

Appendix A

Balboa Avenue Focus Groups October 12, 2001

On Friday, October 12, 2001, a series of focus groups were conducted at the Clairemont Community Room. Dan Burden introduced team members, explained their roles, and explained the purpose of the focus groups to each gathering. The bullet points below highlight input from participants. *Italicized comments are those of the facilitator.*

9 a.m. Key City Departments and Functions

- Transit First strategic plan is a 20 year effort to increase the role of transit in San Diego. Every transit rider is a pedestrian at some point.
- Major transit line proposed along Balboa Avenue.
- Integrate stations into the neighborhood design. The question is how to redesign Balboa Avenue to accommodate transit and integrate station. They emphasize Red car service – trolley-like service with station space every mile; priority service for high-speed service. Trolley-like service.
- On July 1 the street changed hands. The City recently started a corridor study and to determine what needs are for transit, walking bicycling. They are interested in incorporating whatever work we do into their plan.
- Draft facilities finance plan is a capital improvement list and who is going to pay for them. The lists evolved from the community plans, but they are sometimes dated.
- Balboa Avenue has many deficiencies that fall short of the funding offered by Caltrans to upgrade the infrastructure. Pedestrian access is prohibited on some sections of Balboa Avenue. Access to bus stops. Right of way limited.
- Takes two years to update a community plan. General plan is currently being updated. Community plan is the land use plan for the general plan. So this is very timely.
- Facility financing sets priorities for spending: should implement wants and needs contained in the community plan.
- Planning department did two years of outreach and walkability came up again and again. They are trying to find ways to make San Diego more walkable. You would not choose to walk here because it is not a good place to walk.
- Some difference of opinion within the Citizens Advisory Committee about the priorities

for Balboa Avenue: pedestrian overpass, speed. Concerned about how the available funding will be spent. \$800,000 available for landscaping. Wanted to bring community together to develop a vision for Balboa Avenue and a discussion of priorities.

What kinds of things do you want in the vision?

- Wants to hear from the community – do they want the traffic to slow down? Expects a consensus about addressing the pedestrian safety issues.
- City of Villages concept is a city-wide strategy is very closely tied to transit. Huge housing shortage in San Diego – short 40,000 units over the next twenty years. People wanted more pedestrian oriented community cores that were well designed and more transit. “Failed shopping center strategy” Also a goal to stay out of single family neighborhoods.
- 42 community plans; 43 community neighborhoods. They are focusing on turning shopping centers into a community center with a walkable environment.

Have you had a chance to implement any of this in the city?

- It is a draft document, but it is based on existing policy. Uptown district in Hillcrest combines residential with commercial. Best local example of a village that has been implemented in San Diego. They have an associated Action Plan. They don’t have a lot of money, but they need strategy. This goes to City Council in March 2002.
- There is a lot of pressure to implement that strategy along the Balboa Avenue corridor. The reaction to this is mixed in Clairemont. Many of the older residents are resistant to change.
- There was a vision plan for Clairemont developed through the Clairemont Town Council. Some in the community are concerned about the increased density. Some people don’t trust the city.
- There is a fear of more traffic. The City tries to use the term compact.
- Political leaders are very interested in hearing exactly what the community wants along Balboa Avenue and feel there is no real plan despite all the years of planning.

Why has the vision lagged?

- Some of it is jurisdiction. There wasn’t funding; now there is 8.1 million dollars as part of the transaction. They are eager to go to council with specific plans before the money is wasted on other things. Council could, for example, use it on maintenance. Tie the money to projects and maintenance. Would like to get something as soon as they can.
- They need cost information linked to projects: justify request to council.
- T-21 enhancement grant of \$964,000 is available for landscaping on Balboa Avenue.
- There is a plan but it did not evolve from a public process – would like to get some buy-in from the community if that is the way they want to handle landscaping on Balboa Avenue.

- The \$8 million had a list of improvements including widening for additional lanes, which Caltrans took exception to.
- Traffic engineering staff deals with operations. Transportation Planners determine street widths, etc.

Why should it be six lanes?

- In the community plan and it is based on the level of service and traffic congestion.
- It gets to a balancing. Some would say that by widening you are just encouraging through traffic. Some want it to be a commercial street.
- This weekend's input from the community will be key to how that balance is determined. We want to see what their input is. What they talk about will guide these other questions and the timing of which thing comes first.
- From a planning point of view, you have to look at a map and Balboa Avenue is a direct route between point A and B. Alternative routes are indirect.
- The land use policy in the community plan is the tool for finding the balance.
- What Balboa Avenue was in the past may not be what community members want.
- The city is at a point where we are thinking differently about how people get from point A to B.
- They are trying to match transit and land use.
- If the volumes would be reduced there would be no reason to widen. If the transit first approach works it changes predictions.

Is what is missing now going from the theory to implementation?

- For this project we need a very specific plan.
- I have seen big streets that handle large volumes of traffic that are still pedestrian friendly. We can find the balance without huge speeds. Would like to see examples of how that can be accomplished because the regional aspect of the street is not going away.

Ramon Trias talked about how the street design cannot be separated from the land use because it is the things next to the street that make an area walkable. This elicited agreement from the transportation planners, who agreed a viable pedestrian area can be created.

Ramon remarked there is no long distance driving in European cities. The wide boulevards are for stacking, not through traffic. That is a very important distinction – whether you emphasize the through traffic or you are trying to circulate within a certain point. The point is through traffic behaves different than stacking traffic.

Is Balboa Avenue pedestrian friendly?

- Crossing at Genesee Avenue is definitely not friendly.
- The zoning code was recently updated to address pedestrian issues.
- The shopping centers may have been updated during a time when there was no political will
- That is part of the point of the grant program – to look at areas like this and make them more pedestrian friendly.
- Shopping centers followed the review code. In early 90's they started moving stores forward. The parking needs still have to be met. But when you are dealing with a developer you can't always get exactly what you want.
- The best tool we can give them is very specific policy language. Don't feel compelled to stay within the current plan.
- The grant language focuses on safety. We are thinking you can't go after just safety. Do you want a comprehensive perspective viewpoint or a safety perspective. The community has higher expectation.
- No turning counts available.

10:15 Kids, Schools and San Diego Police Department

What is most important for us to incorporate into the Balboa Avenue Vision?

- Safety, especially for the children crossing at Mt. Everest Boulevard and walking along the street, is her main issue. She'd love landscaping, but puts safety first.

What are the problems that exist today?

- At Mt. Everest Boulevard the children cross to access the school. A traffic signal was installed after a little girl was killed. Several years ago the timing was changed, but there are still problems there. These are kindergarten kids.
- Second problem is the lack of sidewalks. It is just a mile, and we mostly drive them, but there are many kids there. The most beautiful part of Tecelote Canyon has no sidewalks – It should be a safe outlet for kids. Other problems are the traffic and the sun. Would like to see school crossing signs at Mt. Everest Boulevard; they won't put a flashing light. There is no warning. Has a group called Clairemont Action Committee?
- Marston parent (middle school). [Editorial note: These comments refer to Clairemont area intersection] Works on driving issues around getting kids to Holmes. When the kids were old enough to ride bicycles they took turns walking the kids across the street (informal crossing guards) at the signalized intersection of Mt. Everest Boulevard and Balboa Avenue.

- They walked with the police and they were horrified by what they saw. A year and a half ago a child walking across the street with parents was hit. Drivers coming east have no warning that there is someone in the crosswalk. You can't see them until you are at the crosswalk – the crosswalk on that side of the road is too hard to see. Move it to the other side of the intersection even though it is less convenient. There is no a crossing guard there. Drives a child to Marston because it is dangerous for children.
- Speeds are very high at this intersection. There is a need for a sidewalk along Balboa Avenue.
- Kroc Middle School. Pedestrian safety is crucial. A child was killed this summer, and although it wasn't on Balboa Avenue it raised the level of concern.

Do the children get traffic education training?

- Very limited and usually at elementary school. They had a program last year for walking. Middle school does some bicycle education.
- Things look great on the west hill side of Balboa Avenue – wonderful sidewalk and bike areas – just put that on the other side, too. It's scary – cars 55 – 60 mph. Posted at 55 mph. You end up walking on the other side of the guard rail because otherwise you would fall. There are adult joggers and bike riders. It just isn't enough room.
- From Madison High School and has been at Clairemont High School. Balboa Avenue is a dangerous street. It is being driven as a highway although it has become a community street. There are no choices for drivers.
- At Marston Middle School, they have fewer kids on bikes now, but a lot of kids walking now. But many parents won't let them walk. The parents have carpools organized and kids also use the bus. There is a lot of drop off at the gas station and Laundromat, which means the kids must still cross Balboa Avenue.

Is it safe to say all of the school traffic management plans need to be updated?

- Yes and that is true of the plans for the cluster issue. Why are kids in the Holmes area going to Marston?
- The district closed Hale Middle School and zoned some areas to attend Holmes because of the safety issues on Balboa Avenue.
- Walk a Child to School activities at Holmes Elementary last year, included police officers walking with kids. Their limited resources prevent ongoing enforcement and parents behave only when police are present. Council last week is going to look at the crossing guard program warrants. Policies and warrants for school crossing guards and patterns around schools. This is an excellent opportunity to change.

If we were to address the most important issues, are they on or off Balboa Avenue?

- 90% on Balboa Avenue. Speed, crossing, lack of warning, no sidewalks.

Where would you most like to see the improvements?

- The critical area: Balboa Avenue & Clairemont to Balboa Avenue and Mt. Abernathy Avenue
- Slow speeds
- Cross intersections
- Sidewalks
- Identified from high school to 805 – there is no other way for the kids to go other than to go to Balboa Avenue. There are kids that bypass and go up the canyon to avoid walking the dip but that is another safety problem.
- Two most dangerous intersections: Mt. Culebra Avenue and Mt. Everest Boulevard.
- Mt. Acadia which would have been the alternate walking route also has no sidewalks.
- Lindberg-Swizker Elementary on Balboa Avenue – not an issue because most of their kids come from the other side and don't have to cross. They try to discourage anyone on the other side of the street and send them to Lafayette.

What are your thoughts about overpasses?

- People don't use them because people want the shortest route.
- The one over at La Jolla Village Drive and Genesee Avenue that crosses Business Park to shopping center is widely used. It isn't safe to cross that street even in a car.
- Priority: Sidewalks are a primary issue.
- Warning lights at Mt. Everest Boulevard and Balboa Avenue.
- Some protection needed between the sidewalk and the traffic.
- One participant commented: Is there a way to make a bridge at the dip? It would be shorter and easier for those walking and bicycling. A bridge was intended so animals could also go under.
- Holmes Elementary (K-6) students need to cross Balboa Avenue. Parents feel the speeds are too fast and there is no enough time for students to cross. They are hoping for crossing improvements – maybe flashing lights to reduce speed limits. Or a bridge for students to cross over Balboa Avenue was proposed by a parent. Adult cross guard since last March. Since she has been at the school no one has been hit but there have been some near misses especially from traffic traveling east on Balboa Avenue. Beautification would also be nice. I don't know about widening – seems like more permission to go faster. They are going quite fast now. Attendance area is very large. School is located on a cul-de-sac. About 75% white with socioeconomic level. Less than 20% qualify for reduced fee lunch.

11:30 Commercial

What is the potential of Balboa Avenue?

- Second busiest intersection in County of San Diego at Genesee Avenue so it is attractive commercially. There are many, many crashes at the corner.
- $\frac{3}{4}$ commercial, $\frac{1}{4}$ residential, speeds high. It is not an intimate, shopping area with a tree lined area. It is going to be difficult to make it safer. You can beautify it with trees.

What would you do mid-block?

- Participant: Why would anyone want to cross mid-block?
- Participant: people may not honor a crosswalk on a busy highway like this.
- There is a pedestrian bridge over to La Jolla area – never see anyone use it.

Is the current set of plazas the right investment for 20 years from now? In Brea, California, they converted shopping plazas and converted them into a village right next to a twelve lane highway. They formed a court in the middle and built multi-story village. Is that far fetched for this kind of location?

- I don't know if this community would support that. Brea set up a destination place. That could work here. The busy intersection is not going to go away. It could become more intense if you could get the big name retailers to come to this area. When they built the development they wanted an attractive retailer. But they couldn't attract the tenant. You need something to attract the retailers. There are a bunch on them in the target center.
- This development is mixed use, not much retail. Mostly office.
- Overpass at Bagel Shop: if it would get used.

2:00 Clairemont-Mesa Planning Committee

What is the difference between a community and a neighborhood?

- Size. 84,000 people in this community; many neighborhoods

What is the most important thing to achieve during the weekend event?

- Important that Balboa Avenue is one of the first streets into the community. It isn't very friendly and doesn't encourage you to stop here and visit. The medians need softened. There is no way to walk between Clairemont and Culebra safely. Traffic is too fast there.
- A couple of things: make the determination if we are going to make it walkable. All the people in city departments must come to an agreement thoroughfare or walkable.
- When we got it from the state want to make sure routine maintenance is done – put the

money in for that. Critical to slow down traffic. Trying to reduce posted limited to 45 mph.

- Don't get to a situation where we have unreasonable expectations. Work within the budget and be very honest about what is doable. The road does go through canyons. Part of the discussion is how do we make sure we maintain the canyon feel and make it walkable. Really incorporate the natural topography of the community.
- Safety is a top priority for her. People do not respect pedestrians. Don't look for just restriping – do a better job of explaining why it's important to stop for pedestrians. We need to get people to care more – it's what is inside in people.
- State assemblywoman: Pilot program or funding may be a possibility. Wants to know what the community wants. Smart growth is a hot issue in Sacramento. People moving to rural areas are exacerbating traffic congestion. Wants to know exactly what the people in Clairemont want.
- The public input driving the decision making process within the parameters of the things we can really do.
- Has grandiose plans but looks out to the fifty year plan. Make it pedestrian and bicycle friendly most important issue. Balboa Avenue – Parkway... make it a greenbelt to Terrasanta, like Fletcher Parkway. Slower traffic.
- Balboa Avenue has a water drainage problem. Install cross gutters in and they will slow people down.
- Overhead monorail from old town to beach, Balboa Avenue, Kearney Mesa. Could be an end point for high rise development. Be careful about density in Clairemont. Places with higher density nearby have six lane roads.
- Urge caution on traffic circles. A lot of people don't like them. They have more appeal to people in the planning groups.
- Between the two shopping centers the pedestrian overpass as planned in the plan should be installed. Put a skateboard place at the foot of the bridge. We don't focus on places for kids and our seniors. To walk into a shopping center you have to pretend you are a car. See the overpass as a priority – use some money for the 20% match and try to get the other.
- Planning committee often votes unanimously on issues but the city overrides their decision. The only thing the city has on the agenda for Balboa Avenue is a widening, which he doesn't think is a priority.
- Overpass is in the existing plan. Don't know why the shopping centers weren't required to install it.
- Caltrans ignored pedestrian issues and walkability.
- Would like things to happen in such a way they can be incorporated into the next community plan. Develop pragmatic solutions that can be attained within a reasonable budget – the relinquishment fund. \$683,000 for Clairemont portion of Balboa Avenue for landscaping. \$8.1 million set aside to be dedicated to capital improvement and

maintenance annuity for Rosecrans and Balboa Avenue. Maybe half for construction.

What is the maintenance you are talking about?

- Repaving, potholes, landscaping maintenance.
- Used to walk a lot but Balboa Avenue has become unsafe. People shortcut through Target Center and create a dangerous situation. Safety is number one. There are places where the number of lanes are reduced that are very dangerous. No place for people to walk.
- We have none of the things than make it pretty. We were going to have landscaping along the median and instead we got funny rocks.
- Curb cuts are hodge podge and no rhyme or reason. I like bicycle areas to ride on. Some communities have bike lanes. There is a storm drain in the canyon. Is there some way to cross Balboa Avenue without going through a storm drain? Animal migration tunnel would also be useful.
- You would think they would have put a bridge there (at the bottom of the canyon). It should be looked at, then make a trade with the canyon people to get enough width for bike lanes.
- There is a lot of community ownership of the canyon. There are other pots of money that could be used, such as clean water act money. Tecolote Watershed Management Plan and others – integrate those; see where they are in conflict.
- General plan updates: strategic framework element, housing.
- A couple of years ago the zoning code was updated prior to the general plan being updated. Where we are implementing there is no vision.
- Land development code is being used to override community plans.
- We need to get the people with backyards on the street to get on board. Provide incentives for people to clean up their yards. It is dangerous even to just pick up the garbage along Balboa Avenue.
- South end where it attaches to I-5 under the railroad tunnel the walkway is about 2 feet wide on one side. Lanes are wider on one side of the street.
- From Morena Boulevard to Moraga Avenue there is no pedestrian access. There is a trolley station in that corner and the trolley people won't take responsibility for pedestrian walkways beyond their plot. They will provide a sidewalk at the edge of their property and a ramp to a bridge to the other side but they only do their footprint.
- Our community is separated from Mission Bay Park by the freeway. Some access across I-5 is needed. Clairemont Drive at the end is messed up and you can't get through. Can't ride bike to the beach from here.
- At the bottom of Tecolote Canyon at the gully going up on the north side heading west near the senior center – complete pedestrian links.

3:00 Advocates

- There are at least 3 brand new curb ramps that are not useable. There are curb ramps that lead to areas where you cannot turn around. Two angle straight up and do not go anywhere. The angle on them makes them very hard to negotiate.
- The City does not enforce the ADA; they only enforce California code. Even when they see a violation they don't do anything about it. Title 24 is California code and is similar but different than ADA.
- There is support in San Diego for support of regulations coming from compliance board.
- Some of the areas that abut Balboa Avenue are part of the Tecolote Canyon Park. Want to be included so they don't have redundancy. One of their unmet needs is a safe pedestrian underpass. There is an underpass but it doesn't meet any criteria for access.
- We aren't looking for a huge access off Balboa Avenue because it isn't prudent because of the speeds and traffic. One unmet need is an above grade bridge that complies with ADA. Reconfigure underpass is more realistic approach.

Is there any feasible way the folks could walk down into the canyon and get to the other side?

- Several meetings held. On south side – concern would be what kind of structure would have to be built. We would be happy to work with the community because the point is an outdoor education program. We want to appreciate awareness and appreciation of the canyon. There is a potential to do win-win with social and environmental needs. The canyon is funded through the general fund.
- Bicyclist facility is needed, but the added width would make traffic go faster.
- Hope anything proposed is fiscally prudent and benefits widest segment of population.
- Significant problem with the homeless people now; they would be enabled, too, if the access is improved.
- Concern on north side is you would have to do a huge take. Now that it is the City's responsibility we have to be very careful about long term costs.
- Would like to see the space cared for. To greatest need is the intersection of Balboa Avenue and Clairemont. Not attractive for new business; population is increasing something should be done. Make crosswalks safe and attractive.
- Bicyclist needs: street space; signage; make it more welcoming to bicyclists. We don't think it could be a Class I path, but hope for a Class II lane. The city is working on a bike plan now and Balboa Avenue is in the plan.
- Between 163 and 805 would be hard – requires widening or lane narrowing.
- Comfortable with the facility through the canyon now although it is not designated as a bike facility.
- Balboa Avenue has become more of a freeway over the past years. Would like it to be

more of a street. It has become more of a shortcut to take to mitigate traffic on the freeway. I would like it to be a community place. There are a lot of issues for disabled.

- Sidewalks and accessibility are priorities.

How well do crossings work?

- I cannot make it across the street during signal phase so I cross in the middle of the street. Halfway between Mt. Abernathy Avenue and Genesee Avenue between Longs and Blockbuster (site where the pedestrian bridge is planned). There is no place where I can cross the street. The timing isn't adequate anywhere at signalized intersections.
- The 805 metering moved the problem up into the community. It displaced the problem because they didn't look at the big picture.
- I have to drive across the street because the pedestrian crossing is so hard.
- Signal timing for pedestrians at Genesee Avenue and Balboa Avenue inadequate. Agree with safety education for drivers. Signage – no turn on red, stop for pedestrians.
- Headed east on Balboa Avenue there is a hedge blocks driver view.
- Survey 5-6 years ago people said they crossed mid-block because the intersections were so unsafe.
- Caltrans pedestrian count at mid-block site met warrants for a signal but they wouldn't do it because it was too close to the next signal.
- Priority list given to City by planning committee:
 1. Mid block solution to pedestrian overpass site.
 2. Continuous sidewalk along south side of the corridor is a priority for planning
 3. Continuous bike lanes Class II

How widely it is felt within this group that the pedestrian overpass would solve the crossing problem?

- Would be hard to stop people from crossing at the driveways.
- Miramesa overpass is not used – adds too much distance. Kids cross shortest route. It has to be a part of the direct path.

Dan: Once you put in a pedestrian overpass the motorist feels that a pedestrian doesn't belong here.

- There isn't enough room for a wide median.
- People will use it if it is more than just a bridge – if there is more than just a walkway – some shops to access.

- Feel if you put a pedestrian bridge in you surrender the street to the cars. Would rather see the speeds slowed.
- Change the traffic flow between Abernathy and Genesee Avenue – connect the shopping centers.

What we are really trying to do is make sure all of the issues that are important to you are on the table.

- Intersections Balboa Avenue and 805 – very bicycle and pedestrian unfriendly.
- Other end, too.
- Problem at I-5 too. Off ramp.
- 1988 Bike plan didn't show bike lane on Balboa Avenue because it was a Caltrans facility. It is critical for bicycle travel.
- Wouldn't be in favor of creating bike routes there.
- There are many mothers with children near the Islamic Center and elderly in the senior citizens center who shop at Albertsons walking.
- Recommend for you to hire a professional ADA consultant or turn it over to the SCRAB committee.

We will recommend the SCRAB committee review the results of this study.

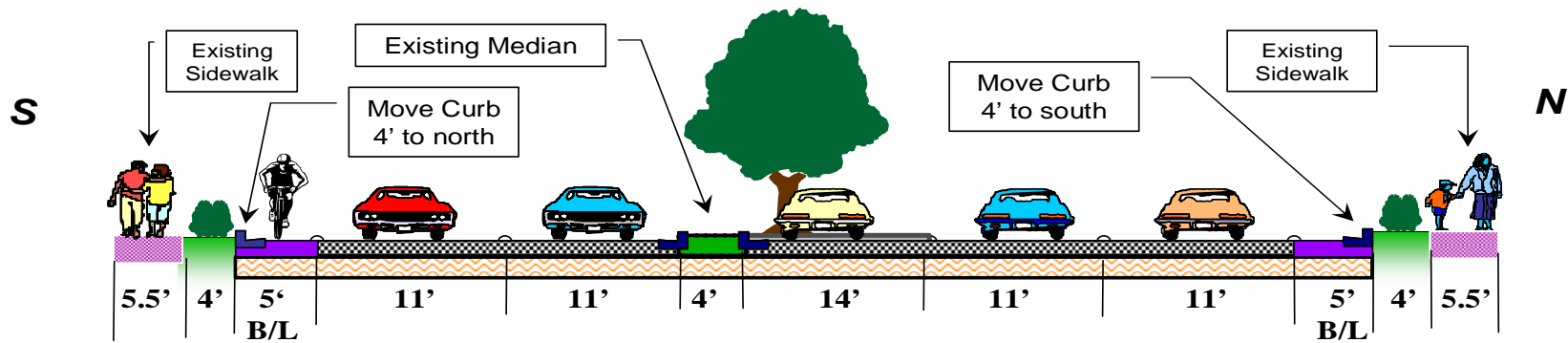
- A participant asked if we are asking people to go somewhere else and not drive through this area. Another responded that there isn't an objection to the cars – just slow them down.
- Linda Vista Road – housing across from shopping – a signal for cars during day.
- Total lack of coordination of traffic flow. Except on Ash Street downtown the signals aren't timed well. The new light also reduced the flow of traffic.
- No, but there is the need for a community road to keep moving and not be stalled all the time.

*What about speed? Is there any reason to want speeds of 55 or 60 mph to continue?
Should speed limits vary based on land use?*

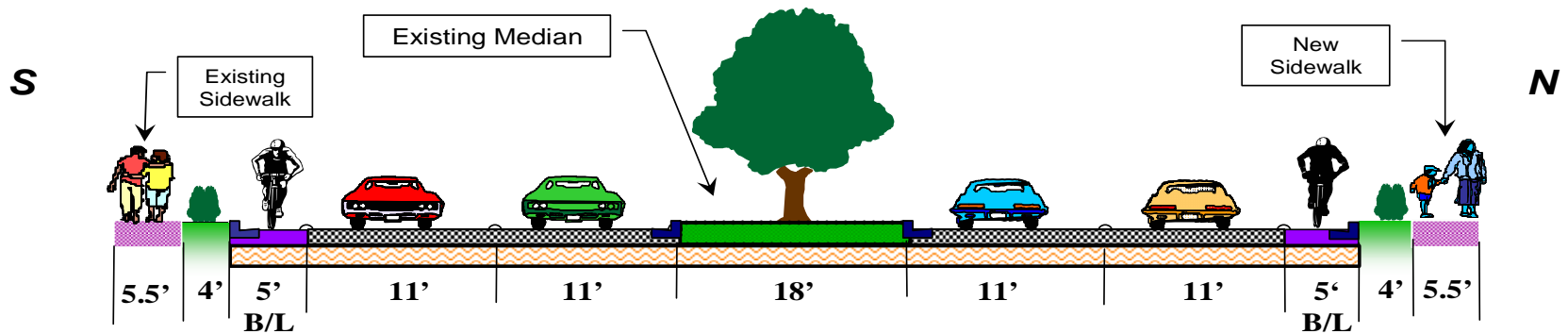
- No, if people go fast through the canyon they expect to keep going fast.
- Area east of shopping centers where the apartments are is very poor for bicyclists.
- Maybe you could have a crosswalk between the shopping center.
- One person mentioned a scramble where all cars stop and pedestrians go.

Appendix B

Balboa Av. at Mt. Culebra



E. Side of Mt. Culebra (No Sidewalk W. of Intersection)

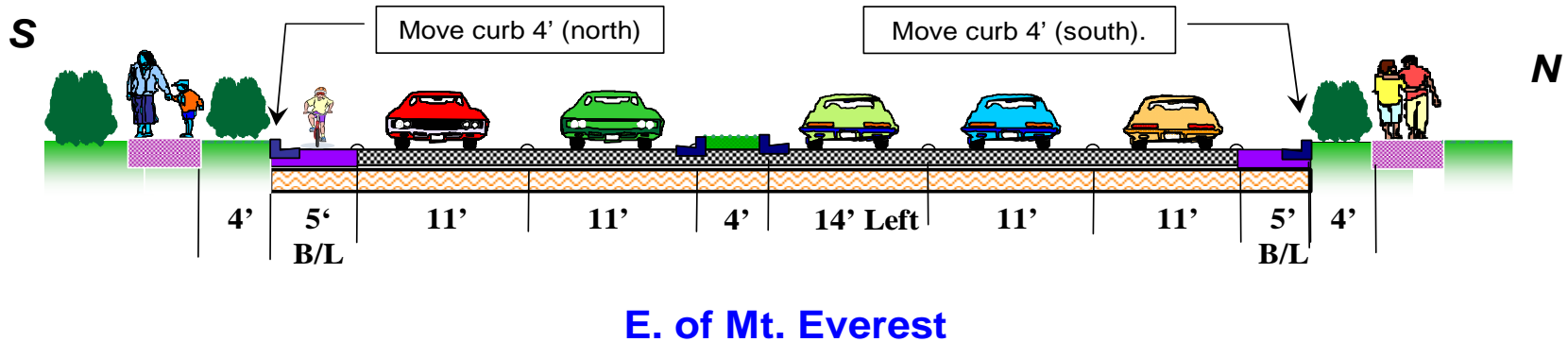
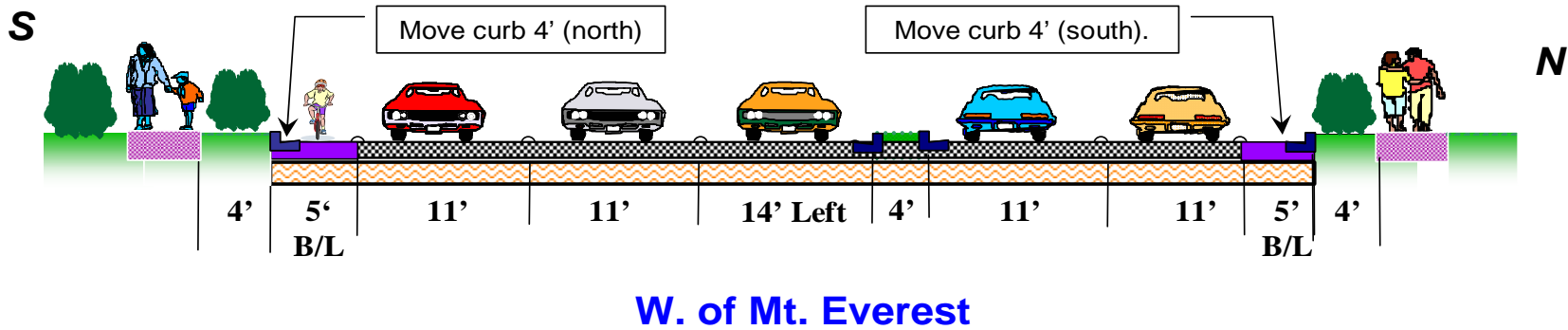


E. of Mt. Culebra (Mid-block btwn. Mt. Culebra & Mt. Everest)

Slide #2

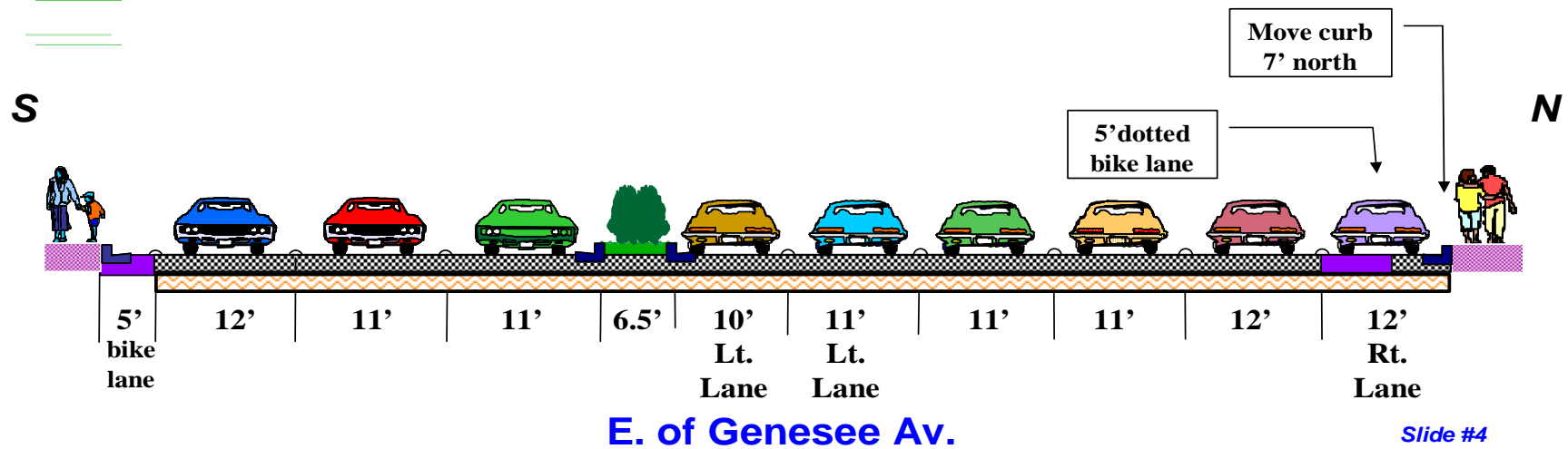
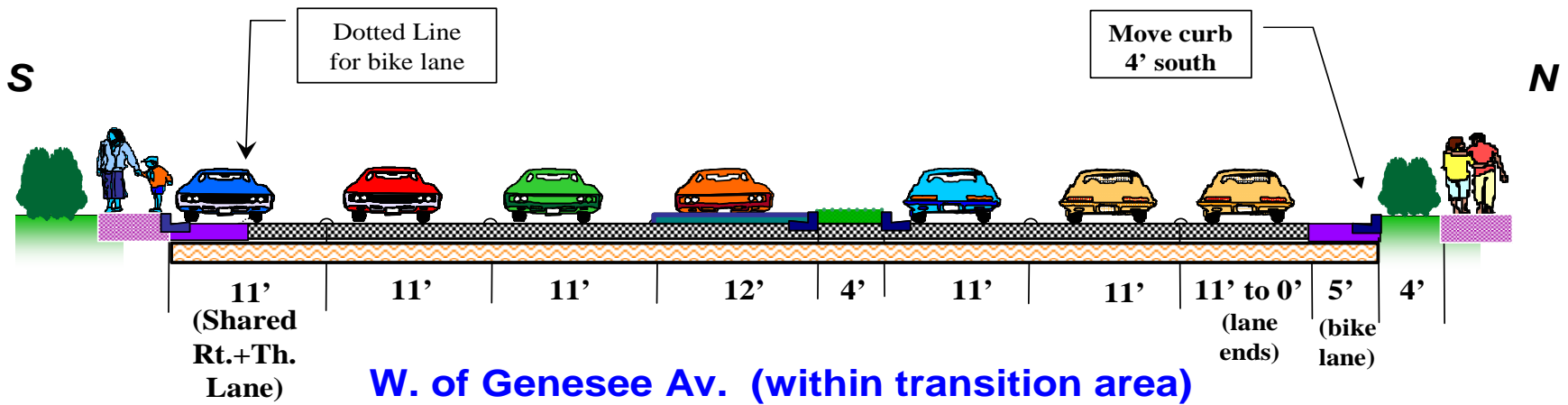
Balboa Av. at Mt. Everest

(No median changes; Requires moving outside curbs 4' in)



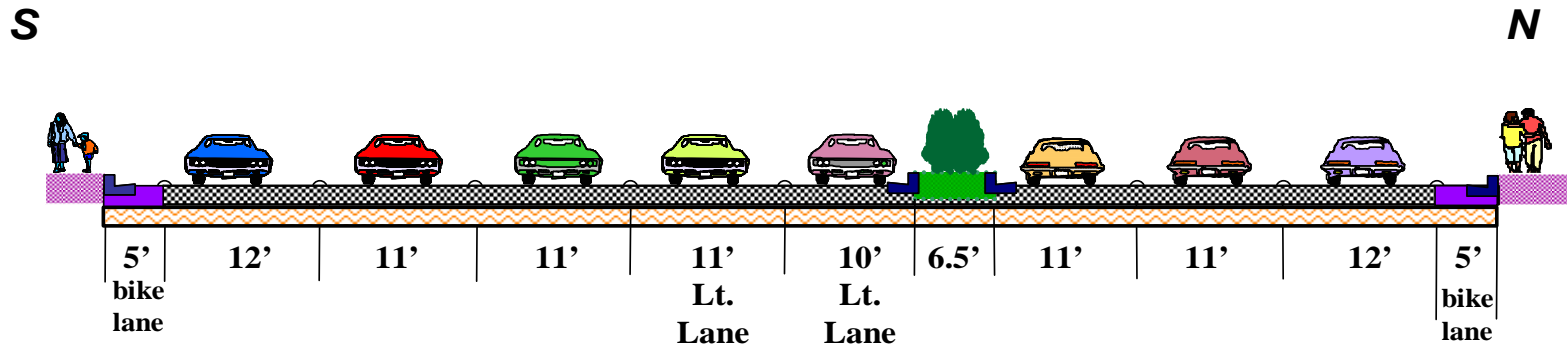
Slide #3

Balboa Av. at Genesee

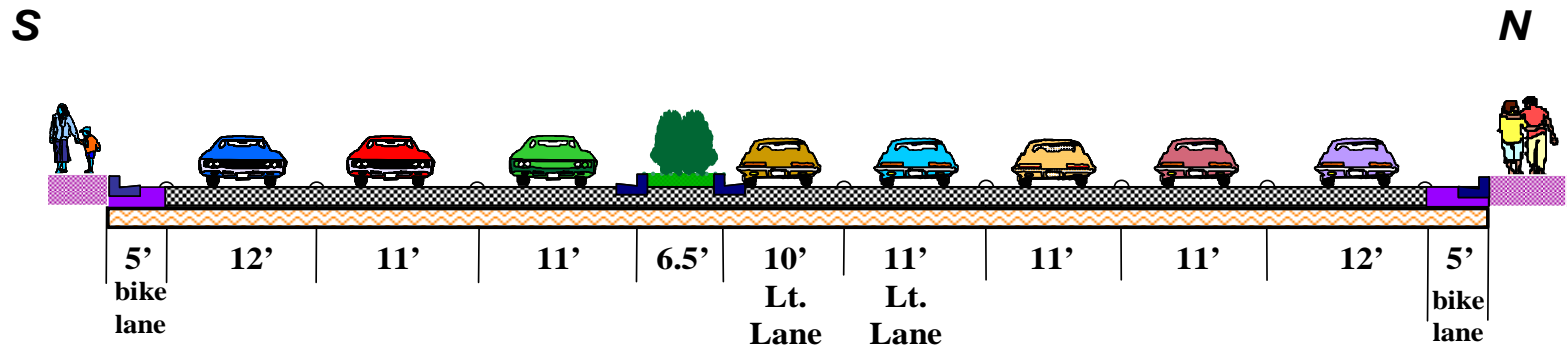


Slide #4

Balboa Av. at Shopping Ctr. Signal



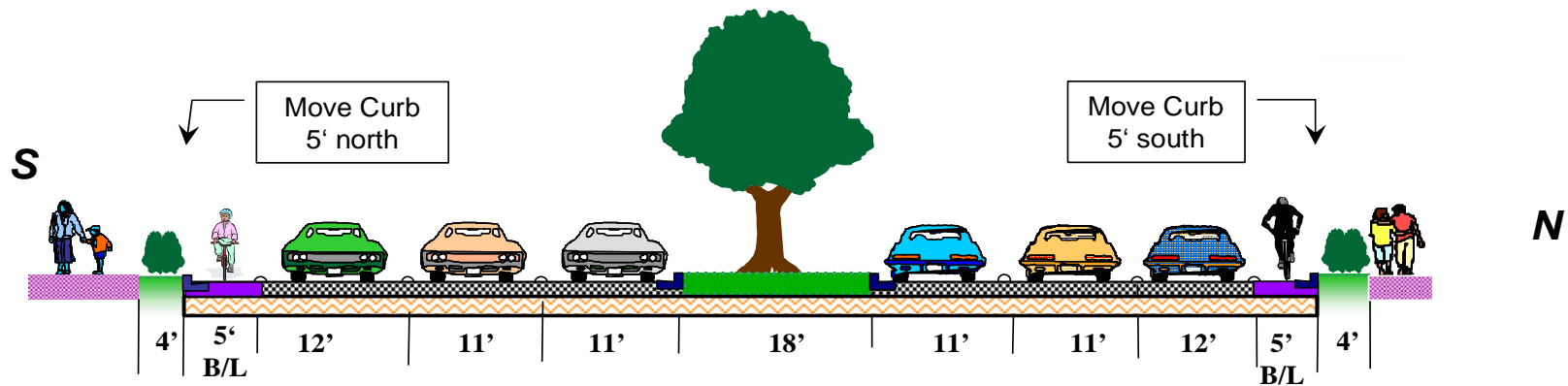
W. Side of New Signal



E. Side of New Signal

Slide #5

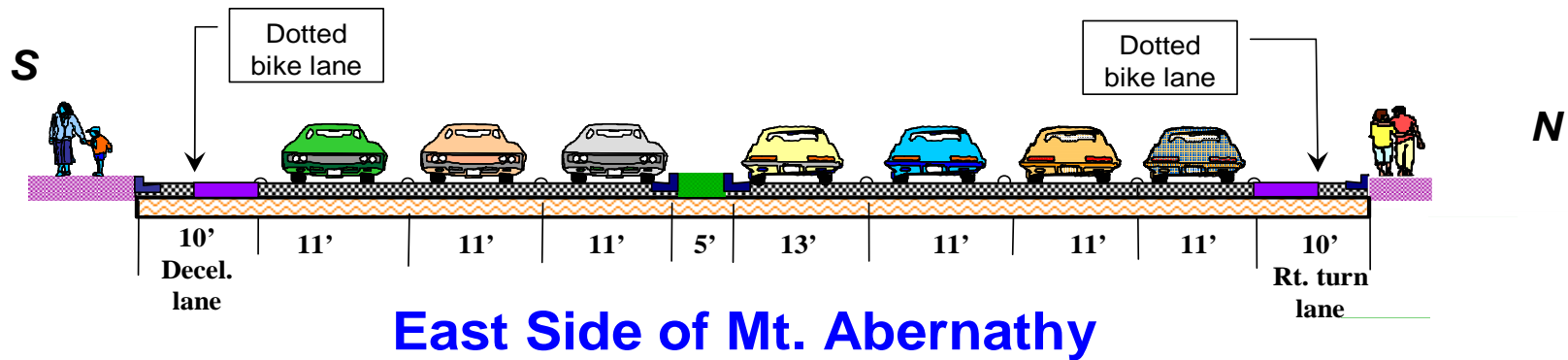
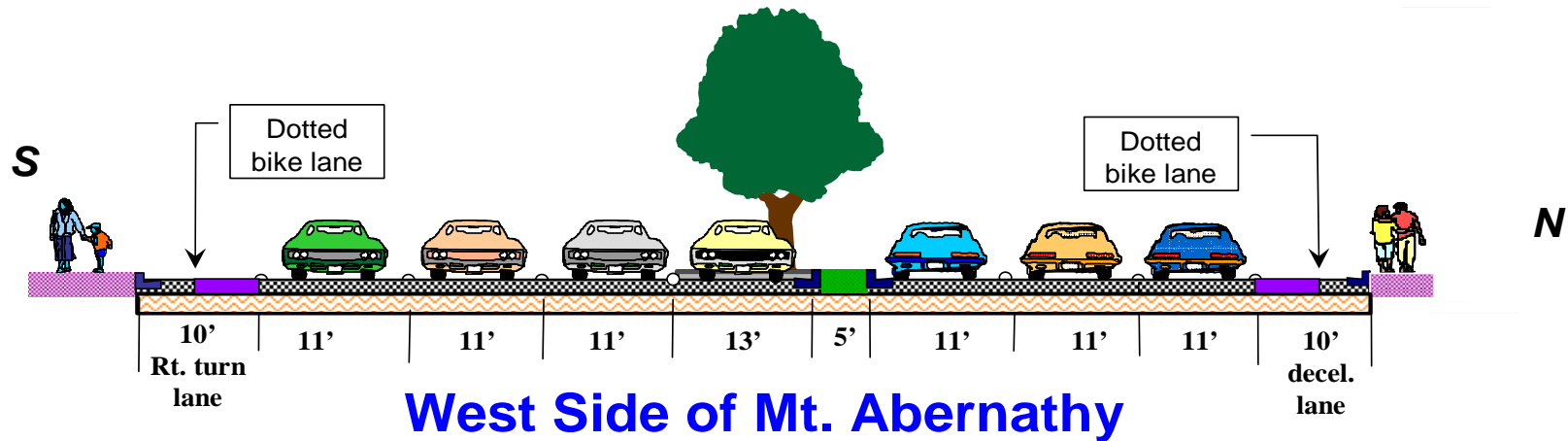
Balboa Av. Between New Signal & Mt. Abernathy/Alifan



Between New Signal & Mt. Abernathy (Midblock)

Slide #6

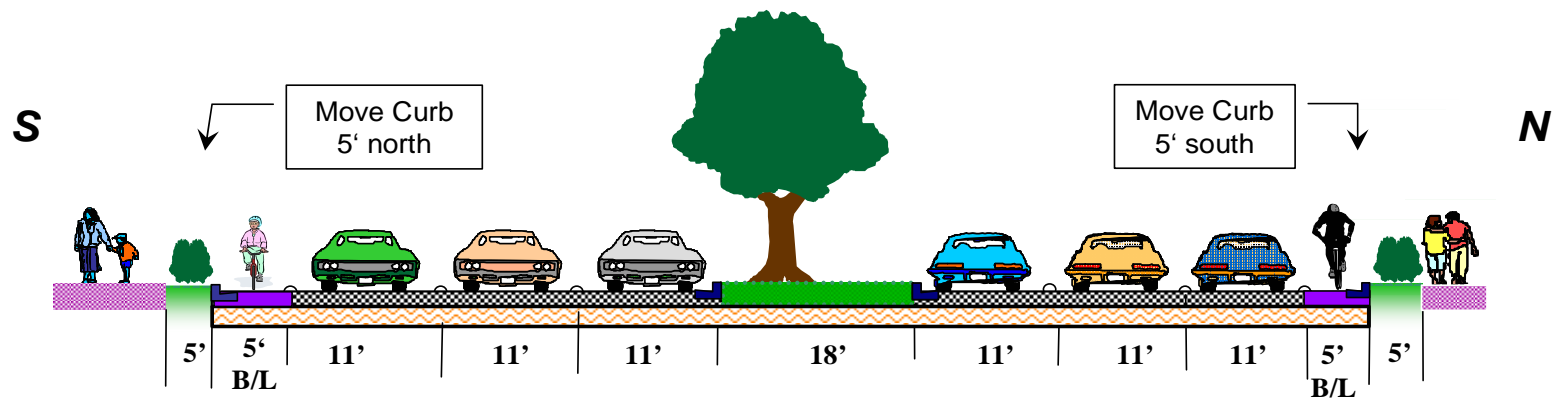
Balboa Av. at Mt. Abernathy/Alifan



Slide #7

Balboa Av.:

Mt. Abernathy to Mt. Rias

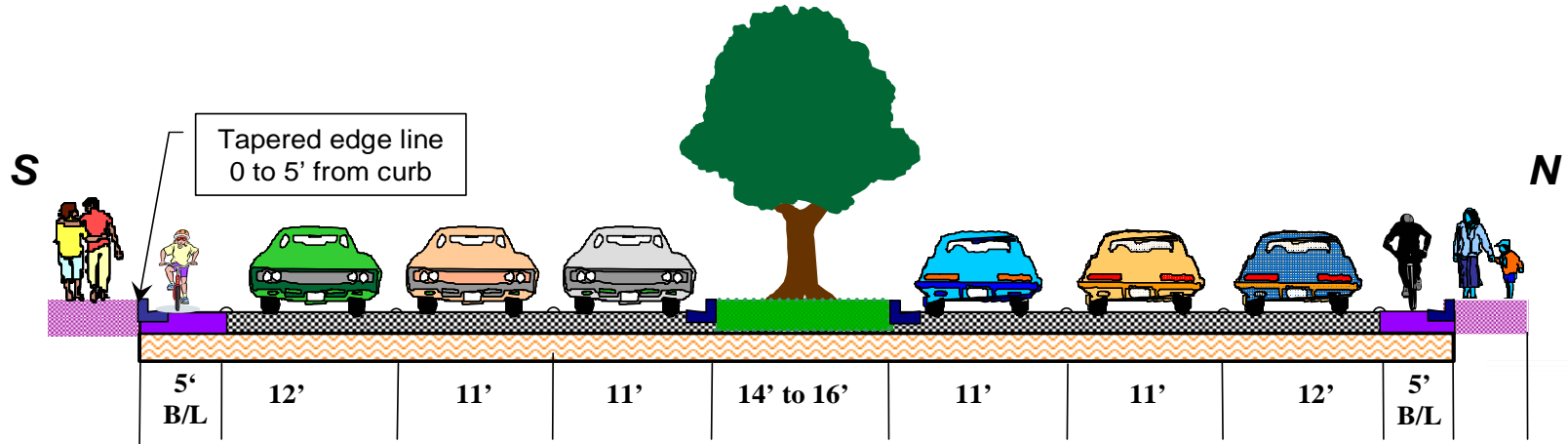


Mid-Block up to 400 ft. W. of Mt. Rias

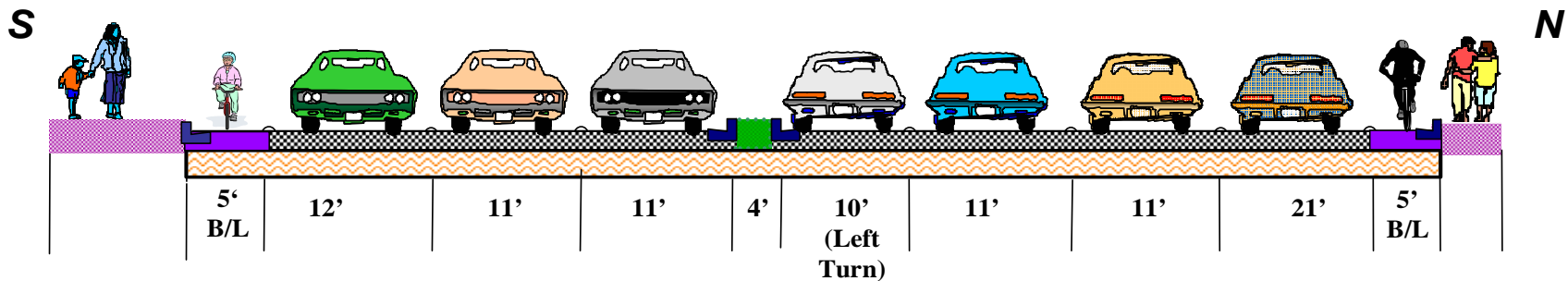
Slide #8

Balboa Av.:

From 400' W. of Mt. Rias to Mt. Rias



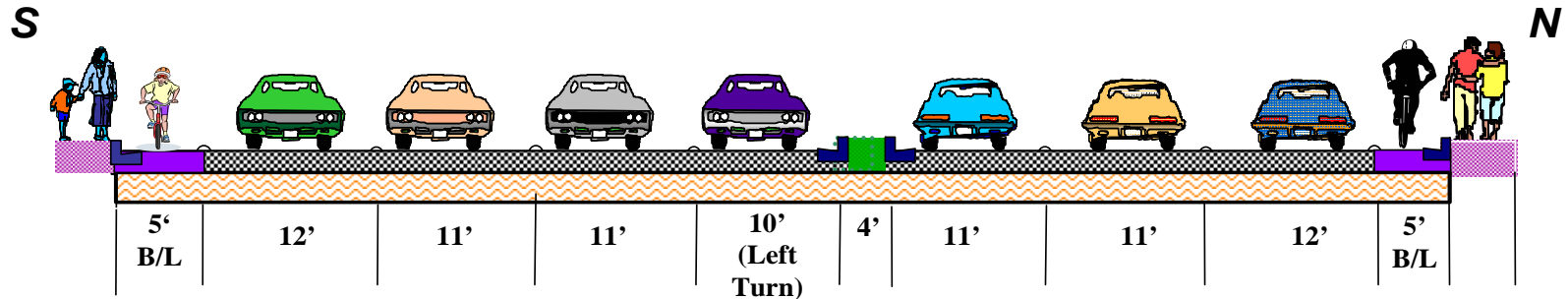
W. Side of Mt. Rias (Taper median from 16' to 14')



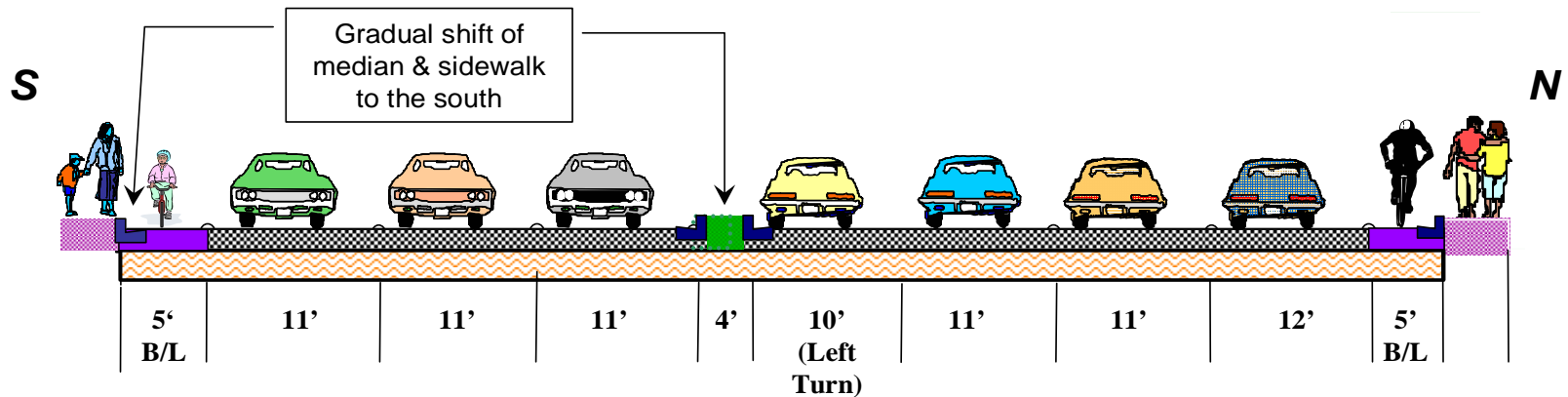
E. Side of Mt. Rias (No change to curbs)

Slide #9

Balboa Av. @ Mt. Albertine

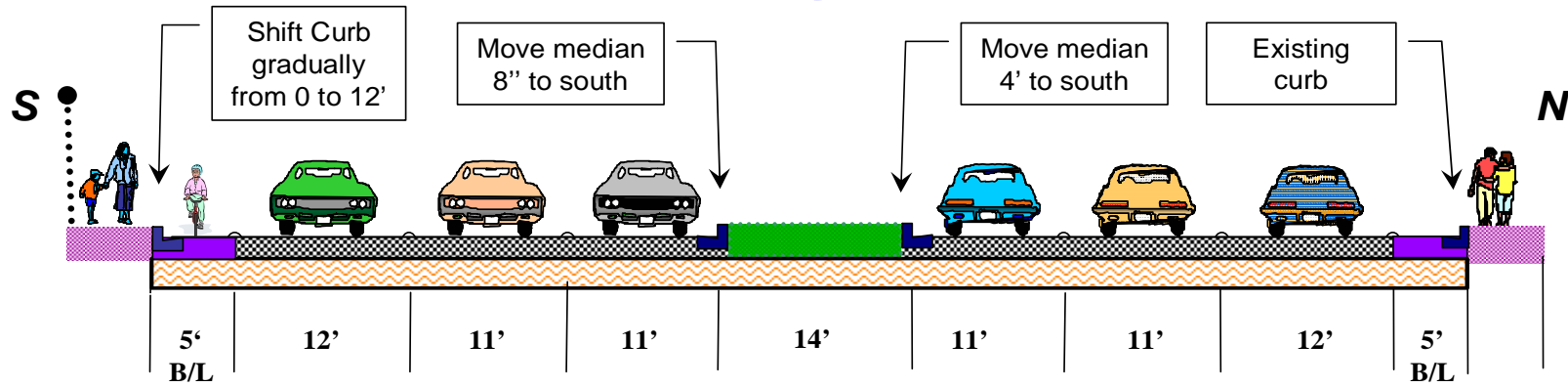


W. Side of Mt. Albertine (No change to curbs)

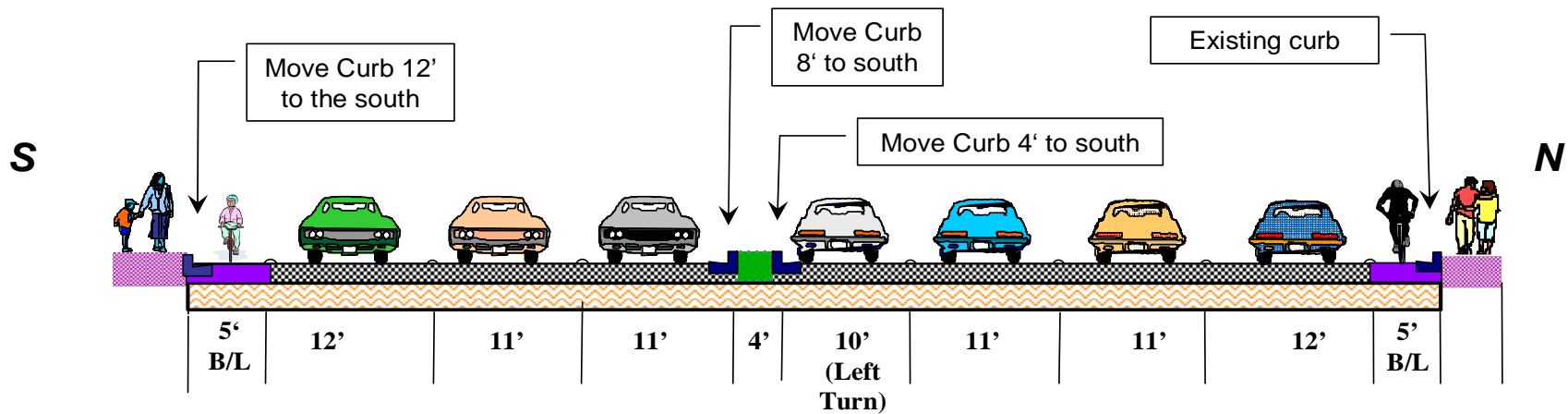


E. Side of Mt. Albertine (requires widening on south side) Slide #10

Balboa @ Re-aligned Hathaway

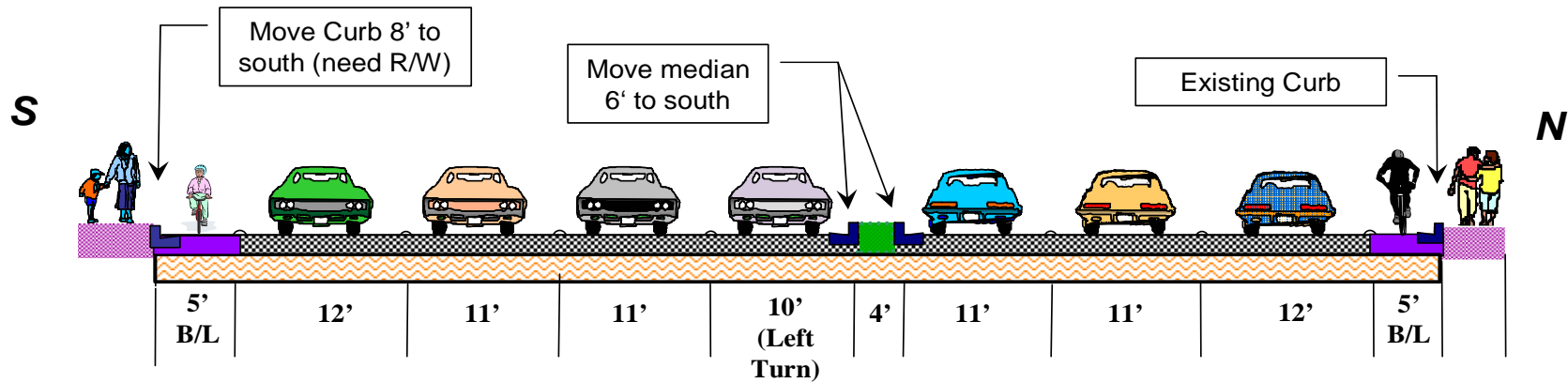


W. Side of New Signal (requires widening on south side)

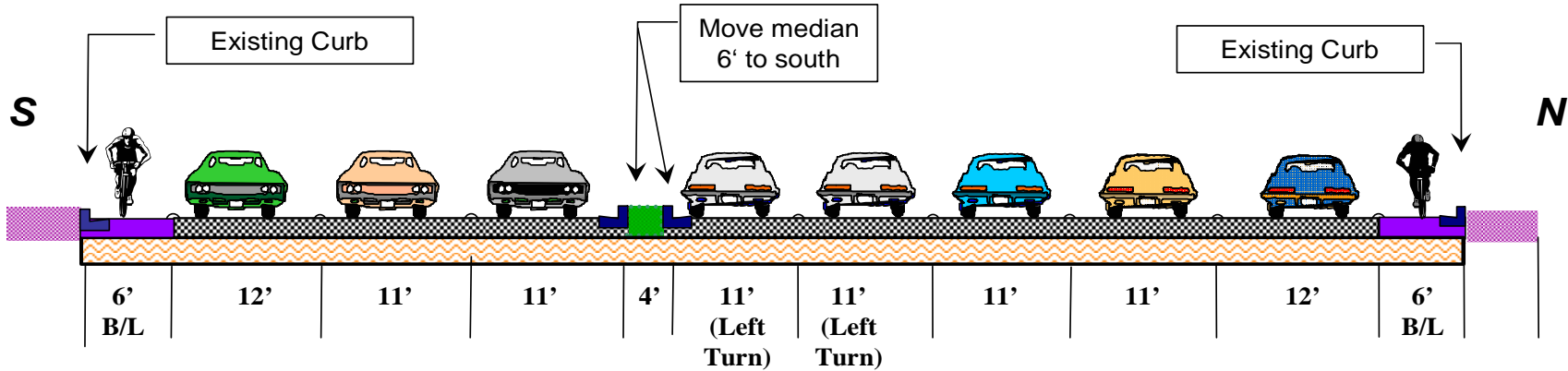


E. Side of New Signal (requires widening on south side) Slide #11

Balboa @ Charger/Eckstrom



W. Side of Signal (Requires R/W on south side)



E. Side of Signal (Requires No R/W)

Slide #12

Appendix C

Prioritized Recommendations

Segment One: Eastern Gateway I-805 to Mt. Abernathy Avenue			Landscaping	
Issue # Page #	Recommendation	Implementation	Lead	Status
S1-L1 P. 18	Create sense of entry into community.	Develop large, highly visible gateway boundary markers. Develop theme of natural materials and design features which are to be used for boundary markers and throughout the corridor. Adopt motto for incorporation into markers.	City, CMPC	In process. See Balboa Avenue Streetscape Improvements (WO# 524960).
S1-L2 P. 18	Utilize landscaping to enhance sense of entry at gateway and enhance streetscape.	1) Plant medians at “gateway statement” with trees and shrubs with cobble stone below.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. See Balboa Avenue Streetscape Improvements (WO# 524960). Balboa Avenue Corridor Study (BACS) completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
		2) Plant edges of right-of-way with trees and shrubs.	City, Private Dev.	Pending; Awaiting funding. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S1-L3 P. 18	West of Charger Boulevard, utilize recaptured area to enhance streetscape and buffer pedestrian environment.	Following implementation of S1-S1, S1-S3: West of Charger Boulevard, plant trees with shrubs below in continuous planter strips within parkways.	City	Contingent upon implementation of Street Design improvements. Awaiting funding. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S1-L4 P. 18	Utilize lighting to enhance pedestrian environment and highlight gateways.	Install pedestrian-scale lighting along sidewalks. Install appropriate lighting at boundary markers.	City	Pending; Awaiting funding.
S1-L5 P. 18	Enhance appearance of existing cobra-style street lighting.	Install bases around existing light standards, incorporating natural materials and elements of corridor theme.	City	Pending; Awaiting funding.

Segment One: Eastern Gateway I-805 to Mt. Abernathy Avenue			Street Design	
Issue # Page #	Recommendation	Implementation	Lead	Status
S1-S1 P. 19	West of Charger Boulevard, reduce lane width to slow traffic and recapture area within right-of-way.	1) Expand medians to fourteen feet (four to six feet at turn pockets). ----- 2) Narrow curb-to-curb distance. Relocate, reconstruct curb and gutter. ----- 3) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. Balboa Avenue Corridor Study (BACS) completed in 2004.
S1-S2 P. 19	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	To be determined. BACS completed in 2004.
S1-S3 P. 19	Utilize recaptured area to enhance and buffer pedestrian environment.	Following implementation of S1-S1: 1) Construct continuous planter strips between sidewalk and curb of minimum six-foot width. Landscape in accordance with S1-L3. City. ----- 2) Reconstruct sidewalks of minimum five-foot width. Provide separated curb ramps aligned with crosswalks.	City, Private Dev.	Contingent upon reduction of lane width.
S1-S4 P. 20	Redesign intersection at Charger Boulevard to reduce pedestrian crossing distance and add crosswalks to both sides.	1) Add dotted bike lanes to be utilized as right-hand turn lanes. ----- 2) Reduce curb lane width on south side of Balboa Avenue. Relocate, reconstruct curb and gutter. Utilize recaptured area to accommodate bus bays with transition areas. ----- 3) Install noses at all four medians.	City City, MTDB City	To be determined. BACS completed in 2004. ----- Contingent upon reduction of lane width and further engineering study. BACS completed in 2004.
S1-S5 P. 20	Upgrade transit facilities at Charger Boulevard intersection.	1) Upgrade existing transit stop on south side of Balboa Avenue. ----- 2) Relocate existing transit stop on north side of Balboa Avenue to departure side of intersection. Upgrade transit stop following relocation.	MTDB	Contingent upon MTDB approval and funding.
S1-S6 P. 20	Improve traffic and pedestrian circulation at Mt. Albertine Avenue / Cannington Drive intersection.	1) Add crosswalk across Balboa Avenue to west side of intersection. ----- 2) Add dotted bike lanes to be used as right-hand turn-lanes instead of turn pockets.	City	Pending; Awaiting funding.

Segment Two: Community Core Mt. Abernathy Avenue to Mt. Culebra Avenue			Landscaping	
<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S2-L1 P. 21	Utilize landscaping to distinguish core area, enhance streetscape, and buffer pedestrian environment.	Following implementation of S2-S3: Plant medians with broad-canopy trees and cobble stones below. Plant broad-canopy trees with shrubs below in continuous planter strips within parkways.	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. Contingent upon implementation of Street Design improvements. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
S2-L2 P. 21	Utilize lighting to enhance pedestrian environment and create appearance of a downtown district.	1) Install pedestrian-scale lighting along sidewalks, continued from Segment One.	City	Pending; Awaiting funding.
		2) As Community Core develops per S2-S8, develop coordinated design guidelines and signage program.	Private Dev.	Will occur concurrent with redevelopment of Community Core.
S2-L3 P. 21	Unify core area with adjacent segments by coordinated themes and materials.	1) Incorporate natural materials and elements of corridor theme into such features as transit stops, retaining walls, lighting bases, and street furniture.	City, MTDB	Transit stop improvements contingent upon MTDB approval and funding.
		2) Incorporate natural materials and elements of corridor theme into Community Core redevelopment projects.	Private Dev.	Will occur concurrent with redevelopment of Community Core.
Segment Two: Community Core Mt. Abernathy Avenue to Mt. Culebra Avenue			Street Design	
<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S2-S1 P. 22	Recapture area within right-of-way.	1) Reduce number of lanes. This would require an amendment to the Clairemont Mesa Community Plan to reclassify segment from six-lane to four-lane major. 2) Expand medians to sixteen feet. Determine appropriate median width at turn pockets. 3) Narrow curb-to-curb distance. Relocate, reconstruct curb and gutter. At left turn bays, provide localized widening for u-turns. 4) Re-stripe travel lanes to a minimum of 10.5 width.	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S2-S2 P. 22	Utilize recaptured area to improve transit facilities and facilitate traffic flow.	Provide bus bays with transition areas at bus stops.	City, MTDB	Contingent upon MTDB approval and funding.

Issue # Page #	Recommendation	Implementation	Lead	Status
S2-S3 P. 22	Utilize recaptured area to enhance and buffer pedestrian environment.	1) Construct continuous planter strips between sidewalk and curb of approximately twenty-foot width. Landscape in accordance with S2-L1. 2) Reconstruct sidewalks of minimum ten-foot width within Commercial Core, and minimum five-foot width in transition areas between commercial area and canyons. Use scored concrete pattern. 3) Install benches, trash containers, and other street furniture in appropriate locations, per S2-L3.	City, Private Dev.	Contingent upon reduction of lane width. BACS completed in 2004.
S2-S4 P. 23	Improve safety for pedestrians crossing Balboa Avenue within Commercial Core.	1) Install new major intersection for shopping centers near midpoint or install split-phased signalized pedestrian crossing between Mt. Abernathy Avenue and Genesee Avenue or install a signalized intersection at the midpoint. Explore use of angled segment of crosswalk through median. 2) Analyze other potential locations for mid-block crossings. 3) Install LED strobe lights to delineate, highlight mid-block crossings.	City, Private Dev.	Contingent upon further engineering study. Preliminary design of a mid-block intersection has been developed by the City and approved by the BACAC.
S2-S5 P. 24	Improve efficiency of traffic flow at Mt. Abernathy Avenue / Mt. Alifan Drive intersection.	1) Install second left turn from Balboa Ave. onto Mt. Alifan Drive. 2) Re-time signal to reduce green light for Mt. Abernathy Avenue. 3) Synchronize signal timing with other intersections along Balboa Avenue.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S6 P. 24	Transition between six-lane and four-lane segments at Mt. Abernathy Avenue / Mt. Alifan Drive intersection.	1) A reduction from 6 lanes to 4 lanes will require an amendment to the Clairemont Mesa Community Plan. 2) Widen from two to three lanes in advance of intersection for eastbound lanes. 3) Evaluate, implement one of two transition options for westbound lanes: a) Stripe right-turn only lane onto Mt. Abernathy Avenue. b) Taper from three to two lanes west of Mt. Abernathy Avenue.	City	Appropriate number of lanes and lane transition to be determined. BACS completed in 2004.
S2-S7 P. 24	Improve traffic circulation and pedestrian safety at Genesee Avenue intersection.	1) Relocate hedge that is obscuring driver visibility of pedestrians, purchasing right-of-way if necessary.	City	Pending; Awaiting funding.

<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S2-S8 P. 25	Redevelop community core to improve pedestrian- and transit-orientation.	Redevelop community core according to recommendations of Balboa Avenue Revitalization Program (RAP) and Clairemont Mesa Community Plan.	City, Private Dev.	Contingent upon market conditions, actions of property owners. May require additional discretionary approvals.
S2-S9 P. 27	Redesign intersection at Mt. Everest Boulevard to reduce pedestrian crossing distance.	1) Install short median to Mt. Everest Boulevard on both sides of Balboa Avenue of sufficient width to provide pedestrian refuge. ----- 2) Relocate crosswalks away from corners. ----- 3) Install signs prohibiting right turns against red lights during school hours.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S10 P. 27	Reconfigure intersection timing at Mt. Everest Boulevard to improve pedestrian safety.	1) Modify signals to provide three second lead during transition to walk interval. ----- 2) Provide seven second walk interval. ----- 3) Modify timing to allow sufficient time for pedestrians to clear travel lanes prior to end of walk interval. Use 3.0 feet/ second calculation to ensure adequate time for children.	City	Contingent upon further engineering study. BACS completed in 2004.
S2-S11 P. 27	Prevent compensatory increase in traffic on Mt. Etna Drive due to changes on Balboa Avenue.	1) Remove existing speed humps on Mt. Etna Drive. ----- 2) Install appropriate horizontal treatments, such as chicanes, to limit vehicle speeds.	City	Appropriate traffic calming treatment to be determined through further engineering study.
S2-S12 P. 27	Attenuate noise for properties abutting Balboa Avenue.	Beginning at western edge of SDG & E right-of-way, install noise wall which incorporates natural materials and elements of corridor theme, as well as screening landscaping.	City	Pending; Awaiting funding.

Segment Three: Mt. Culebra Avenue to Clairemont Drive			Landscaping	
Issue # Page #	Recommendation	Implementation	Lead	Status
S3-L1 P. 28	Utilize landscaping to transition between Community Core and natural canyon areas.	<p>Following implementation of S3-S1, S3-S3:</p> <p>1) Continue landscaping theme S2-L1 to just beyond Mt. Culebra Avenue</p> <p>2) At point where canyons become visible, transition landscaping to use only low-growing native shrubs in medians.</p> <p>3) End landscaping at barrier rail, resuming just east of Clairemont Drive.</p>	City, Private Dev.	Median landscaping design 100% complete, waiting for construction funding. Contingent upon implementation of Street Design improvements. See Balboa Avenue Streetscape Improvements (WO# 524960). BACS completed in 2004. A Landscape Balboa Avenue Design Development was prepared by ENVIRONS (project 02.050).
Segment Three: Mt. Culebra Avenue to Clairemont Drive			Street Design	
Issue # Page #	Recommendation	Implementation	Lead	Status
S3-S1 P. 28	Reduce lane width to slow traffic and recapture area within right-of-way, accounting for narrower right-of-way in this section.	<p>1) Expand medians to varying widths, keeping them as wide as possible.</p> <p>2) Relocate, reconstruct curb and gutter to varying curb-to-curb widths.</p> <p>3) Re-stripe travel lanes to a minimum of 10.5 width.</p>	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S3-S2 P. 28	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	Appropriate lane and median width to be determined. BACS completed in 2004.
S3-S3 P. 28-29	Utilize recaptured area to enhance and buffer pedestrian environment.	<p>Following implementation of S3-S1:</p> <p>1) Reconstruct continuous sidewalks of minimum six-foot width, where possible. A sidewalk may be infeasible in the 180 foot section between the trailhead and the Tecolote Canyon sign. Refer to S3-S4.</p> <p>2) In areas where sidewalk construction requires cut, construct retaining walls of six-foot maximum height. Incorporate natural materials and other elements consistent with corridor theme.</p> <p>3) Construct continuous planter strips, where possible. Planter strip width will vary based on right-of-way width and curb alignment. Landscape per S3-L1.</p>	City, Private Dev.	Contingent upon reduction of lane width. BACS completed in 2004.

<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S3-S4 P. 29	Accommodate pedestrian circulation in locations constrained by topography.	1. Construct pedestrian bridge in 180 foot section between trailhead and the Tecolote Canyon sign. ----- 2. Evaluate, implement options for sidewalk west of bridge in areas of steep embankment: a) Construct a sidewalk by narrowing the lanes, and some minor cuts. Remove the guardrail and replace it with curb and gutter. b) Construct a continuous sidewalk on the south side of Balboa Avenue through the canyons, and on the north side in some areas.	City, Private Dev.	Appropriate sidewalk configuration contingent upon further engineering study.
S3-S5 P. 30	Discourage mid-block crossings at Clairemont Drive intersection.	1) Construct continuous planter strips along both sides of Balboa Avenue, per S3-S1. Install landscaping which discourages mid-block crossing. ----- 2) Remove or replace portions of existing fencing.	City	The Median Project will replace the fence with new fence that will be decorated with silhouettes of typical Clairemont activities and plants. BACS completed in 2004.
S3-S6 P. 30	Redesign intersection at Clairemont Drive to enhance pedestrian environment and reduce crossing distance.	1. Provide separate curb ramps aligned with crosswalks. ----- 2. Install stop bars at least six feet before crosswalks. ----- 3. Install noses on median to extend within crosswalk.	City, Private Dev.	Pending; Awaiting funding. To be determined. BACS completed in 2004.
		4. Add dotted bike lanes to provide free-flow of right-hand turning traffic.	City	
S3-S7 P. 30	Reconfigure intersection timing at Clairemont Drive to improve pedestrian safety.	1) Post signs prohibiting right-turns on red signals during schools hours. ----- 2) Modify signals to provide three second lead during transition to walk interval. ----- 3) Provide seven second walk interval. ----- 4) Modify timing to allow sufficient time for pedestrians to clear travel lanes prior to end of walk interval. Use 3.0 feet/ second calculation to ensure adequate time for children.	City	Contingent upon further engineering study.

Segment Four: Clairemont Drive to I-5			Landscaping	
<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S4-L1 P. 31	Utilize landscaping to enhance sense of entry at gateway, enhance streetscape, and buffer pedestrian environment.	<p>Following implementation of S4-S1, S4-S3 below:</p> <p>1) Plant medians with native shrubs from the end of the barrier rail west to the project boundary.</p> <p>2) Plant small ornamental trees in continuous planter strips within parkways.</p>	City, Private Dev.	<p>Median landscaping design 100% complete, waiting for construction funding. See Balboa Avenue Streetscape Improvements (WO# 524960).</p> <p>Contingent upon implementation of Street Design improvements. BACS completed in 2004.</p>
Segment Four: Clairemont Drive to I-5			Street Design	
<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S4-S1 P. 31	Continuing 4-lane configuration from S3-S1, reduce lane width to slow traffic and recapture area within right-of-way, accounting for narrower right-of-way in this section.	<p>1) Transportation analysis indicates that a reduction in lanes is feasible. However, this would require that the Clairemont Mesa Community Plan be amended to reclassify segment from six-lane to four-lane major.</p> <p>2) Expand medians to appropriate width.</p> <p>3) Narrow curb-to-curb distance. Remove guard rail on eastbound Balboa Avenue east of Moraga Avenue. Relocate and reconstruct curb and gutter.</p> <p>4) Provide emergency parking at appropriate location.</p> <p>5) Re-stripe travel lanes to a minimum of 10.5 width.</p>	City	Appropriate lane and median width as indicated in Appendix B has been approved by the BACAC. Final City concurrence is pending in some cases. BACS completed in 2004.
S4-S2 P. 31	Utilize recaptured area to improve bicycle circulation and safety.	Stripe bike lanes of five-foot width.	City	Appropriate bike lane width to be determined. BACS completed in 2004.
S4-S3 P. 32	Utilize recaptured area to enhance and buffer pedestrian environment.	<p>Following implementation of S4-S1:</p> <p>1) Construct continuous planter strips of an appropriate width between sidewalk and curb. Landscape in accordance with S4-L1.</p> <p>2) Construct sidewalks of a minimum five-foot width. Portions of sidewalk construction may require minor filling, or minor cuts with retaining walls. Any retaining walls should incorporate natural materials and thematic elements from other improvements.</p>	City, Private Dev.	Contingent upon reduction of lane width.

<i>Issue # Page #</i>	<i>Recommendation</i>	<i>Implementation</i>	<i>Lead</i>	<i>Status</i>
S4-S4 P. 33	Upgrade transit accessibility at Moraga Avenue intersection.	1) Relocate crosswalk from east to west side of intersection.	City	Pending; Awaiting funding.
		2) Install enhanced transit shelter on Balboa Avenue east of intersection near existing bench.	MTDB	Contingent upon MTDB approval and funding.
S4-S5 P. 33	Redesign intersection at Moraga Avenue to reduce pedestrian crossing distance.	1) Install median on Moraga Avenue	City	Pending; Awaiting funding. A right-hand turn lane already exists at Moraga Avenue.
S4-S6 P. 33	Reduce vehicle conflicts on Moraga Avenue/I-5 ramps.	1) Analyze appropriate reconfiguration of ramps. Utilize any recaptured area to install sidewalks, per S4-S3. 2) Sidewalks should be added under the railroad bridge.	City, Caltrans	Contingent upon further engineering study, Caltrans approval and funding.