

**September 24, 2015**

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**STADIUM RECONSTRUCTION PROJECT No. 437916 / SCH. No.2015061061**

The stadium reconstruction project is, and likely will be, one of the most significant changes to Mission Valley since the original stadium construction. The opportunity for local and regional plans to be implemented with this project should not be passed over.

As the District 7 representative to the City's Bicycle Advisory Committee, I encourage the City and this project to live up to its commitment of "*being a City where bicycling is a safe and viable travel choice*".

Currently, the bicycle infrastructure in the project area and around the stadium is not conducive to bicycling as a safe and viable travel choice. I know this because I personally ride through the stadium site whenever I commute from Normal Heights to Kearny Mesa.

The EIR makes an estimation of 1% (700 people) could walk or bike to games at the stadium. This estimate is understandably low, because the project is not proposing to implement facilities that would help achieve the City's Climate Action Plan Goals of 6% bicycle mode share by 2020.

Therefore, please accept these comments and recommended changes to the:

**EIR**

1. Existing bicycle facilities (pg. 4.10-17) describes a Class I on Qualcomm way to University Heights. However only Class II exists from Camino del Rio South to Madison.
2. As cited, the Mission Valley Plan seeks to '*create an intra-community bikeway system which would provide access to the various land use developments within the Valley, and connect to the regional system*'. However the project '*consistency*' only would add bike parking an increase the number of people, but it would not build any of these planned improvements to achieve the mode split goals.
3. Figure 4.10-4 shows the future I-15 commuter facility. It is not an existing Class I (construction is estimated to begin winter 2015).
4. Figure 4.10-4 also shows river paths in the stadium parking lot as existing Class I, they are proposed.

5. Existing stadium path described as Class II (is Class I).
6. The Mitigation MOB-2 Transportation Demand Management Plan describes goals and metrics to achieve a “modal split” and *Goal #4 Increase Walking and Bicycle Use*; including 4A) encouraging walking and bicycle mode, 4B) Enhance pedestrian and bicyclist user satisfaction and 4C) enhance walking and biking safety measures. For modal split goals to be achieved specific improvements must be proposed above existing conditions constructed by the project rather than reliance on other plans.

**Traffic Impact Analysis (Appendix J)**

7. There is no Class I on Qualcomm Way (Pg. 4-30), only Class II on Texas Street from Camino Del Rio South to Mission Ave.
8. Under Mitigation Sections on Pg. 9-26 “enhance bike lanes and crossings along Friars Road” this is not elaborated on (what is the definition of “ehance”?), nor included in the EIR recommendations as mitigation.

The existing bike lanes on Friars Road do exist alongside a 50mph 6-lane facility. This is not conducive to the riding satisfaction of a majority of people. “Enhanced” bike lanes in the area would look like cycle tracks or protected bike lanes with parking, or other vertical and horizontal separation from vehicle traffic.

9. The TIA recommends implementing the Bicycle Master Plan (BMP).

While that is the objective of the Bicycle Advisory Committee, it doesn’t address what aspects the project will accomplish to mitigate its impacts, complete the Mission Valley plan and achieve the stadium’s mode split goals.

Thank you for your consideration, I and the BAC look forward to working together with projects to make San Diego a bicycle friendly city.

Sincerely,



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