



Stakeholder Committee  
Meeting #12  
August 12, 2009

SUMMARY

ATTENDEES

*Stakeholder Committee members present:*

NAME	SEAT	NAME	SEAT
Georgette Gomez	Community Org.	Antonia Garcia	Res. Tenant
Janet Adamian	Community Org.	Maria Martinez	Res. Tenant
Rachael Ortiz	Community Org.	Ana Nayeli Castañeda	Res. Tenant
Carlos Castaneda	Community Org.	Norene Riveroll	Res. Tenant
Chunky Sanchez	Community Org.	Mary Alvarado	Res. Tenant
Ericka Cordero	Community Org.	Clifford Arellano	Business Owner
Tom O'Connor	Community Org.	David Duea	Business Owner
Maribel Arellano	Res. Property Owner	Shaun Halvax	Indus. Owner/Rep.
Albert Duenas	Res. Property Owner	Karl Johnson	Indus. Owner/Rep.
Evelyn Ruth Mitchell	Non-Res. Property Owner	Jerry Grey	Indus. Owner/Rep.
Eduardo Barrera	Non-Res. Property Owner (MAAC)		

*Ex-Officio members present:*

NAME	SEAT	NAME	SEAT
Paul Brown	Port District	Reynaldo Pisano	SESDPG
Andrea Hoff	Sandag	Sachin Kalbag	CCDC

*Alternate members present/excused/not excused:*

NAME	SEAT	
Ruben Andrews	Business Owner	Excused
Kim Austin	Business Owner	Present
Ron Beauloye Jr.	Business Owner	Present
Emily Monahan	Business Owner	Present

Patricia Bird Chavez	Res. Tenant	Present
Axelia Cordero	Res. Tenant	Present
Patricia Cuevas	Res. Tenant	Present
Maria Martinez	Res. Tenant	Present
Alex Alemany	Non-Res. Property Owner	Present
Robert Leif	Non-Res. Property Owner	Not Excused
Jerry Gray	Industry Rep.	Present
Ron Halik	Industry Rep.	Not Excused
Isidro Mendoza	Property Owner	Present

## INTRODUCTION

On August 12, 2009, members of the Stakeholders Committee (Committee) of the Barrio Logan Community Plan Update process convened for their 12th meeting. The purpose of the meeting was: (a.) to review the summary of Meeting #11; (b.) to learn more about recent Barrio development, projects and concurrent studies; (c.) to review an evaluation of truck traffic in Barrio Logan; (d.) and to discuss next steps in the Community Plan Update process.

## MEETING FORMAT

The 12th Committee meeting occurred on May 13, 2009 from 5:30 p.m. to 7:30 p.m. at the Barrio Logan Plan Update Meeting Room located at 1625 Newton Ave. in San Diego. In addition to the 30 attending Committee members, approximately 45 community members attended the meeting. Upon entering the meeting facility, Committee and community members signed-in and received the following documents.

- Agenda
- Meeting #11 Summary Report
- Barrio Logan Community Plan Update Stakeholder Committee letter dated June 5

Comment cards were also made available.

All meeting handouts, presentation materials and displays included English and Spanish languages. The proceedings included simultaneous language translation from English to Spanish using headset equipment. Professional translators provided this service.

Additionally, the meeting was audio recorded. Please contact Lara Gates at 619-236-6006 to set up a time to listen to the recording.

## Welcome and Introductions

Lara Gates, Project Manager with the City of San Diego welcomed everyone and then introduced Esmeralda García of MIG, Inc., Project Manager for the consultant team. Ms. García then provided an overview of the agenda and led a round of self-introductions with the Committee members.

## Review of Meeting #11 Summary Report

Ms. Gates led the audience through a review of the previous meeting's summary, and individuals, both on the committee and the public, were able to provide comments or changes to the document by marking their own agenda and handing them in to the City staff. There were no comments from the committee or general public.

## Information Items – Barrio Logan Area Updates

To update the Committee regarding the development context in Barrio Logan, Ms. García discussed current and planned projects within Barrio Logan, as well as planned projects in close proximity to the project area.

Committee members and community members provided the following comments and questions on each topic. Planning Team responses follow questions in *italics*.

### *Restaurant Depot*

- Where is restaurant depot moving to? –*To the corner of Cesar Chavez Pkwy. and Harbor Drive at the old CP Kelco site. They propose to retain all the murals and place the facility behind the murals.*
- When are they moving? –*In entitlement process now, and will pull permits in the spring.*
- Implement truck routes immediately to reduce truck traffic conflicts to and from the Restaurant Depot.
- Although restaurant depot will now be only two blocks away from the freeway, trucks will use Cesar Chavez Pkwy as a route to access the freeway. They should be discouraged from doing this. –*The following presentation by Caltrans will present some innovative solutions to this issue.*

## Truck Traffic Evaluation

Ms. García next introduced Dave Sorenson of Kimley-Horn to present on a recently completed evaluation of truck traffic. Mr. Sorenson discussed the analysis process, the truck routes analyzed, affected streets, and recommendations.

Committee members and community members provided the following comments and questions on each topic. Planning Team responses follow questions in *italics*.

### *Local Issues*

- Truck traffic in alleys has caused damage to cars and homes and should be addressed.
- Trucks should use 28th St. and in the future 32nd St.
- Harbor Dr. and 28<sup>th</sup> St. have been designated and should remain the primary route for big trucks –*Turn onto 28th St. is difficult for trucks, and would need to be modified become a truck freeway access point.*
- Trucks on Main St. tend to cut through residential streets, and especially Schley St.

- Development to increase once Plan Update is approved. 28th St. should be prioritized, regardless of cost.
- Truck routes should be designated in conjunction with community input to ensure they are appropriate and safe.
- Allow trucks to take Main St. all the way to the freeway past 32nd St. *–That is another option but the 32nd St. improvements are pretty expensive. Caltrans will continue discussion with community regarding whether this can happen in a timely way. 32<sup>nd</sup> St. seems a better choice than 28<sup>th</sup> St. because 28<sup>th</sup> St. is a difficult route to get to. It is cost effective and according to the community plan will not go by planned residential units.*

### Analysis Methodology

- What was the method that was used to count trucks? Were both directions counted at intersections? *–Counts were done in-person. We counted both ways and all turning movements.*
- When were counts done? Was there coordination with the ports to determine a time when goods were being moved? *–Counts were done during the second week of July. There was no coordination with the ports, but final counts correlated with other studies.*
- Are port truck traffic estimates based on the projections of port growth? *–Yes, it is based on their growth estimates. We assumed a doubling of truck traffic coming off the 10th Ave. Marine Terminal and a 50% growth at the oil and gas operation and on Sampson St.*
- Are we able to access study and make comments? *–The City will load the presentation onto the website. Preliminary analysis will be uploaded within a month. Comments are welcome throughout the process, but most helpful between now and the next meeting.*
- Why didn't you evaluate streets where trucks are not supposed to be traveling, such as Logan Ave., Beardsley St., Sigsbee St., and Boston Ave.? *–Trucks for the port users are an existing use that will remain and probably intensify, and was therefore the primary area of evaluation. We will address truck traffic in other parts of the community later on in the study.*
- Have truck counts for activity outside of the port been looked at? *– Additional counts will be included in the final report.*

### Port Access Projects

Following Mr. Sorenson's presentation, Mark Baza, Chief of Transportation Planning, provided an overview of Caltrans port access projects.

Committee members and community members provided the following comments and questions on each topic. Planning Team and Caltrans staff responses follow questions in *italics*.

### Vesta Street Bridge

- Would Vesta St. bridge involve the removal of homes? –*The proposed Vesta St. bridge is within the Navy property and would not impact the other side of Vesta St. on the other side of Main St., and connecting to the Shelltown area.*
- *The result would be improved traffic at this busy intersection of 32nd St.*
- In what phase is it being proposed, and how will it be funded? –*Funding constraints prevented us from promoting the Vesta St. bridge early on in the freeway access study. Now, there is potential to get funding through the recovery act funds, or the Navy may themselves fund it.*
- Prioritize improvements that will benefit residents rather than industry. –*Bridge is an appropriate interim improvement because the environmental process is not as lengthy and it can be completed earlier.*
- The bridge for trucks to access the port is not good for the community because it will result in increased pollution.
- The bridge would disrupt residents and businesses.

### Parkway Concept

- Place the gateway sign which will span Cesar Chavez Pkwy. on the corner at Harbor Drive instead of Main Street. –*Regarding gateway placement, the MTS trolley is a constraint and we are waiting for the Community College District plans. Our goal is to bring the sign as close as we can so that it is visible to truck at the point it makes a decision to continue forward to Cesar Chavez Pkwy.*

### 10<sup>th</sup> Avenue

- Where would widening of Cesar Chavez Pkwy. sidewalks occur? –*Widening of sidewalks would occur on Cesar Chavez Pkwy. before Harbor Dr.*
- Have you explored modifications within the intersection itself, such as roundabouts? –*We are open to various suggestions, but our immediate priority is placement of signage so that trucks exiting the port are aware of the weight restrictions.*
- Signage does not always work. Physically modifying streets to deter trucks is also necessary. –*Because signage is not always effective, we may potentially create a dedicated right lane for trucks.*

### Interstate 5

- The I-5 connection at 32<sup>nd</sup> Street is greatly needed, what is the status of this project? –*Studies continue regarding whether or not a connection is more feasible on the other side of the freeway or at the towing yard.*

- A connection at 32nd Street to the I-5 is critical. Past Caltrans presentation have recommended that a connection to between 32<sup>nd</sup> St. and I-15 also be considered. *–Will reconsider connecting 32nd St. to I-15 as well as I-5.*
- Consider relocation of businesses in this area that generate heavy truck traffic, such as A-Z Recycling.

#### *Additional Questions and Comments*

- Establish a length restriction to favor smaller trucks and limit the number of 4-axle trucks that enter the neighborhood.
- Distribution centers are not appropriate inside the community; trucks that serve these centers do not respect the truck route signage. *–Distribution facilities placement is a land use issue. Many warehouse facilities do serve port uses and prefer businesses near-by for easy access and service. However, these types of businesses should not be located near residential uses because of health and safety issues. They should be located where access does not occur through residential streets.*
- Trucks pose a great risk to the public, such as traffic accidents and possibly even death.
- Emphasis should be on moving truck traffic more efficiently because the Navy, Port and shipyards will remain a part of the community for a long time to come. *– As it relates to 10th Avenue and Cesar Chavez, we wanted to hear your thoughts about the at-grade alternative or the grade separation. It is extremely valuable to know if you are in favor of another bridge structure through your community or if you are amenable to look at these at grade solutions as an interim measure. Our goal is to come out with a public scoping with that later this year.*
- The greatest issue is truck traffic impacts on our local streets. If the at-grade solution will keep trucks off of Cesar Chavez and from entering into the community, then it is something the community can support rather than the bridge structure. Caltrans focuses on major thoroughfares and traffic patterns for trucks at the naval base, and 10th avenue terminals, *– Caltrans primary responsibility is access to the freeway. However, we felt so strongly about this project that we are taking the lead.*
- Can you provide details regarding funding for these improvements? Wouldn't it be cheaper to make Cesar Chavez inaccessible to 18-wheeler trucks. *–For the 10th Avenue project we have \$30 million from the State, however, a matching source is needed. Cesar Chavez project is estimated at 10 to 12 million dollars including the contact sensitive solution. An application for 28th Street was submitted for funding and it was not approved by the CTC. However, we recently submitted a transportation reauthorization application to receive funding.*

#### **Next Steps**

Ms. Gates thanked everyone for their participation and Ms. García reminded everyone of the date for the next Stakeholder Committee meeting, scheduled for September 9, 2009. At this

next meeting, the Committee will have the opportunity to review analysis of various land use alternatives, and their potential effect on traffic, housing and jobs.

### **Non-Agenda Public Comment**

There were no public comments made at this time.

### **CLOSE**

Ms. García closed the meeting by thanking Committee and community members for attending.

### **ADDITIONAL PUBLIC COMMENTS**

One community member in attendance submitted written comments via a comment card provided at the registration table. The following is a summary of the comments: The City should address the issue of homelessness in the Barrio; specifically at 16<sup>th</sup> Street because it impacts the cleanliness of the streets, Alleys in Barrio are also very dirty; there should be more frequent maintenance and cleaning. The comment cards are on file at the City of San Diego and are available for viewing during normal office hours. Please contact Lara Gates at 619-236-6006 to set up a time to view the actual cards.