### PALM AVENUE REVITALIZATION PLAN COMMUNITY WORKSHOP #2 – SUMMARY OF INPUT

#### <u>Overview</u>

Community Workshop #2 was held October 28, 2015 at the American Legion Imperial Beach Post 820. The workshop provided community members with an update on project progress and an opportunity to share feedback on the conceptual design alternatives that were developed based on previous community outreach. The public input collected at Community Workshop #2 will be used in the selection of a preferred roadway design for Palm Avenue. As detailed below, Concept C: Raised Cycle Track emerged as the community preferred alternative through a series of workshop exercises.

The workshop began with a PowerPoint presentation reviewing the work completed to date and a summary of the community input collected during Community Workshop #1 and through project surveys. The remainder of the presentation and workshop activities were designed to collect input on the following three project components:



- Operational Improvements These include smaller scale and short term mobility enhancements as suggested by the community. Examples include high visibility crosswalks, ADA curb ramp improvements, improved signal synchronization, and reconfiguration of the westbound Palm Avenue/southbound I-5 on-ramp. These improvements have potential to be implemented regardless of which concept design alternative is selected.
- Urban Design Framework This encompasses a long-term vision for the entire corridor that details site-specific improvements, based upon previous community feedback. Examples include potential locations for public parks or plazas, intersections to focus as pedestrian priority areas, bicycle/pedestrian signage, bicycle parking, and signal improvements. Figure 1 displays the Urban Design Framework presented during the workshop.
- Conceptual Street Design Alternatives Three conceptual roadway/street design alternatives were developed based upon previous community feedback. The alternatives identify complete streets concepts for integrating pedestrian, bicycle, and mobility improvements, and urban design features such as landscaping, lighting, and other streetscape improvements. The alternatives were presented as long-term visions for future corridor projects. Figures 2 through 4 display conceptual cross-sections for each of the three conceptual design alternatives.

Figure 1: Urban Design Framework

# 2. Urban Design Framework

A. Based upon feedback receivedB. Locates specific improvementsC. Long-term vision for entire corridor



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Figure 2: Concept A

# Concept A: Frontage Road



Parking, and slower traffic along frontage road may benefit businesses

- Bus loading from median is not ideal for pedestrians
- Bus loading along frontage road is not ideal for traffic

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Figure 3: Concept B

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# Concept B: Lane Re-purpose



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Figure 4: Concept C

# Concept C: Raised Cycle Track



- Reduces crossing distance for pedestrians
- Raised off-street cycle track is easier for less experienced cyclists to use
- Includes expanded pedestrian-realm
- Includes more area for landscaping and street furniture between ped/bike area and traffic

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#### Summary of Input

Following the informational presentation, small groups were formed to provide feedback on each of the project components described above. Participants were also given a comment card, which included questions prompting input on each of the components. Twelve workshop participants submitted responses to the handout. The questions and responses collected are provided in the following pages. It should be noted that the data collected in these handouts reflect that opinions of the workshop participants, and are not considered a representative sample of the community at large.

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#### Question #1: Provide feedback on suggested operational improvements identified for Palm Avenue. Are there any other operational improvements that we should consider?

"Add islands for slower people. Make all ADA curb ramps at crossing yellow. Higher fence on Palm and plant cactus to stop jaywalkers. Over/underpass at Saturn – east/west. Southbound off-ramp directly into Saturn shopping center. Yellow ramps – gray is not enough contrast. Larger turn queues – traffic backs up into main lines. No frontage road – kills capacity and drive time to I-5. No bikes on Palm, use Elm Street. Add express lane onto Saturn off of I-5."

"Designate a pedestrian timed crossing at Palm Avenue and Saturn. We would like Palm to be left alone as it is. Work on 2 right-turn lanes from I-5 off-ramp onto Palm onto Saturn to turn into Southland Plaza."

"Wider lanes! Narrow planters, trees on sidewalks not streets."

"Reducing plant curb extensions to keep traffic lanes wide."

"Access to driveways for cars should ensure that drivers have sight distance to ensure that speeds are slow up to entry through driveway to keep bicycle riders and pedestrians safe. Bike traffic lights timed with transit and pedestrian access."

#### Question #2: Rank each of the conceptual design alternatives.

Question #2 asked participants to rate each of the conceptual design alternatives based on how they might influence a variety of categories, including walkability, bikeability, transit access, vehicle capacity, placemaking opportunities, on-street parking, and private investments opportunities. The input is presented in the following three tables, indicating the number of votes each category received for each rating, as well as the average rating received for the category. The results presented only reflect the input collected from workshop participants who completed comment cards and is not intended to be statistically significant or represent the opinions of the entire community.

	Best 1	2	3	4	Worst 5	Average
Walkability	1	3		1	3	3
Bikeability			3	3	3	4
Transit Access			3	1	4	4
Vehicle Capacity	1		1	2	5	4
Placemaking Opportunities	1	2	2	2	2	3
On-street Parking	2	3	2	1	1	3
Private Investment Opportunities		1	4	1	3	4

#### Concept A Results

#### Concept B Results

	Best 1	2	3	4	Worst 5	Average
Walkability	3	2	4			2
Bikeability		5	2	2		3
Transit Access		1	1	5	2	4
Vehicle Capacity		1	2	2	4	4
Placemaking Opportunities	1	3	2	2		3
On-street Parking	2		4	1	2	3
Private Investment Opportunities	1	1	4	1	1	3

#### Concept C Results

	Best 1	2	3	4	Worst 5	Average
Walkability	9	1				1
Bikeability	8	2				1
Transit Access	8	1		1		1
Vehicle Capacity	8	1	1			1
Placemaking Opportunities	4	4	1	1		2
On-street Parking	6	3	1			2
Private Investment Opportunities	5	2	2			2

As shown in the tables above, Concept C received the highest average rating for each category. Concept A and Concept B received similar results, with Concept B receiving higher average ratings in the walkability, bikeability, and private investment categories.

## Question #3: Overall, which conceptual design alternative do you think is best for Palm Avenue and why?

"Concept C is preferable due to the high traffic coming from the military in Coronado. Minimizing lanes would divert traffic to Coronado Ave (Imperial Beach Blvd) which already has high volumes of traffic and most local schools are on this street."

"Concept C due to the ability to still have six lanes of traffic."

*"C – traffic flow is maintained."* 

"C = less loss of traffic flow."

"Concept C! And make sure you keep the continuity with IB's plan – thanks!"

"Concept C"

"C – vehicular ingress and egress"

"Concept C is the best as it addresses community concerns to slow down drivers, ensure pedestrian disabled, bicycle rider, and driver safety. The beautification elements ensure not just placemaking opportunities along with Economic Development opportunities to better improve the area to be a source of pride and joy."

"Concept C. Way too many cars to reduce lanes. Military adding additional facility in the future (5,000 more cars)."

## Question #4: Do you have any other thoughts, suggestions, or ideas about the conceptual design alternatives?

"I do but I will email the City."

"Larger queue lanes. Palm and Saturn overpass/underpass. Fix lights. Keep bikes out of car lanes."

"Continental crosswalks are great! Corner bulbs are bad."

*"Keep continuity with Imperial Beach section of improvement."* 

"With limited dollars and a state and regional focus to ensure public safety and access to jobs, homes, and community resources, protected bike lanes on Concept C are the best option for all road users and this solution will enable more people to ride and walk safety which will reduce vehicle traffic, vehicle noise, and community stress. This can be a model in the region and a source of pride. The goal should be to not only accommodate existing riders, but accommodate and welcome new riders. This would also increase pedestrian safety. Please add more trolley cars so that more people can ride to trolley." "Really need to add turn lane at Saturn intersection. Doesn't help the mall only – helps the community. Wal-Mart came in without having to do EIR."

#### Additional Comments:

The following notes and comments were recorded throughout the workshop. The notes are separated into four categories, Alternative A, Alternative B, Alternative C, and General Comments.

#### Alternative A

The graphic below provides and illustration of the input provided by participants on Alternative A.



- Sharrow lane is too small...concern that 11' is not enough for a travel lane that is being shared with a bike lane.
- Concern that this needs to be assessed through a traffic model, may be a non-starter due to traffic impacts.
- IB modeled their frontage road off of a San Francisco street...one participant said she visited the street and saw that it can successfully handle a very high volume of traffic.
- Concern that the Navy is adding traffic
  - Concern that between busses and Navy this concept won't be able to handle traffic.
  - Suggestions that local busses be rerouted to Elm so they don't "stop" traffic. Maybe only express busses go along Palm in the central travel lanes.
- Stressed concern regarding narrowing of lanes, because of the large vehicles generated by the Navy, given the largest vehicles are not allowed to use the Coronado Bridge and must use Palm Avenue for regional access.
- Some attendees liked the idea of bikes and vehicles sharing the frontage road lanes, some did not.

- One attendee that identified himself as an avid biker like this alternative the most.
- Discussion regarding the inability for cars to make right turns at Palm/Saturn even on green lights, because of pedestrian volumes and how a leading pedestrian phase could help.
- One attendee thought that grade separation should start further west on Palm Avenue to separate freeway traffic and through traffic before the intersection at Saturn Boulevard.
- One attendee thought there should be dual westbound right turn lanes at Palm/Saturn.
- There was a discussion that some other access points to the shopping center are needed and that the problem has gotten worse since Walmart went in.
- Narrowing lanes to 11' may be difficult due to Navy equipment and trucks (oversized vehicles).
- Support reduction of median instead of reducing traffic lanes.
- Navy complex.
- Concern for increased queuing and long waits.
- Other ways to improve ped/business environment without frontage road.
- Concern with opportunities to reduce traffic.
- In / out access with frontage road.
- Supports improvement of ped environment  $13^{th} 16^{th.}$
- Reduce Blvd planters.
- Not supportive about Alt A.
- Ped width good.
- Bus stop pull-ins with pads (into parking lane).
- Careful consideration of merging into/out of frontage road.
- Put landscaping where peds are for shading.
- Alt A may slow down transit service.
- Motion detectors for crosswalks.
- Update signal phasing equipment.
- East to Saturn on 16<sup>th</sup>, the cross gutters are very deep.
- Undergrounding utilities.
- IB's frontage road 7<sup>th</sup> to 9<sup>th</sup> and gap to 13<sup>th</sup> should be consistent.



Alternative B

The graphic below provides and illustration of the input provided by participants on Alternative B.



- More space for the public realm.
- Nice for uses on the street.
- A lot of space is given to the bicycle, not a lot of bicyclists...
- Can we flip the bike lane with the parkway?
- Seems awkward to park and cross an on-street bike lane...
- Swinging door issue due to location of parking lane.
- Conflict with pedestrians getting out of car
- There was general consensus that taking a lane of travel is not feasible and that this alternative is the least favorable.
- One attendee wanted to know how the project process started, who approved it, shared her opinion that Palm has sufficient sidewalks, we should just put some trees in, and that the project as a whole is a waste.
- Don't like reducing lanes.
- Will cause the most traffic.
- Access to Pond 20.

Alternative C

The graphic below provides and illustration of the input provided by participants on Alternative C.



- General support for Concept C. Majority of attendees classified the alternative as their favorite.
- Support for keeping 6 total through lanes.
- Maybe add some flexibility?
- General discussion about engineering and needing to model...address traffic flow, need the turn lanes, etc.
- One attendee mentioned that they did a similar treatment to Broadway in Long Beach and that it was very successful.
- One attendee mentioned that there will still be vehicle/bicyclist conflict points when vehicles enter driveways.
- Landscaping works well.
- Gutter problems and flooding issues.
- Reduce median 14' to 10'.
- Increase traffic lane from 11' to 12'.
- Don't like bulb outs bad for cyclists.
- Flexzone separate bikes and peds.
- Palm needs to be improved to better accommodate visitors' experience.
- Drop gateway concept.
- ALT C = Consensus, improves the street.
- IB needs to extend frontage road to 13<sup>th</sup> or develop concept.
- Consistency in urban design between SD and IB.
- Zipper lane on palm Avenue to accommodate directional flows.
- Succulents rather than drought resistant.
- Alternative access to the shopping center.

#### General Comments

The graphic below provides and illustration of the general comments provided by participants.



- Beautification is good, but need to solve traffic problems first.
- General discussion about needing to improve traffic flow....synchronization and operational improvements can do a lot to improve traffic flow.
- General discussion about how much space being devoted to the bicycle
  - Some participants thought it might not be used much, people will use the Bayshore Bikeway
  - Would only be used for those on short trips, or on their way to Bayshore Bikeway.
  - Some liked the idea that if there were improvements, i.e. more active uses, than people might bike, for example, to a coffee shop.
- General discussion among participants about needing a fly-over, double-decker road, pedestrian bridge, or a ramp from freeway into shopping center.
- Could we have a lane that switches sides with traffic needs?
- Need to address freeway off-ramp in near term. Issue with turning movements.
- Participants liked the crosswalk and want a turn lane at Thermal.
  - There used to be an intersections.
  - When turn lane was taken out businesses saw declines on the south side of the street....Maybe some economic benefit because it improves access.
- Need maintenance agreement regarding maintenance of high quality materials, landscape, etc.



- Concern that Caltrans will not maintain facilities.
- Need irrigation if you are going to add plants.
- Need drought tolerant landscaping. Landscaping can be used for sound deadening as well, if the right types of trees/leaf patterns are selected.
- General interest from participants in improving sense of place, adding active uses, places to go, etc. And addressing the needs of the residents.
- Coronado is a pleasure, and there I traffic. But there is a sense of place.
- Some discussion about Fort Collins as an example, state highway through center with planter medians and mid-street parking.
- Some discussion about IB's plan allows for flexibility.
- General interest from participants in seeing renderings, bird's eye or street view, to understand the concepts better.