park and converting it to led and introducing a wider light to allow for full color spectrum and to allow better visibility. Unfortunately, we do not have the funds for that there has been prior projects by the City Sustainability Department to convert right-of-way lights to led and we hope for the day when that will come to the parks but that day is not yet today, so hopefully that helps. Thank you. Mr. Eddy's additional comments. There are even ideas of motion detector lighting in terms of the budget. It only comes on when something moves, and you might pick up a possum or something here and there but that would be a way to kind of rein in the cost. I think the very significant light will pay for itself in the long run. I found that the payback was very quick in terms of the mischief that was occurring in my business parks when I decided to go with a significant lighting system that was on all night long. That's something I think we need to look at and just mustering the money and the budget to do that, may pay for itself in a short period of time shorter than you might think.

SUB-COMMITTEE REPORTS – None

COMMITTEE MEMBERS REPORTS – None

ADJOURNMENT

Notice of Next Balboa Park Meeting: June 2, 2022
6:00 P.M.
Virtual Meeting

Respectfully submitted,

Victor Nava
District Manager