





NORTH PARK PLANNING COMMITTEE

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PUBLIC FACILITIES, TRANSPORTATION, PARKS, AND PUBLIC ART SUBCOMMITTEE

MEETING MINUTES

Wednesday, August 14, 2013, 6:00 p.m., North Park Recreation Center/Adult Center
2719 Howard Avenue, San Diego, CA 92104

Attendance:

Seated Board Members: Dionné Carlson (Chair), René Vidales (Vice-Chair), Vicki Granowitz, Peter Hill, Lucky Morrison, Omar Passons

Community Voting Members: Ernie Bonn, Rob Steppke, Kitty Callen

Board member not seated: Dang Nguyen

Also present: Jim Varnadore, Ross Connelly

Parliamentary Items:

Call to order. The meeting was called to order at 6:07 pm

Approve August 14, 2013 Agenda. Motion: Approve Agenda Bonn/Steppke. 8-0-0

Chair’s Comments. None

Approval of Previous Minutes, July 10, 2013.

Motion: Defer the approval of the July 10, 2013 Meeting Minutes until next month. Steppke/Hill (8-0-0)

Announcements & Non-Agenda Public Comment:

Links to events are listed in the agenda

- Log Cabin House event on Sunday, August 18, 1 p.m. Suggested donation of \$20 for railings on cobblestone walls along Adams Avenue, Mission Cliffs Gardens.
- Vice-Chair Vidales made a presentation today at North Park Main Street (NPMS) Board of Directors titled “North Park San Diego: from Historic Neighborhood to Sustainable Community” which was an abbreviated version of what was presented last May at the national American Public Works Association (APWA) Sustainability in Public Works Conference in San Diego.
- The North Park Mini-Park General Development Plan will receive the “Merit Award for Neighborhood Planning” from the State of California Chapter of the American Planning Association on Monday, October 7 in the Sacramento area. Roger Lewis has expressed interest in attending. City staff is currently considering submitting the Mini Park design for a nomination for the national planning award.

Non-Agenda Public Comment:

- None

Information Items:

A. None

(Granowitz arrived 6:24)

New Business:

A. SANDAG Regional Bike Corridor Mid-City & Uptown: Uptown Segment presented by Beth Robrahn
The project will try to find the best opportunities for trips under 3 miles (20% of all bicycle trips are under 1 mile). Significant attention can be made in this area for shifting to short trips. Physical separation between bike lane and travel lane is one of the many goals of the project. The Uptown project has similar goals to the Mid-City project. The project offers many opportunities for placemaking and economic development.

East-West Corridor: The goal of this segment is to connect Old Town, Five Points, Mission Hills, and Hillcrest to North Park and points east. The East-West Corridor possibilities are Washington St, University Avenue and a combination of Pennsylvania Avenue and Robinson Avenue.

North-South Corridor:

The map shows blue corridors within the Uptown area connecting to red corridors within the North Park Mid-City area.

The North-South Corridor is currently looking at 4th, 5th, and 6th Avenues.

1st North-South Corridor: This segment is trying to connect Mission Valley into Hillcrest and south through Bankers Hill to Downtown.

2nd North-South Corridor: This segment is trying to connect University Heights into Hillcrest and into Balboa Park.

A lot of people see the benefit of University Ave being the final choice. Challenge: 4th and 6th Avenues are very constrained and may end up losing a high number of parking spaces.

Challenge: the Mid City Rapid Bus segment on Park Boulevard is proving to be a significant barrier to both crossing that street with a bike lane and to using the impacted segment of Park Blvd as any part of the bike route. Georgia Street provides a more realistic opportunity for a bike boulevard North/South. A Georgia street route would be “low stress”; the route would jog west on Robinson Ave. and then south into Park Blvd.

For purposes of planning this project, SANDAG has been using existing traffic data that the City is already using in their planning documents, however further studies will be initiated when the preferred route is narrowed down.

Board discussion:

- Hill, Carlson, and Vidales:
 1. The Mid-City Rapid Bus will have a station possibly around Cypress Avenue and also between the edge of Balboa Park and Upas Street. It is disappointing that the MCRB project recently removed a median that was only approximately 6 months old.
 2. SANDAG should be aware of the following projects that might impact the implementation of the bike route:
 - a) The Upas Street Water Pipeline project is scheduled to start early next year
 - b) A crosswalk with pop outs and pedestrian activated flashers will be installed at Park Boulevard and Cypress
 - c) The University Avenue Water pipeline project also coming online soon
 - d) The Georgia Street bridge rehabilitation and street improvement project
- Steppke: Suggested pulling traffic out of University Avenue at the first opportunity and putting it into Robinson Avenue; also Polk Avenue will no longer be available to cross Park Blvd due to the Mid-City Rapid Bus closing off that opportunity, and causing more intensive use through Lincoln Avenue, making that street busier and higher “stress” for a bike route.
- Passons: Would like to see this project connecting non-food and non-bars to other areas. SANDAG is trying to get the most of local benefits into these bike corridor projects.

Next meeting targeted for October 3rd will be the fourth and final community advisory group meeting for the Uptown project.

B. SR-94 Project. Request for motion of Support from City Heights Community Planning Group

Jim Varnadore (City Heights CPG Vice-Chair) and Ross Connelly attended to request NPPC support for City Heights' opposition to the current design of the I-94 HOV lane project, due to its severe impacts on economically disadvantaged neighborhoods and lack of appropriate mitigation for same. They stated the following:

With either Alternative (1 or 2)

- No connector to I-5 is provided. Project will not solve traffic congestion on SR 94 that occurs now
- The project will add to congestion downtown due to traffic stopping/backing up due to traffic light at 15th Street
- Overall traffic will slow downtown due to rapid buses changing from far left to far right lanes
- Communities along the impacted segment of SR 94 have no access to car pool lanes, so they don't benefit from the project
- There is no solid barrier to car pool lanes, so general traffic is allowed to enter car pool lanes
- Project does not offer sufficient mitigation to communities in eastern area of project
- \$500M cost is not justified by scope of project or mitigation needed for impacted communities

With Alternative 1

Ramps will be closed in the following locations:

- SR 94 westbound from 49th Street (currently truck access)
- SR 15 northbound to SR 94 west
- SR 94 eastbound from 32nd Street

With Alternative 2

- No replacement of hazardous SR 15 / SR 94 interchange
- Extremely excessive viaduct height needed for carpool lanes to go over Home Avenue & SR 15
- Removal of the on-ramp to SR 94 eastbound from 32nd Street reduces access to freeway
- Extreme visual blight to residents along corridor
- Higher project cost with lesser benefit to communities along corridor.

Additional discussion:

Caltrans want to maintain the right-of-way as existing and avoid acquiring new right-of-way. The EIR will not come out for another year and a half. The community would like to use the \$500M to redesign and update the existing SR 94 / SR 15 interchange and increase the potential for bicycle and pedestrian access. Other suggested alternatives include:

- Realign/replace SR 15 / SR 94 interchange to modern standards
- Add dedicated direct transition only ramps from westbound SR 94 to northbound I-5

The project will go to SANDAG transportation committee. A suggestion was made to find out if the project has to go for a City Council meeting for any action related to the project.

After further discussion, the following motion was made:

MOTION: The NPPC supports the City Heights Area Planning Committee recommendation that Caltrans and SANDAG abandon the proposal for HOV lanes above SR 94 and re-allocate the funds to transportation and circulation improvements in the communities adjacent to that part of SR 94. (Granowitz/Callen) 9-0-0

- C. Capital Improvement Program (CIP) List.** Begin discussion and prioritization of previous projects, requests for new projects, community outreach; traffic calming, BID projects, Joint Use projects, parks, plazas, infrastructure, etc.

Vice-chair Vidales and Chair Carlson made the following remarks:

- Last year for FY 2013-2014 there were 225 projects recommended by Community Planning Groups citywide. In total there are 26 new projects on the CIP list which will be funded/implemented, and out of those, 10 are projects that were recommended by the Community Planning Groups citywide.
- Joe LaCava at the CIP Project Review training is asking for feedback. So far the feedback has been that it doesn't look like a sufficiently transparent process for all the effort that we went through.
- CPG's would like to better understand the selection criteria for the 26 funded projects and why they include only 10 CPG recommendations
- There are entities and organizations that have been working on things like infrastructure bonds, taxes collected. Questions are; how do they figure out the amount of money that is needed and how they come up with the funds that are needed to fix the number of thing that need to be improved.
- Bike sharing program should be incorporated (citywide program) and is likely to be within the business districts. A suggestion was made to have Ed Clancy from the City make a presentation. Locations for the bike sharing program stations may already be decided.
- Walk San Diego and other organizations are looking for Traffic calming and pedestrian safety projects. Funding is always the issue on these kinds of projects.

Board discussion:

- Hill: Cypress crosswalk project is incorrectly listed in Uptown, but it is currently in design and on the list for FY 2014-15
- Vidales: Suggested to lump a number of traffic calming projects (intersections/segments, etc.) under one recommendation that could be implemented in phases.
- Passons: Need to revisit the unfunded needs list and compare it with the longer list of recommended projects from last year. Will send social media comments he has received. The University Avenue Mobility Plan should supplement areas not covered by SANDAG. Passons suggested to draft a policy on defining what constitutes a service level and infrastructure replacement.
- Callen: El Cajon BIA does not support the cycle track because the loss of parking spaces

In conclusion, it appears that there is a greater likelihood in getting projects funded that have a smaller \$ amount listed. NPPC might consider breaking down larger projects into smaller-ticket phases that could be implemented in segments. This item will be reviewed again at Public Facilities sub-committee in October.

D. Civic San Diego

A presentation will be requested for a future meeting

Ongoing Business

A. Angle Parking Policy: No new information

B. Utility Box Task Force. No new information.

C. Community Plan Update. Elements/Issues. No new information.

Unfinished, New Business & Future Agenda Items. None

Next Meeting date: Wednesday, September 11, 2013

Adjournment: Motion: To adjourn meeting Steppke/Callen. 8-0-0. Meeting adjourned at 7:59 p.m.