MINUTES JUNE 29, 2017
KEARNY MESA COMMUNITY PLAN UPDATE SUBCOMMITTEE
11:30 start-- adjourned at 1:00pm
9192 TOPAZ Way
San Diego, CA 92123

CALL TO ORDER—all present except: Ping Wang, Allen Chan, Ed Quinn, Buzz Gibbs.

APPROVAL OF MINUTES—motion to approve, seconded, no corrections, all present voted to approve.

PUBLIC COMMENT—these meetings are intended for public comment. Request for public comment or written statements will be made at the beginning of the meeting in consideration of members of the public unable to stay for the entire meeting. Deference will be given to the public over subcommittee members if we are in a time crunch.

MOBILITY--- EXISITING CONDITIONS REPORT (City and ECR) PRESENTATION
Meghan Cedeno, Planning Dept.- Assistant Traffic Engineer—presented slides that were important to understanding how many people come to work and by what means (auto, bus, etc), and from what direction.

COMMENTS and QUESTIONS
Pedestrian Travel

Kate Phin -- suggested a walking/ running path along Balboa, and Kearny Villa would be a good improvement.

Mark Olsson—

1. airport perimeter land-- use this airport perimeter land as a means of creating "out of traffic" bike and walking paths, which would create a significant and central corridor across Kearny Mesa. This is a means of creating greater connectivity within Kearny Mesa. Also this should be explored as an alternate Purple Line Trolley route.
2. The Sarfan Building at 4255 Ruffin Rd is missing a sidewalk in front, and this was missing from the Aecom maps.

Brian Mulvaney-- mentioned the Spectrum and connecting it with the areas around it like the airport as Olsson mentioned. It would allow for a bike/jogging/walking path along the west side of the airport, from Aero Drive, past the airport, over Balboa, past the Spectrum to Clairemont Mesa Blvd.

John Turpit – Convoy District needs sidewalks away from speeding cars. This would invite more pedestrian traffic, because they'd feel safe. Would it be possible to take the suicide lane width, and use it to separate pedestrians from passing cars?

Demographics around Kearny Mesa

Mark Olsson

1. The data in the slide showing where people live that work in KMESA seems representative in a very qualitative way with what we see at SEESCAN.
2. SeeScan draws upon a range of very specialized skill sets on the technical side. Because KMESA is the geographic center of San Diego, being able to draw from a larger geographic area is important to us.

Bicycle Travel

Public comment from Eric Dye regarding bike lanes. Taking an auto lane on a 4 lane street, like was done in Bankers Hill, and converting it to a bike only lane is counterproductive. There are few bikes ridden on heavily trafficked streets. Traffic is made worse by eliminating a traffic lane. The "sharrow" is ok, but eliminating a traffic lane makes traffic more congested.

Bus Routes

Mike Huntoon-Solar- asked whether the existing bus routes were east/west loops. Answer-- They are not loops. With employers on the east, and restaurants on the west, it seems logical to have a loop during working hours and later where employees could enjoy the services on the west, and thus delay jumping on the freeway, thus alleviating congestion, and supporting local shops and restaurants.

John Turpit asked—has the bus system looked at the large number of residential neighborhoods, (Clairemont, Tierra Santa, Serra Mesa) one to two miles away , which were all planned in the 50's and 60's to feed workers to jobs in KMESA. Buses might get people out of their cars if they were convenient and fast—ie a bus loop, like Huntoon suggested for the shops and restaurants.

Automobile Traffic

John Turpit asked if the traffic engineer, Monique Chen, would prefer to plan for increased traffic resulting from planned increased job density over a larger geographic area, say 163 to I-15 and 52 to Aero, or parcel by parcel?
Monique answered traffic engineers would prefer to plan over a larger area. Quote-- "*At community planning level, the large study area (as opposed to a parcel level development) allows for traffic engineers and transportation planners the flexibility to look at network connectivity for all modes of transportation and to leverage modal trade-offs*."

END OF MINUTES