

MINUTES

City of San Diego Park and Recreation Board
BALBOA PARK COMMITTEE
June 2, 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
Howard Blackson
Dang Nguyen
Allison Soares
Brer Marsh
William Aaron Jr
Micah Parzen
Makeda Cheatom
Chris Eddy

Members Absent

Katherine Johnston
Victoria Curran
Sarah Dawe

Staff Present

Tyler Hamby
Michael Ruiz
Codi Vierra
Christina Chadwick
Victor Nava
Johnny Chou
Victor Johnson II

CALL TO ORDER

Chairperson Molly Chase called the meeting to order at 6:07 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 May 5, 2022

MOTION: MOVED/SECONDED MS. SORES / MR. EDDY

A motion was made by Ms. Sores and seconded by Mr. Eddy to approve the May 5, 2022 meeting minutes. The motion carried unanimously (8-0).

REQUEST FOR CONTINUANCES - None

NON- AGENDA PUBLIC COMMENT

Web Form - Brandon Rigg, I am a resident of North Park, father of two young children, and cycling enthusiast. Our family loves to visit Balboa Park, but it is currently not safe for us to visit via bicycle due to unsafe riding conditions on Park Blvd. I am writing to express support for Alternative C, Alternative D, or the new Alternative C/D for the Park Blvd redesign. Any of these alternatives will allow my family to safely bike to the park instead of driving, as we do now. The minimal loss of parking is far outweighed by the dramatic increase in safety that the alternatives with protected bike lanes on Park Blvd. would offer for ALL users including children. For comparison, the new protected bike lanes on 30th St. have dramatically improved the quality of life and safety for my family when we bike around North Park, and the same is set to occur on Park Blvd. if protected bike lanes are installed. I am now able to safely bike with my son to preschool on 30th St. instead of driving thanks to the new protected bike lanes. I urge the Balboa Park Committee to support protected bike lanes on the Park boulevard redesign!

Web Form - Marco Anzures, Balboa park is touted as the jewel of the San Diego. Hundreds of people visit this park over the course of the year, many of them bringing children to play in this area. Residents of the surrounding neighborhoods visit the park so their children can

play there. Most of this community is high density, making safe, open space play areas even more important for the residents. 6th Avenue Playground Safety Issues: (1) Older structure has major fall risks (2) Parts of the structure have been boarded up with metal presenting risks from cuts and scrapes (3) Exposed areas of metal throughout the structure – especially on the ground of the structure where children are climbing (4) Cigarette butts, drug paraphernalia scattered around the play areas. Playground Aesthetics: (1) Weeds growing in and around the structures (2) Trash and cigarette butts near play areas (3) Groups of people making encampments next to play areas (4) Graffiti has been sprayed on play structures. Amenities Improvements: (1) Bathrooms are completely unusable because people are using the bathrooms as shelters, sleeping inside, & leaving trash/waste. Request: (1) Repair/replace broken play structures (2) More staff presence to clean on a daily basis (3) Safety patrol for bathroom facility (4) Plan to upgrade/improve older play structures.

Daniele Laman, HPR International Cottages Liaison, reported two of the vandalisms that were reported today were involving roses and hundreds of posters glued to the walls of a building in Balboa Park. Want to thank Christina for the Muni Code that she sent last month about the summer moratoriums. Question, is there a change in the prohibition of balloons in all city parks there have been seven graduations so far and nine more to go and all kinds of balloon bouquets are at the Oregon Pavilion weekly, this is also under a busy flight path for the airplanes. Is there a change to the prohibition of skateboards in Balboa Park? The palisades area especially has a lot of them. How often is the muni code actually updated? House of Denmark and House of Mexico will have their lawn programs this weekend in spite of the rock and roll marathon invasion. Thank you.

Rene Smith, thank you very much, chair, committee members, staff, official representatives' members of the public. This committee has a remarkable opportunity to make a significant contribution to revitalize a much needed but tattered part of our park this is some low hanging fruit that can be taken by keeping the Jacaranda to Pershing Drive closed while the planned mobility studies the framework for the future are undertaken. Think about the east side of the Morley Field area in the Jacaranda street spur that bisects the only major park area in the park cutting off easy access to the restroom lawn bowling area and bird park. Why do we need that hazard in our picnic area? Truly do we need an occasionally used racetrack to provide drivers fifteen seconds of reduced travel time, remember it's a park road in a park and not a city street. Central park can close roads reflecting a growing international concern to provide more respite for city dwellers. How about if we do that as well Balboa Park Committee. Please consider weighing in on this and referring this item. Thank you.

Paul Krueger, two questions, are you taking public comment on items 401 and 501. If so, could you give me a time estimate on 501 the vendor ordinance. Do you have any idea about what time that might come up? Response: 501 will be first and then moving to 401 and there will be public comment on both items.

Vicki Estrada, I agree with Rene, having done the master plan back in the 80's that was one thing we looked at is closing Jacaranda, but there was a lot of political pressure at the time, a lot of people would like to use it as a shortcut and so it did not make it into the master plan. It did not make it into the east makes a precise plan, however, the notion of closing out to create a much safer pedestrian access between the restroom for example and where the group picnic areas, I very much support that and I would very much like this committee and city staff as well to look at that as an option because it's been closed and it will continue to be closed for a while and that's something that we should consider to be done permanently. Thank you.

Mandy, I am a small business owner in the Bankers Hill, Balboa Park area and I was alerted to a group of people trying to get the restrooms at the Upas end of Balboa Park closed from 8pm to 6am. The group that's advocating for a clean playground and restrooms for children,

considering that for humans using the restroom isn't optional. I fear this will cause the opposite with people defecating and urinating in the playground park and in front of already impacted small businesses. I've spoken to several small businesses in the area today and our concerns are that this will further limit already limited restroom access and potentially lead to a communicable disease outbreak, such as the hepatitis outbreak in 2017. Our businesses cannot handle another hit after Covid especially if people don't feel safe coming to the area due to disease or visible human defecation on sidewalks. I've started a petition to request the city to put in portlets and hand washing stations closer to the area where many unsheltered humans' dwell. This will enable them to have easy access to restrooms and hopefully ease some of the strain on permanent restroom nearer the playground. Additionally, we would like to see the city increase the existing service schedule to the current restrooms, we are asking that you please consider recommending increasing public restrooms for all area residents.

Brer Marsh, I just want to follow up on with Rene's and Vicki's comment. I think Jacaranda Drive is a good candidate for closure and I'd like to request that perhaps we have an ad-hoc working group that talks about potential road closures in the park. I can think of a few others and also following on from Mandy's comments, I think I agree with what she's saying, it takes a lot of effort to keep those restrooms open at night and I know that you know their scheduling isn't really something that comes before the committee but I'd just like to request that park staff do what they can to keep them open as much as possible. It's a real equity and access issue in the park, I think its good policy even if the maintenance required to do is excessive. Thanks.

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

STAFF REPORT –

San Diego Police Department – Sergeant, Tyler Hamby – Currently working with Sr. Park Ranger, Araceli Dominguez with the upcoming vendor ordinances. SDPD has four Police Officers that are assigned to Balboa Park, anticipating losing one in the coming weeks and will be trying to replace him. Worked the memorial weekend at Fiesta Island. Doesn't think anything significant occurred that he is aware of, as usual, there was a few arsons, several vandalisms, and burglaries.

City Council Third District – Codi Vierra – No Report

Assistant Deputy Director, Christina Chadwick, District Manager, Johnny Chou, and District Manager, Victor Nava reported.

6th Avenue Restroom Maintenance, Security & Safety – The P&R Department is working with Mayor Gloria and Councilmember Whitburn to address concerns of security at the public restrooms on Sixth Avenue. The goal is to strike a balance between providing public access to bathrooms and protecting public facilities and public safety. Details on the City's plans to address this matter going forward will be made public soon.

Proposed Park Blvd. Redesign – The City's Transportation and Mobility Departments held a second workshop with the Balboa Park Committee last week 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 and an installation timeframe of targeted for Fall 2022.

Street Vendor Ordinance Implementation – The City's street vendor ordinance went into effect June 1. Information about the implementation of this new program – including

education, permitting and progressive enforcement – will be available to the public on an ongoing basis. A new website with information is available here.

Grounds Maintenance Updates –

- 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.
- Plaza Fountain – a new seasonal planting was completed this week around the Plaza Fountain thanks to support from the Forever Balboa Park Garden Stewards.

Comic-Con Roof Replacement – City staff and hired contractors continue to make progress on a roof replacement for the Federal Building, also known as the home of the Comic-Con Museum.

Balboa Park Committee Meeting in July – The Balboa Park Committee will meet Thursday, July 21 at 6 p.m. to better accommodate for 4th of July holiday schedules.

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 – Jackie Higgins reported, we are moving forward with bids for structural restoration and fire suppression system for the historic carousel, which is celebrating its 100th anniversary in Balboa Park this year. Structural restoration and fire suppression improvements will take place in the fall of 2022. We continue to collaborate with the City on Phase 1 and Phase 2 of the Botanical Building and Gardens Project. Our volunteers continue to support Balboa Park in various ways.

Forever Balboa Park Monthly Volunteer Contributions

Volunteer Category	Number of Volunteers	Total Hours
Visitor Center	46	468
Carousel Restoration	5	43
Garden Stewards	54	416
Rose Garden	57	528
Tree Stewards	25	57
Park Ambassadors	21	258
Park Cleanups	25	56
Totals	232	1826
Total Service Value May 2022		\$64,932.56

26th Street Trail Enhancement and Restoration is moving along well. Work is scheduled to be complete in late summer 2022. Thanks to Parks & Recreation Staff for all your collaboration and hard work.

Balboa Park Cultural Partnership – No report.

Balboa Park Online Collaborative – No report.

Committee of 100 – No report.

Save Starlight – No report.

ACTION ITEMS

Consent

101. Culture and Cocktails. Presenter: Sarah Grossman, Associate Director, Special Events and Corporate Relations

MOTION: MOVED/SECONDED MR. NGUYEN / MS. SOARES

A motion was made by Mr. Nguyen and seconded by Ms. Soares to approve Culture and Cocktails. The motion carried unanimously (9-0).

Adoption

201. None

Special Events

301. Culture and Cocktails. Presenter: Sarah Grossman, Associate Director, Special Events and Corporate Relations

MOTION: MOVED/SECONDED MS. CHASE / MS. SOARES

A motion was made by Ms. Chase and seconded by Ms. Soares to move Item 301 from Special Events to Consent. The motion carried unanimously (7-0)

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

401. Park Blvd. Redesign Proposal, Presenter: Everett Hauser, Transportation Department, City of San Diego

Public Comment Web Form:

- Nizhoni Wolfe, Sean Elliott, Joan Elliott and Zoe Dejecacion, The City of San Diego must end the prioritization of car-dependent infrastructure over all other forms of transportation. Humanity is in the midst of the Climate Crisis. It is completely illogical to continue promoting the use of inefficient cars while preventing the creation of robust public transportation and bike routes. The notion that we need parking spaces because most people drive by cars is circular logic: the only reason so many drive by cars is because we refuse to build reliable forms of alternative transportation. And the only way we will ever implement these systems is through the de-prioritization of the failure that is car-dependent infrastructure. The absurd volume of cars makes our cities and neighborhoods dangerous, loud, and just unpleasant to exist in. There is one glaringly obvious reason why Balboa Park is such a beloved, wonderful place: it isn't clogged with cars driving at you from every direction. This is simple to understand. Yet we continue to fail to understand that we can make our entire city more like Balboa Park, a place of vibrant communities and rich connections. Park Boulevard is an ugly and hostile place. Let's make it better.
- Vahan Hartooni, I would like to voice my support for the Alt. D plan. It would be short-sighted to preserve 4% of parking when current and future generations could benefit from a true rapid 215 with a dedicated bus lane. Countless riders and I depend on the 215 to take us to downtown and to the airport. Such a commute should not be considerably slower by bus than it is by a personal vehicle. Additionally, the separate bike lanes would encourage residents, including myself, to visit the park more regularly as there will be a safer bike path to that area. If

- that small 4% of parking is so direly needed, the park could transform parking lots into parking structures. If not the Alt. D plan than perhaps the Alt. C/D plan because anything less than that would be a waste of this opportunity to improve Park Blvd. Again, yes to protected bike lanes. Yes, to dedicated bus lanes. Yes, to a future-forward mixed mode transportation system.
- Brandon Riggs, I am a resident of North Park, father of two young children, and cycling enthusiast. Our family loves to visit Balboa Park, but it is currently not safe for us to visit via bicycle due to unsafe riding conditions on Park Blvd. I am writing to express support for Alternative C, Alternative D, or the new Alternative C/D for the Park Blvd redesign. Any of these alternatives will allow my family to safely bike to the park instead of driving, as we do now. The minimal loss of parking is far outweighed by the dramatic increase in safety that the alternatives with protected bike lanes on Park Blvd. would offer for ALL users including children. For comparison, the new protected bike lanes on 30th St. have dramatically improved the quality of life and safety for my family when we bike around North Park, and the same is set to occur on Park Blvd. if protected bike lanes are installed. I am now able to safely bike with my son to preschool on 30th St. instead of driving thanks to the new protected bike lanes. I urge the Balboa Park Committee to support protected bike lanes on the Park boulevard redesign!
 - Marybeth Norgren, the redesign of Park Boulevard must include consideration of families with children who regularly use the park but live in parts of the city of San Diego where transit does not provide anything close to reasonable access to the park. If Park Boulevard is closed to vehicular traffic it will drastically limit park access to only those who may have access to reasonable transit times or to those who are fit enough to be able to walk or bike with or without children. Museums and other Balboa Park institutions have expressed concern about how the redesign of Park Boulevard will affect each institute's attendance. I think they are right to be concerned. My family's use of Balboa Park would not have happened had we been limited to only public transit or walk/bike options. From my children's earliest years through elementary school, we had a zoo membership, a science museum membership, and used the wonderful park playground. Either myself or my children's babysitter went to Balboa Park at least once a week. We generally visited on weekday mornings and stayed until the early afternoon. With 3 or 4 people in the car, we drove the 18 miles from our home to Balboa Park. A Google search of public transit options for the same door to door trip from our house to the Fleet Science Center lists a weekday morning one-way transit commute taking between 1 hour and 45 minutes to 2 hours and 15 minutes each way. We would not have made all those trips to Balboa Park if access to the park was limited to only public transit. It would have taken us 4 to 5 hours roundtrip on public transit in order to spend 2 to 3 hours at a park activity. That ratio of public transit time to actual activity time does not pencil out.
 - Kelly Henwood, as a long time and weekly Balboa Park frequenter I'm very concerned about a half-hazard plan to remove parking on Park Blvd. The park is for locals too. Doing this just turns the park into a tourist only Zoo only focused destination when in fact more locals use Park Blvd. I have disability and I'm not able to walk long distances. East side museums and other events leisure's. Taking the more parking away would greatly impact me, other locals, east park side museums and businesses organizations frequented by locals.
 - James Sebastian, removing a passenger vehicle driving lane or removing street curb parking in balboa park is terrible for taxpaying San Diegans, seniors, families, disabled and elderly. Park Blvd is safe to bike on now. Less than 1/4 mile away Florida Dr has a bike lane. Less than one mile away 5th and 6th Aves have bike lanes. All park roads are safe to ride as I've been doing for decades. A bus lane is a waste of space that's only used once or twice an hour. Bikes are not using the existing city bike lanes. Adding bike lanes will not increase riding. Only a

- small amount of people are fit enough, have the time and desire to bike commute. Pleasure riding is not adequate to remove parking and driving lanes. This is bad policy opposed by majority of San Diegans.
- Tom Mullaney, public access to Balboa Park is crucial. Parking spaces should not be removed adjacent to the park unless alternative provisions are made. Despite the large area of Balboa Park, usable recreation space is quite limited. On weekend days with good weather, it's apparent that people of color make heavy use of the strip along Park Blvd. Centro Cultural de la Raza is there. Also, there is the World Beat Center which is "dedicated to promoting and preserving African, African-American, and other indigenous cultures of the world". The children's play area is popular, and intensively used. If parking spaces are removed from Park Blvd, adjacent to Balboa Park, many people who currently use the park will not have access. Hundreds of people would be shut out.
 - Linda Webb, as a long-time cyclist, I strongly recommend alternative A for the redesign of Park Blvd. It lets cyclists continue to travel and integrate into traffic as needed, such as when making left turns. It does not impact parking and should improve transit times along this corridor.
 - Amanda Moore, as a local resident, I want to see more, safe bike paths along Park Blvd. It would reduce my dependence on my car and it's better for my health! A lack of bike paths is the main thing that prevents me from riding my bike even more.
 - Claire Kelly, I'm writing to support 'Alternative D' for the Park Boulevard redesign. Alternative D offers the biggest improvement to bike and transit riders. Prioritizing safety and alternative transit options is vitally important for San Diego to both improve current transit conditions and to meet the City's environmental goals. I am a resident of Uptown and do not have a car, safe bike lanes are incredibly important to myself and other micro-mobility transit users. Thank you!
 - Kris Marvel, I support option D for the redesign of Park to help protect bikers' lives and decrease carbon emissions. As a resident of D9, I frequent Balboa Park for all its lovely amenities, and look forward to being able to bike there safely with my little one. Please help contribute to decreasing our carbon emissions and saving lives. Thank you.

Public Comment:

- Paul Krueger, thank you very much, I just would urge the board the committee to please make the process of these changes on Balboa Park really transparent involve as many people as you can find a way to gauge the impact on the huge number of tourists who use park boulevard and park on park boulevard. Look for alternative bike lanes to park boulevard, I saw just briefly on the map the zoo place or zoo drive which I believe runs along the other side of the parking lot, perhaps that could be a bike lane. I think biking in the park has always been a priority for many of us who applaud the removal of cars from interior areas of the park, but we have got to have a robust and vibrant discussion about the impact of reducing traffic to one lane on park boulevard.
- Vicki Estrada, if we were designing this park from scratch, we would not put the bike path in park boulevard. I would have done a separate class one by way, let's separate it from the road and within the open space of the park along the lawn areas back up through the Prado East of the Natural History Museum and back up to the Zoo. It's important to create a bike path, don't get me wrong but I think it would be short side of us to think that putting bike paths on park boulevard is the final answer. It might be a good interim step, I know there might be precise plan, master plan amendments involved. I've talked to Charlie Daniels about this and what I can do Johnny is share with you the PowerPoint that I did. When I'm done

- and you can maybe pass it on to your committee but I would just like you all to consider a separated, a totally separate bike path that's west of park boulevard that does not try to force a bike path in the right-of-way of park boulevard. Thank you.
- Rene Smith, thank you all very much, we've known about this bike line for years we are now redesigning park boulevard without analyzing the implications into the park and on either end of this 1.4-mile stretch. The Nolan Parkway, a city council approved its name change in the 30s was conceived of as a pedestrian friendly walk and bikeway with cars. Your design makes it auto and bus centric if you're the loss of human scale and consistency with the extended parkway to the bay. I remind you of the commitment on the framework for the future with this quote from staff mobility parking and circulation are top deliverables and priorities by way of the framework for the future. Those promised deliverables include the traffic flow accessibility focused circulation ADA accessibility and comprehensive double park multimodal circulation study, you developed a superb plan in early 2021. Why not execute it starting now? Thank you.
 - Ashanti Davis, I'm speaking on behalf of the as a member of the advisory board member of the cultural district and a staff member in the park. I am also someone who actually takes public transit to work as often as I can but I do recognize that this is an equity issue, as there are a number of organizations, two of which Centro Cultural De La Raza and the World Beat Center who serve black and brown people. If parking is eliminated from park boulevard their educators, their community members, their students, their artists, would not be able to have direct access for loading and unloading for events and programs that happen in these spaces and so I think it's crucial to find an option that serves the needs and access for all groups of people. Whether they're on a bike in a car taking a bus walking and what their needs might be to access these organizations, so, please take that into consideration when choosing an option for this park boulevard mobility decision.
 - Connor Proctor, I live in on 4th avenue in Bankers Hill and I'm here in support of alternative d. I had actually never ridden bikes in San Diego until the separated bikeways in Bankers Hill opened a couple months ago and when they opened, I decided to buy an E bike and so far it's been fantastic. I now ride bikes almost every day on trips that I would have previously driven my car I ride to the gym downtown to padres games to restaurants coffee shops and stores in hillcrest biking is more enjoyable healthier and better for the environment. I frequent neighborhood businesses more now than I used to and when I do, I don't take up parking spots it leaves them open to the people who actually need it. My girlfriend ended up buying a bike as well and it's been great but she only feels comfortable riding in separated bikeways we've talked multiple times about riding to North Park but there's just no safe way to get there the best place to cross the 163 is over their Balboa Park bridge but we get stuck on Park Boulevard so a dedicated separated bikeway there would be amazing.
 - Nick, I'll follow on Connor's statement, I think this is an opportunity where you know we can recognize that vehicular traffic both private vehicle and mass transit is important on park boulevard but there's an opportunity here that I think has been missed and that is that there is ample space on the east and west side of park boulevard to have a separated bike lane. there are grassy swales that are very rarely used and I'm speaking of the area west of Park Boulevard to the south of Zoo Place along the central core and then on the east side of Park Boulevard north of Zoo Place up to Upas street. Those areas could be utilized for a separated bike lane which would really serve the biking community in San Diego, so I appreciate the opportunity to comment. Thanks.
 - Kathy, I am speaking regarding the parking in front of the Cultural Centers. I am a founding member of San Diego Taiko and we are a non-profit Japanese drumming

- group we've been playing in the World Beat Center since 2004 and there are many other groups like ours who call the World Beat Center home, echoing the sentiments of an earlier caller it would be quite a hardship to lose the parking directly in front of the Cultural Center. Our drums are between 50 and 450 pounds is our largest drum, so to have to find a way to drag the drums in and out would be very difficult, so I just want also to let you know, a lot of people who come here, they come from long distances it wouldn't be feasible for them to either attend our workshops or be in our drumming group if they had to take public transportation.
- Zachary Brandt, I live in north park at the corner of Park and Robinson. I either ride my bike or I take the bus to work every day. I don't have a car and I know there's a lot of people like me because there's no safe way to get through on Park Boulevard. I have to go out of my way, I know there's a lot of other people like me as well and so a true protected bike lane on Park Boulevard through the park, would do wonders for people who need to commute into downtown as well as for people trying to get through the bus through that area. Also, gets very congested so in my opinion the only acceptable alternative is alternative D. I want to really thank the City staff for their hard work on this project especially the attempts to really listen to all the voices involved but in my opinion alternative d is the one that really serves the needs for as many people as possible there's over seven thousand parking spots in the park and this represents less than four percent of those so, thank you.
 - Alex, I'm looking at these plans, I'm just really excited, particularly about the bus route. You know I think that the 215 bus is one of the most useful buses in the city. I ride it downtown ready to meet up with the trolley because the trolley doesn't go up to North Park or City Heights and having a bus way just seems really important, it's adding one more step to improve bus transit, it's got to be better if we're going to have any more people because there's just not room to have more parking in the neighborhoods. Also Balboa Park it's got tons of parking, I mean every turn off of Park Boulevard is a huge parking lot that's the one across the bridge from the high school north of the museum, south of the museum, just a lot of parking lots. I also think it's the best bikeway.
 - Peter Cominsky, good evening members of the committee, Peter Cominsky from the Balboa Park Cultural Partnership. My thanks to Everett and the team from the city for the consideration of the very important issues raised by previous plans that would have created cultural islands of two of the most impacted organizations world beat and Centro. The cultural partnership looks forward to the ongoing implementation of the climate action plan and increased transit and micro-mobility options right now however transit solutions are simply not in place to reduce the need for parking within the park in any significant manner in the short term. We very much look forward to the results of the work being done within the framework of the future study. It is key to remember that this section of Park Boulevard is not like a corridor or streets no regular street it is the front door to a destination visited by millions of people each year nearly 8 million to the cultural venues in the zoo alone in 2019. Millions more for other purposes, the cultural partnership is not interested in delaying this project we just need a thorough traffic or mobility study to ensure that reducing park boulevard to one lane in select areas.
 - Mary M., I'm a resident of north park who loves Balboa Pak. I frequent Balboa Park almost daily, Park Boulevard in its current state is overbuilt and prioritizes swift moving vehicles which jeopardizes the safety and comfort for people walking and rolling. Residents commuters' students Balboa Park employees and visitors alike deserve much better we should have roads that are safer for all road users of all ages and abilities and that encourage sustainable travel choices with this in mind I support alternative d.

- Sierra Ali, I am an instructor and student at the World Beat Center. The World Beat Center and Central will be highly impacted by reduced parking people not only the parking but art students teachers need to unload heavy gear as we just heard, parents come with strollers families need to unload their belongings as well and most importantly, over 90 percent of the visitors coming to the park in that area are doing so by passenger vehicle and many of them are in groups we want the park to be accessible to all of them. We need a long-term solution that's well thought out and includes everybody, I understand there was a recommendation at the previous meeting to look inside the park itself for a solution to this and I urge you to reconsider regardless of the amount of time taken already to get to this point. I highly recommend the board as well as anyone taking part in providing statistics of surveys provided based on preliminary research to read the pedagogy of the press by Paulo Fieri in order to get insight on including everybody that will be affected by decisions such as this. Thank you so much.
- Marisa M., I'd like to see Park Boulevard finally improve the experience for people as opposed to just moving and parking cars, so, I'd urge us to choose alternative d. Being a progressive and forward-thinking City like we are it's going to also help make Park Boulevard more welcoming and inclusive of more individuals. MTS route 7 consistently boasts the highest ridership of any bus route in the region so we need to acknowledge how many people depend on it, while realizing all of that latent demand for bus ridership in the corridor, it's been demonstrated over and over that if we prioritize streets for cars that's going to just induce more vehicular traffic but if we add safe priority measures for both biking and transit. This is going to truly encourage people living or visiting our wonderful City to reach destinations like the Park without a car in the first place, so, while I see how alternative c-d could be perceived as a nice compromise. I really don't feel that a northbound Park Boulevard transit lane will be as effective unless it's replicated on the southbound side, thanks for listening.
- Alex F., I'm a San Diego resident, I live in City Heights, I commute by bike most days. I am very in favor of the option d. I think that it will really serve the community, keep people safe. I think a lot of people don't focus on the safety of cyclists, if you don't know a cyclist but it is super important to care for cyclists and to care for people riding buses. I think the future that's where it's at and I think it's really hard to take people away from their cars and the thought of owning a car and I think option d, is going to tremendously impact our city in the most positive way and slowing down speeds saves lives. The more you have the opportunity to go fast, the more you could be likely to kill someone and that is super important for our city to focus on we don't want any more people killed by cars, thank you.
- Arlene Flores, I'm a volunteer and visitor of the World Beat Center. I'm actually a visitor of both Cultural Centers at Balboa Park and I feel like the proposal that is being proposed will greatly impact the cultural centers mainly, as it was already stated you know that area is usually used by artists and students and teachers that unload heavy stuff usually and then also a lot of the 90 of the visitors who usually come have cars and also there's a lot of people who also don't feel safe riding the public transportation so their only form of attending the centers are with cars. I think that we need a long-term solution that's going to be including everyone and not just a quick fix type of thing. Where we can just quickly do this and I feel like if more time is put to this, I feel like the board can come out with the solution that's going to help everyone. It's also not going to impact the centers as well, thank you.
- Nevo Megnezi, I live in Hillcrest, I'm a frequent visitor of Balboa Park, every Monday night I take Tango lessons at Centro Cultural De La Raza. Twice a week I go to yoga classes at the Japanese garden, so I'm there two or three times a week

- and I'm always there by bike. I'm always biking there when I'm going to Central Cultural, I have to go a bit out of my way to avoid biking on park boulevard at night because it's dangerous. I wanted to take a moment to respond to some things that kind of bothered me from last time some people saying that this is coming all of a sudden, that this isn't according to plan, this is piece meal. It really bothers me because we've had bike lanes and a bike trail on the Balboa Park master plan and the in the master plan for decades and here, we have a chance to finally do it, thank you.
- Norell Martinez, I agree that a robust public transportation system is certainly something that should be a priority for the City of San Diego to invest in. I know San Diego isn't known for having a great public transportation system, however, without a reliable public transportation system already in place, reducing parking in these areas is not the answer. I think it's a band-aid to the issue and it's also as others have said before an equity issue. I also would like to emphasize that to reduce parking on park boulevard, especially, in the section in front of the Central Cultural De La Raza and the World Beat Center would greatly impact these community centers and the people that visit these two centers. I would like to share that I grew up in a Mexican neighborhood close to the border and as a teen I grew up in San Diego, my life as a teenager, we would come up to the World Beat to the Centro and I know that families come up to events, etc. and it's just going impact those people.
 - Carmen Cooley, I'm a fourth generation San Diegan, my family came to Balboa Park, I'm also a property owner and a business owner on Park Boulevard, we are all super focused on caring for everyone's safety in San Diego. Cyclists, pedestrians, motorists the ADA accessibility of these plans do not work, ADA is federal laws they are protecting those who aren't mobile. We do need to think of other people and protect our federal rights as well, tourism is one of the number one industry in San Diego and as a member of the Arts and Cultural museum. It is important to protect the integrity of our culture and our history of San Diego. Last night it was also brought up of charging people to park in Balboa Park. I think that is a horrible timing right now, there is way too many things, infrastructure that needs to be happened on Park Boulevard before we can change those including, draining, lighting you are putting motorists at lives.
 - Dori, I'm a resident of San Diego, I live close to Balboa Park and I am in support of alternative D. We need to be prioritizing the safety of bicyclists and we absolutely need to be prioritizing people who are relying on buses for transportation. These other plans that are pushing buses into other traffic, it's just not going to create the future of accessibility for all public transportation that we really need in the City. I think it's absolutely paramount that we create spaces where we have good bus routes and where we have safe bicycling routes, thank you.
 - Matt Stewart, I want to voice my support for option d. We need a bike lane on Park Boulevard, we need a bus lane on one of our busiest bus routes in the City. Many people who live surrounding communities drive because of the lack of safe bike lanes and because buses get stuck in traffic. The bike lane and bus lanes would also connect the high school downtown and the college was uptown and with Park Boulevard getting a bike lane further north in university heights this would help with that connection. The alternative c-d, worries me because buses still have the opportunity to get stuck in traffic and would take away the benefit of having a full bus lane, so again I'm voicing my support for option D.
 - Sean E., I think we need to be bold and see this as an opportunity to move towards a comprehensive public transportation system. Design d which fully supports bike and bus as forms transportation takes us closer in this direction. When we see slow public transportation times from certain areas this only further shows the need to promote dedicated rapid bus systems everywhere. We will never develop the public transportation we need if we continue prioritizing cars. We can't wait

- to build public transportation; we can't wait to remove parking until we have public transportation because those two things go hand in hand. Park Boulevard is a perfect place to improve transportation in San Diego, thank you.
- Will Rhatigan, I'm speaking on behalf of the San Diego county bicycle coalition. I want to encourage the community to support either alternative d or alternative c - d for us a separated bikeway and Park Boulevard is an absolute necessity for safety studies have shown that separated bikeways are nine times safer for bicyclists than standard traffic lanes following a year in which seven people were killed while riding their bikes in San Diego we need to choose the safest bicycle facility second we must prioritize high speed transit through this corridor we want to reduce air pollution traffic congestion in the park we need to convince more people to ride bus rapid transit and shuttle surfaces by making them as fast at or faster than driving. However, I do recognize the World Beat, Cultural Center and the Central Cultural De La Raza face difficult parking constraints already. I hope the City can commit to engaging with institutions to make sure we are effectively managing existing service parking, so, these essential cultural institutions are not harmed. If that requires installing new crosswalks, we do need to invest in that, thank you for the opportunity to speak.
 - Laura Keenan, I am the widow of Matt Keenan who was killed by a wrong way driver riding his bike on September 14th on Camino Del Rio South. He was 42 years old and father to our 15 month old son, we live in north park and I support option d most, but would also support option c-d either way protected bike lanes are a must in order to save lives this is a key stretch of road to create a network of protected bike lanes across San Diego to facilitate transportation safely on the night Matt was killed he did everything he could to protect himself riding in the bike lane with his lights on and his helmet but he was defenseless in a narrow painted bike lane against a car going 35 miles per hour. If the road he was on had a projective bike lane the driver may have slowed down matt could be alive today. Matt rode for exercise, fun, and transportation and considered himself a defensive cyclist. He was also selective about the roads he took but to get to anywhere by bike in San Diego you have to ride on unsafe stretches of road, cyclists should not have to risk their lives to ride, please help save lives and innocent families have this unbearable.
 - Shane Harris, a community citizen, resident, and taxpayer. I want to echo the importance of the city and everyone who has worked on this project. I also want to echo the importance of what has been said regarding the two cultural centers. I think that as an advocate of environmental advancement of specifically biking, I believe that it is important to implement these things strategically and equitable with an equitable view and everyone's input. I do not feel that any of the options that have been presented have considered the World Beat Center and Cultural De La Raza. Those two centers bring a large bandwidth of San Diegans from across the city. I think that this should go to a public vote and the taxpayers should ultimately have input on this subject.
 - Ray Lindeman, I'm calling in support for alternative d, I know we've been talking about access to Balboa Park via bike, but I also want to bring attention to access to downtown. I regularly commuted from north park for over five years going to my office downtown and I've been confronted and grazed with cars and threatened with violence with vehicular violence. Having a separated cycle track is very important, secondly increasing the bus frequency along Park Boulevard would help alleviate congestion and allow people more access. I definitely am in support of alternative d and to bring up the access for the World Beat Center and Cultural De La Raza, there's a parking lot right across the street a bus station as well there's going to be ample access, so for the four percent marginal impact of parking. I think having this moment is important for cyclists and for transit riders.

- Alex Tahan, I'm a long time resident with San Diego my family and I live in the Carmel Valley area, so as you might expect we our trips to Balboa Park are almost always by car, however, I fully support option d. It's the most efficient and safest option and there's two main reasons that I think this should be prioritized the first is that in all of our many trips to Balboa Park we've never once parked on Park Boulevard, it's always been in the park parking lots. I think this really demonstrates how the loss of parking is not going to be significant relative to the amount of parking in the park and second, recently after the opening of the trolley extension my family and I wanted to see if we could take the trolley downtown and then bike to the park, so, we could avoid traffic, we could avoid having to park there at all and we ultimately decided not to do this specifically because of the lack of bike lanes in Park Boulevard. So, installing these lanes is extremely important for not just nearby residents but for all of San Diego residents, thank you.
- Dalouge Smith, I'd like to say that this is a values decision, first I'm a resident of district nine, just off El Cajon Boulevard and pleased to be able to be here and make a comment. Thanks to everyone for their work. This is a values decision in this country we have used real estate and transportation policy to codify racism and in the United States this has created huge disparities between where people's homes are and where they have access to public and park lands by reducing parking adjacent to the central cultural and world beat center we're going to be essentially isolating communities further from their cultural representation in balboa park bicycle USA recently shared that 86 percent of their membership is white this is a racism issue federal infrastructure money should allow for new infrastructure off-road lanes for bicycles on park boulevard we should not rush this we should actually use the new monies coming in to make sure that the safest possible option is available to all bicycles, thank you.
- Katie Crist, I'm speaking as someone who bikes regularly to and through the park and as a public health researcher at UCSD and I'm really excited to see alternative d which prioritizes safe and equitable options for all road users while still prioritizing transit on the most direct route to the park which is important. We have overwhelming evidence at this point show that when we add these facilities, people use them as we've seen on 30th street and elsewhere and alternatively will allow people who want to bike or take transit to our park, a safe way to do so which also leaves more parking for the people who need it and in this case the parking loss would be minimal, thank you.
- Ima Luna, I'm part of the Centro Cultural De La Raza, I just want to say absolutely not on alternative D and I want to just be able to repeat this a few times. Balboa Park is a regional park not a neighborhood park again Balboa Park is a regional park not a neighborhood park and the plans presented are not equitable and I think there has to be more time to really take view these issues more in depth. I'm not against bike riders and bike lanes, I think we need them absolutely, but we need to make sure that Centro De La Raza and World Beat do not become islands with alternative D. So, again absolutely not on alternative d and I repeat the Balboa Park is a regional park for everybody not a neighborhood park, thank you.
- Anar, I'm a resident of Kensington and I am in favor of option d. There are 1500 parking spots that currently serve Centro and the World Beat Cultural Center, right near Inspiration Point and many people here are saying 90 of visitors use cars well that's circular logic because if your only option of getting from point a to point b is to use a car then of course you'll be forced to use a car people are collecting equity issues to support their unwillingness for change. You know what's the real equity issue forcing a single mother making minimum wage to own maintain insure and operate a car like we've been doing for decades and those suggesting that the park look for alternative areas for the bike lane are just trying to prolong a path forward knowing full well that'll caught in further

- gridlock and no decision will be made for the sake of San Diegans and the earth. The time to act is now, the repaving project is an opportunity that we should not forgo, option d for the win, thank you.
- James, I've commuted by bike car etc. throughout Balboa Park including Park Boulevard and I can tell you that the bicycle infrastructure we have now is amazing compared to when I was younger in the 80s. It is fantastically adequate and is very underused and building bike lanes and I am a cyclist. Building bike lanes does not and will not lead to a rise in bike commuting and I can say that by seeing multiple empty bike lanes which people run walk in ride scooters etc. The roads are not unsafe we've got a bike lane or being put in or currently in Florida canyon right next to Park Boulevard. We've got a bike lane on the other side sixth and fifth avenue which took years to put in beautiful brand new and empty the bike lanes in downtown San Diego which took up an enormous amount of parking are also empty so it's like it's a canard it's a false statement that we don't have bike infrastructure. Many people are not fit, they're not interested in bike riding it's too far we have a very hilly city as we all know.

Committee Comment:

- Mr. Blackson, this is short term, because of the opportunity to do something with the stormwater with the water main update. It's a temporary way to test something for a while and just because this is not long term this is intended to be something that's tested. I love that number one, too many people seem to think that equality means everybody driving and that's not equality. If you're young, if you're a child or if you're elderly, you don't drive that's not equitable. Only people that need to drive are people that are left greater than five miles away the people within three to five miles can take a bus and the people that within one mile should be able to walk and ride their bikes, so having safe access for people that live within one mile, North Park, Uptown, Downtown. These people should have the ability to safely ride and take the bus in. People that are a little farther beyond should be able to take the bus safely and quickly and efficiently in, people that are beyond five miles should be able to drive in. Everybody doing one size fits all means everybody has to park and therefore we have to mow down all of balboa park to make up parking to be it there. It's ridiculous to hear the inspiration point has 1 300 spaces right across the street from the World Beat Center the World Beat Center has a direct access for offloading and loading. This is the same argument that was made for the Plaza De Panama and Peter Cominsky you know better than this and I don't want to hear it again and I'm willing to fight for this every time. Option D is obviously the best option because it brings safety for people that are riding a bike it brings convenience for people that are taking a bus and it makes less people driving to park. I'm not happy with the 40 miles per hour zone, 40 miles per hour means 80 percent of the people hit by a car at 40 miles per hour die and we heard from a person whose husband died from being hit by a car at that speed. We need to get down to 20 miles per hour which is 5 percent or 30 miles per hour which is 40 of the people die are we okay with parking versus people who die on the streets and we shouldn't be okay with that. I didn't also like the c and d graphic with the street mix, where there was a picture of a of a building with frontage onto Park Avenue. There is no buildings that front onto Park Avenue and this leads to the point that there is plenty of right-of-way on park avenue because on both sides of park avenue is public. It's public space in a public right-of-way. If we prioritize people and we prioritize accessibility for everybody meaning people that don't drive beyond less than five miles. Then we need to be able to make the space for them. The issue is this is temporary as I said and the median is the problem separating and segregating people to the edge of the of the right-of-way and putting the bus and the bikes and the pedestrians and

the parking all on the edges because there's some sort of beautiful median in here is wrong especially when we have class 4 bikeways north and south of Balboa Park and a really bad suburban bikeway through the middle of Balboa Park where a lot of people understand and as do I and my wife, that we do not want to ride our bicycles in a shero on Park Boulevard. We have to be smarter than this and the last thing I'm just going to say is that option d is the best option and thank you very much.

- Ms. Cheatom, I think that again you must know the park is regional and I grew up in this town I've been here all my life and a lot of people don't live in the north park area and around hillcrest and bankers hills and you got the other community that don't have transportation. I want to thank you for continuing this conversation, but I want to repeat again the conversation could have happened at an early stage especially with these organizations that was most affected. To many times the community's needs are assumed or only addressed the needs of a few or many of these decisions end up affecting the communities. We need additional crosswalks to accommodate us during the programming and jay walking is a problem. I think we need to rethink this out, so we have it's a long-term solution. The City said there once we put these these lanes in there's no turning back and, we need a current study of traffic and mobility because the traffic on Park Boulevard south bound is already bad. One lane will create a bigger traffic problem so I support the option that is fair or just and Vicky Estrada who knows the park more than anybody here and she had the best solution to this and I just want to say that it, feels it, we're here at this park, you're coming and you're riding your bike and then you go home. We're here late at night, we have events and those events have a lot of people and we both have to share those parking lots and the streets. It seems like those the parking lot we have a lot of parking we don't and also I think we know as a people as a community we need a compromise, we need to look into the communities and put us in your heart and really study this, it has not been done. We have enough division going on right now on this planet, so talk to us, the City should talk to us and see our needs. Just because you come to the World Beat Center or Central Cultural De La Raza you see parking but what happens at night with our programming or what happens during the day, so, this should be studied. I want to thank everyone for considering to again talking to these organizations and I'm trying to find a solution, thank you.
- Ms. Vierra, I'm the Deputy Chief of Staff to Council Member Stephen Whitburn in district 3 and over the last few weeks the council member and our team have heard from many community members and organizations and with this redesign we really feel there needs to be a balance. It is important that we improve and incentivize alternate modes of transportation and that we make Balboa Park safer for bicyclists, in addition to that we also must remember and recognize that Balboa Park is a park, both for our local communities in district 3, but also for the region as a whole. Particularly, on weekends we do see the parking at Balboa Park completely fill up, cars circling, traffic, and so we do want to make sure that Balboa Park remains accessible for folks that do travel from greater distances especially from our communities of concern for whom biking and taking public transit to the park are just not as feasible right now. I do want to thank all the work our City staff put into these plans and providing us with several options to consider including the new alternative c-d we do need to take a balanced approach and it seems like the new alternative strives for that balance. We would also like to see a commitment from the City to look at ways that we can replace any parking lost here when we move forward with re-striping nearby parking lots within the park and I also want to thank all of our community members who have taken the time to share their thoughts both tonight and over the past few weeks. This community engagement is critical to ensuring that we move forward with

- the plan that will best serve the needs of our communities, so we look forward to discussing this further and thank so much.
- Ms. Chase, we're being asked the best way to improve what's a constrained right-of-way on park boulevard right now and the goal is to improve safety for bicyclists, and I appreciate that the mayor's office is bringing this forward. I think if we were doing a planning exercise on the best way to improve park boulevard generally we would be adding improvements for cyclists is also better improvements for pedestrians wayfinding a lot of the signage opportunities we've talked about previously but we're really limited to what we will see in the water sewer group job repaving right now and I want to thank the mayor's team Everett and Steve, Randy I don't think was able to make it tonight for bringing forward the new alternative c-d. I will share that one of my biggest concerns initially when we saw the proposal previously was the lack of direct parking outside of World Beat and Central Cultural. I think that was a significant problem that many of the committee members were going to have. I also appreciate all the public commenters and definitely understand the need for investments in protected bike lanes but want to stress the need to consider all park users. I've lived in the neighborhood, I've walked to the park I continue to walk to the park, my mom lives by the park but I also have a new baby and I need to drive to the park and I need to park at the park. We need to understand that there are lots of other ways and people are coming to the park and we're lacking one of the biggest and most important conversations right now which is, how are we improving transit to the park, as many of you know I'd wanted to have a much better mobility conversation prior to having any project conversation because there are so many components that we're not addressing tonight. I do think that the new proposal c-d does thread the needle with limiting the parking loss. The need for access to our institutions and the improvements to the right-of-way but we're still definitely talking about low-hanging fruit. I would like to ask the mayor's office and city staff that we still prioritize the conversation about the ability in the park that is one of the items in the framework for the future that I worked on in Council Member Ward's office that I know is underway. I really think that needs to continue to be a priority and I'd like this committee to be an avenue for those conversations. There's a couple of items I would like staff to address and I'm not sure if Steve or Everett is the right person but from my experience when we did the palisades project, we did look at restriping and maximizing efficiencies in the lots in the park, while there aren't significant lots and adjacent to Park Boulevard I would like a commitment from staff that before you come back you will look at any restriping in lots that have not been restriped recently to see if there's any way we can decrease the net loss of parking. I'd appreciate it I'm going to be important information before we make a decision um and also just knowing the kind of status and the long-standing need for those parking lots to have some resurfacing generally it would be nice if we could see an improvement there before this project or as part of this project tangentially. Additionally, while I understand there's a desire for like a longer kind of a more comprehensive traffic study and that's probably we don't want to get in front of the timeline because of the water sewer group job is there any ability to be a little bit more creative and maybe do like a pop-up 10-day shutdown of the lane and see what that looks like and just to give our institutions a little bit more comfort in understanding the impact of the lane closure I think Cody and Council Member Whitburn's office references too we are talking about kind of a significant unknown and egress and ingress to the park so is there kind of a middle ground you don't have to answer now but something to think about before you come back at the next meeting that we could maybe do that would be a faster kind of quick build type shut down for a short period of time.

- Mr. Marsh, to meet our climate action and vision zero goals public transit active transportation and micro mobility needs to be prioritized for private car use. I strongly believe that making park boulevard a dedicated multi-mobile corridor without parking would be a boom to the park and not a drag like many people fear, there are other considerations, everyone wants the World Beat and Cultural Center and the Central Cultural De La Raza to succeed and to continue in the park and their success also has to be prioritized and obviously I prefer vision D because that fits with my values for a better cleaner easily transitable City but in the short term which what this project is essentially. I think that there is space to keep that access that they are accustomed to while also meeting a lot of our other goals option c indeed does that. We don't have to keep parking down the entire length of park boulevard, we can have a dedicated bus lane on the northern section it's about 500 feet from the two cultural institutions to their parking lot. Any parking beyond a similar distance is no different than walking to the parking lot and having that stretch past the Zoo and down past the core towards those two institutions a dedicated bus lane will improve transit. Which goes to help people in the community the kids going to school, people going to college, people going to work. I think that as a compromise c-d, doesn't have to exclude some southbound rapid bus access. There will be a bottleneck, but you'll be able to preserve immediate access to those institutions. I'm also curious on the northbound side where we have a dedicated bus line only, which is how I read the presentation, how would you handle rider access to buses? Would there be bus boarding, or would the buses be pulling over the bike lane? I'm really interested in the youth opportunity pass and how ridership has increased on buses now that youth can ride for free. I'd be interested in hearing how that is being incorporated into the park and how that's being considered here. I think that giving people the opportunity to get into the park by bus for free is a huge win, I think that in all the comments I heard tonight, there's been very little discussion about what an asset having a more accessible park is for people that don't have cars and are coming from City Heights along the 215 rapid busway. I realize that there are existing needs but the answer to those needs, is improving access to the parking lot across the street, which isn't on the table at the moment. I'd also like to know if that's something that we can prioritize to perhaps address that problem and then you would have a rapid bus route downtown, dedicated crosswalk, raised crossing, specialized lights, so, that people feel safe coming from the parking lot to those institutions, safer than just a crosswalk. Thanks everyone for commenting, I really enjoy listening to all the good comments. I do have one more suggestion I want to get on the table and that is the idea of a dedicated bus lane on the southbound side with timed parking near the Cultural Institutions on the south end, so, that during peak hours in the morning the bus can get through and during events the bus will still be able to get through and not exclude people. Then you can have hours like they do in L.A. and many other cities where you can't park there, and the bus has priority. Then you can leave the rest of the road dedicated bus lane but then you can give them that that access that they need and have the best of both worlds. really just a suggestion.
- Mr. Parzen, I too really appreciate these workshops; I think that it gives the opportunity for a lot of different voices to be heard and creative solutions to emerge. I think we've heard some tonight as we did in the last workshop. I also really appreciate the City's efforts to really listen in the workshops and develop an alternative that tries to address some of the concerns that were raised particularly relative to parking for Central Cultural and World Beat. In listening to the wide variety of perspectives around the room it's really clear that there are reasonable arguments on both sides of the issue. People who feel very passionate about their position but support them with reason. I think this really underscores just how complicated the issue is. We have a wide variety of stakeholders trying to address

- a wide variety of issues and again we see that when something happens in one part of the park it doesn't happen in isolation that it always happens relative to the larger ecosystem of the park and while you may be solving problems in one area it's creating other problems in others. I think really points to the challenge that we all have; these projects tend to be very piecemeal and opportunistic rather than sort of thinking in exosystemic ways. It sounds to me like this is likely going to happen and there may be ways to sort of mitigate some of the negative impacts, along with the many positive things that will arise out of the re-stripping, this is something that sort of happens again and again. I think it really comes down to not thinking in comprehensive exosystemic ways and would really encourage the City. In the event that this does go forward with the mitigations already discussed. That it is really thought of as a as an interim phase one of a multi-phase sort of plan where the impacts on other aspects of the system are really have a chance to sort of air out and be articulated and be studied and the impact on traffic and the impact on safety. The impact on Central Cultural and World Beat, all sorts of things are really thought about in a more comprehensive way. There were some very creative solutions that came out of this workshop and then the past workshop. Relative to the median and ultimately trying to see if there's a way of narrowing that median in the long term. There were creative solutions regarding bringing the bike path through the green areas of the park in ways that that actually would be far more ideal, than sort of this piecemeal solution, so, if this is in fact an interim, short-term solution let's set it up for success relative to a longer term. Playing the long game, what are the phases that this will lead into? What can we learn from this kind of thing? So that we can come up with a solution if not sooner than later, thank you.
- Mr. Eddy, I know that parking is important to Central Cultural and World Beat. However, the parking that was there to begin with was not reserved parking, so, only some percentage that perhaps depending on the time of day is really utilized for those institutions. We're really not talking about 300 cars or 100 cars that are serving those institutions, we're talking about a percentage of those. I favor alternative d, I don't favor alternative d as an ultimate solution. I look at it as an opportunistic placeholder and it moves us in the right direction. There's no doubt that we have to have a comprehensive mobility plan for the park, which would include all the details that need to be analyzed in order to come up with something better, maybe it starts with a simple turnout for loading and unloading near the institutions that are most affected. For the shuttle or for offloading 450-pound drums that wouldn't be horribly expensive to create a turnout and a loading zone as opposed to any other alternatives. Eventually, we should have a separated bike lane and all those things are possible. They're just not in the budget right now, so, we need to come up with a great plan. The striping is going to happen and it's going to start in September and it's going to be done by the end of the year. It's great to jump in with both feet and I think alternative d is the best approach to that.

INFORMATION ITEMS

501. Street Vending Regulations and Enforcement Implementation, Presenter: Michael Ruiz, Chief Park Ranger, Parks & Recreation Department, City of San Diego

Public Comment Web Form:

- Tina Marie Culp Barton, I was at Balboa Park yesterday with out of town guests. What I saw yesterday was abhorrent and embarrassing. The vendors should not be allowed inside our Jewel of a park. I was born and raised in San Diego, and I

- almost cried when I saw the vendors. We could not see the water fountain! It was blocked by cheap made in China trinket tents and cheap tourist food (New York hotdogs!) The beauty of Balboa Park is gone. Please ban these vendors from our park.
- Donna McLoughlin, The State of California permits a total ban on Vendor Activities in public parks to preserve public use and enjoyment of Dedicated Park Lands and to preserve views, pleasure, and the history of structures, gardens, and design elements. The proposed City Vendor Ordinance calls for a greater degree of protection during the three summer months than during the other 9 months. Why not create an enterprise zone Not in one of our public parks - You are creating a "fishing in a barrel opportunity" for those who have no investment in the community. This is totally unfair for businesses that pay taxes, rent, fees to own a business in the area. Balboa Park is the "Jewel of San Diego ". It is the most visited tourist destination in the County other than all beach areas combined - why are people being allowed to commercial benefit from the location? This is a really poor decision for all San Diegans. Please stop the commercialization of our most treasured resource.
 - Sandra Brillhart, the proliferation of vendors in Balboa Park has transformed a beautiful public space into an unattractive, unsanitary, and unpleasant environment. It is not enough to ban them for only three months, as residents use the park year-round. The vendors obstruct beautiful views, blare loud music, and compete with the lovely gift shops and eating facilities located within the park; not to mention the enforcement costs. Balboa Park is a jewel but looks more like cheap costume jewelry now. Please put an end to it.
 - Vi Mooberry, I have been a regular visitor to Balboa Park since moving to the area in 1982. I have visited museums, walked the paths, attended plays, music at the Organ Pavilion , dined at The Prado, The Japanese Garden, and Panama 66 and I have loved every moment spent in the beautiful, tranquil areas, however, I will not be participating in any of the aforementioned again due to the Sidewalk Vendors who have taken hostage our beautiful Balboa Park. The tents, foods, clothing, and trinkets are all fine for a swap meet location, but not for a park that serves as a refuge to so many patrons in our county. There is a State Law that would permit a total ban of these Vendor Activities in public parks to preserve public us and enjoyment of Dedicated Park Land, and to preserve views, pleasure and the history of structures, gardens, and design elements. That law needs to be adopted on a year-round total prohibition to preserve views, pleasure, and the history of our sweet park lands. I strongly urge you to utilize this law so that we the residents, taxpayers, and voters can resume our love affair with our Park!
 - David Lundin, 1. State Law permits a total ban on Vendor Activities in public parks to preserve public use and enjoyment of Dedicated Park Lands, to preserve views, pleasure and the history of structures, gardens and design elements. Please support such a year- round total prohibition. 2. The Vendor Ordinance calls for greater protection during three summer months, and probable Vender Anarchy during the remaining 9 months. Why are tourists entitled to a better visitor experience than residents, taxpayers and voters? 3. The draft City Budget for FY 2022-2023 includes 2.3 million dollars for impounding and storage of illegal Vendor property, 1.3 million dollars for ordinance enforcement and \$547,000 for related Development Services costs. No additional funding is shown for increased maintenance, sanitation and trash costs, police services, and other needs resulting from continued Vendor Anarchy. This is a MINIMUM of \$4,047,000 that could otherwise be used for much- needed capital maintenance and improvements in our Park.
 - Elaine M Regan, we live in downtown SD and have visited Balboa Park frequently for the past 20 years. Until fairly recently, we always enjoyed our visits (which included hiking, plays at the Old Globe, visits to museums, picnics, people

watching, taking photographs, etc). Lately, our joy has been replaced by disappointment, disbelief, and distress at the excessive (and constant) number of vendors filling the public areas. The resulting cluttered and stressful "swap meet" atmosphere has replaced the tables, chairs, and colorful umbrellas where visitors could relax and enjoy the park. Additionally, in many areas of the park, the presence of these vendors makes it difficult, if not impossible, to take photos of the historic buildings and walkways contained in the park. We are so upset about this that we no longer visit the park except for events at The Old Globe or the Automotive Museum - and no longer recommend it to our visitors. I understand an ordinance is being proposed to "protect" the park from such widespread vendor use during the summer months, but I request much stricter limits (as in former days) be placed on vendors year-round so residents and tourists may, once again, enjoy our Crown Jewel! Thank you.

Public Comment:

- Paul Krueger, I'm not going to belabor my opinion about the disgraceful conditions in the park due to the vending. I think that the those who wrote in said it better than I could but my frustration and I'm hoping someone can answer this is today. I reviewed the ordinance approved by the City council on May 20th or 21st and that ordinance says that this summer ban and the year-round ban on certain areas will take effect on June 1st of this year and that's the day we were given and then within the last two weeks for some reason that day became June 17th and now today I read in the Voice of San Diego and I believe I heard from the ranger and thank you for the presentation that the date is June 22nd but that it actually will not be enforced on June 22nd that that'll begin the beginning of an educational campaign, so could someone please explain to me how and why the enforcement deadline for the ordinance has continued to be delayed.
- Judy Swinket, I would like to endorse what Paul Kruger just said and the others of course but I also have some questions based on the rangers presentation the map showed dark red where all would be prohibited from the Cabrillo Bridge east to Park Boulevard and down from the 1915 Historic Court down to the Pan American Plaza area the Palisades, so why are we even talking about a summer moratorium it seems to me that that entire area is high traffic. All of the vendors that are in there are unreasonably interfering with the scenic and natural character of the park as the ordinance says or the state law says and it seems to me that the City Council could just flat ban any vendors from those areas and I think that needs to be done.
- Chuck Kaminski, thank you for the presentation, I am in concurrence with Judy Swink's comments the map is not very clear to me, same comment the dark red zone implies that there's no three-month moratorium in the historic core, that needs to be clarified. The education and enforcement it's not clear how long that will last. How long will the education last for and when will enforcement begin? I think there needs to be start and end dates to that and just to repeat the red zone is a national trust designated historic site, so I would consider it all a monument and if you need enforcement no vending near monuments, well, the entire core is a monument. Also, I think the board should look at activity zones cultural activity educational etc. for vending other than this. Thank you.
- Nick, I very much concur with the other speakers today and I urge the committee to do two things. One, the educational period should be carried out before the ordinance goes into effect and the ordinance should be enforced when the ordinance is in effect there's no reason to wait until June 22nd to embark on a so-called educational campaign for some undetermined amount of time. Second, it is all about enforcement and there are several you know there are many issues associated with the park where rules, regulations and ordinances are not enforced

- and I urge the committee to obtain additional resources from the City to enforce the existing ordinances and the vending ordinance that will go into effect. Thank you.
- Ashanti Davis, I would like to speak actually in favor of the vendors. I definitely understand the frustrations of previous speakers about kind of how the vending makes the park feel, but as a member of the current cultural advisory board for the cultural district and a staff member who works in Balboa Park. I think it would be a huge benefit to the park to identify an area in the park where there can be vending of this nature because we do host events such as December Nights and the Earth Fair and other events in the park where vending happens and invites people to come there, so, I think acknowledging a space in Balboa Park where there can be a specifically designated vending so that these individuals can still continue to make a living and to build businesses and small businesses and kind of support our economy. I think would be very important.
 - D Black, the question was a gentleman spoke a couple of minutes ago and his final comment was, why are we having all the delays and that's pretty much my sentiment.

Committee Comment:

- Mr. Blackson, thank you for being patient with me. I too understand this is a byproduct of Covid, this is us trying to incubate businesses and there are people that do support what's happening here and there are people who appreciate what's happening here and it is new and different and so I appreciate also Michael Ruiz's presentation, I would like to ask, is there going to be a master plan for where these happen? John Nolan's original plan for San Diego in 1907 at set a place for everything with everything in his place. A ban is not exactly the right way to do this because banning things means that we will go back to status quo and I think that there is some value to what we're seeing here is just that it was unregulated, unplanned and now we have the opportunity to plan it and I would hope that Michael who has a lot of experience with special events can help put together a master plan for this so that we have a coordinated regulatory response to the vision that the state's provided of allowing for businesses to incubate and grow even in public spaces. Thank you.
- Mr. Parzen, I agree with what Howard was saying and really appreciate the effort that the city has put into sort of working with this law that coming from the state that seems to have the purpose to really create spaces for small businesses to thrive. You know in the midst and sort of coming out of Covid and I think it's a really difficult balance that you folks are trying to achieve here, and I appreciate the efforts. Michael you in particular, so thank you for that I especially appreciate the effort to educate small business owners in how to comply and kind of get their ducks in a row in ways that are good for them and also good for these public spaces and I really was thinking along the same lines of what Ashanti raised earlier relative to whether the City has considered could there be some sort of an enterprise entrepreneurial zone. Where there's a structure in place and instead of it being so haphazard there's sort of an approach where people really have a safe space to sell their wares, it's contained, people know where to go. There's sort of a rhyme to the reason and I'm looking at some of the regulations and noting that for example vendors aren't supposed to be more than or less than 50 feet. I think it was apart from each other, I wonder if some of these regulations could be rethought to create a place where people could go and it would accomplish a lot of the objectives and also address a lot of the concerns and complaints that that folks are raising. I had another question also Michael and that was along the lines of enforcement, in particular, is there a sort of period so to somebody who is in violation, either because they don't have a permit or they have a permit and

- they're violating the regulations. My understanding is that at that point they get referred to a non-profit that can help educate them as to how to best be in compliance, are they at that point required to stop altogether until they've sort of cured or are they allowed to continue to operate during the sort of educational processing period. Thank you.
- Mr. Marsh, thanks for coming and presenting that and nice to see you here on the screen Mr. Ruiz. I just wanted to add a couple thoughts I had on this. I visited the park a lot while the vendors were out and I've heard people's opinions good and bad about it personally, I think that despite the kind of chaos that they created that there is definitely value and what vendors bring to the park and my feeling was that, it was a lack of programming that really failed their participation and the experience of people visiting the park and that with a little more thought into where and how they're allowed to do business and interact with visitors and institutions, that they could be a real asset, you know there are places in the park that could use additional attraction and I feel that there is kind of a culture of crafts and performance and art that exists in the park that many of these vendors bring to the table on a different level. So, I hope to see some developments on, perhaps a program that would allow them to add to the park in a way as opposed to just kind of be a bit of a nuisance for many visitors. Thanks.
 - Ms. Cheatom, you know Covid really put a lot of people out of work and so we could really expect a lot coming in these years, but I love the educational piece. Thank you, Mike, I love your presentation and thank you for all your hard work because these people are learning about the health department, they didn't know that they had to get a permit. We're putting these people into business and that's good, they're not begging in the streets they're not trying to be little entrepreneurs. Some vendors like in Barrio Logan and around they've gotten their own business they did their little pop-ups and they're gone into a building. They've got their own buildings so; I like the sidewalk vending guide and I like it that especially my people can know about having their own business. I had a business when I was in my twenties and I learned about it, I got a small business loan and then I had my own restaurant so this is really good, so, again Michael, thank you very much.
 - Mr. Eddy, I just want to support the idea that there should be an area designated for this. I personally believe that the vendors themselves would be more successful if there was an area that was established as a farmer's market of sorts. Think about Little Italy and crowds that are there, they would actually draw their own crowd instead of being sort of an ancillary happenstance that people encounter when they go to Balboa Park and we all know that retail malls and that sort of thing they feed off of one another. If you go to Little Italy during their farmers market it's buzzing with people so if we had a place for them to congregate they would be more successful it would be a draw and people could go there and then they might spend the day in the park rather than going to the park and encountering something that they weren't going to, it makes good retail sense, it makes good sense for drawing more people to the park. I just think that a critical mass of these vendors will be far more successful.

SUB-COMMITTEE REPORTS – None

COMMITTEE MEMBERS REPORTS – None

ADJOURNMENT

Notice of Next Balboa Park Meeting: July 21, 2022
6:00 P.M.
Virtual Meeting

Respectfully submitted,

Victor Nava
District Manager