



## PUBLIC COMMENTS COLLECTED VIA THE COMMENT BOX

*Note: The following is a list of the comments open house attendees recorded on comment cards provided and collected at the open house sign-in table. They are transcribed here exactly as they appear on the comment cards.*

- We need to think outside the box, as well as make improvements to roads and bike lanes. We can make San Diego, especially the urban core, much more bicycle-oriented. This will cut down on pollution, gasoline costs to consumers, and make our city more of a tourist destination and friendly community oriented. Please think outside the box: What would make people want to ride more in San Diego? We've already got the perfect climate!
- Regional bike maps are very small, hard to read, and vague. Something as simple as bike lanes on every road, or a division to make it safer to bike on public roads. Freeway on and off ramps should have yield or no turn on red signs. Poor road conditions and uneven roads need more attention and need to get properly addressed. Also, more community involvement is necessary. I'm a San Diego resident, and I never received any meeting information in the mail. Had I not been a SD Triathlon Club member, I would not have heard about this meeting. Those of us who do bike do not want to rely on public transportation, therefore we bike. In the city, it's unfortunately more efficient to take a car, since most streets aren't safe or bike friendly. One would think that if we could make bike/transit more accessible, we could help stop the destruction of our environment, and help keep our city and state a more beautiful place. Lastly, it's good that I didn't bike the 10 miles here tonight, since there was nowhere to park my bike.
- I'm confident that the plan will do a good job of identifying needed programs and facilities. To be a success however, it has to establish a strong policy framework for implementation. Start by creating a city bicycle advisory committee for instance.
- No Facilities Board, where are suggestions for these lanes and sharrows, etc.? No traffic calming or road diet suggested areas as well. Or suggestions for parking removals or additions.
- What about the unincorporated communities? Build a website to consolidate bike issues across all spectrums.
- Thanks for the forum. Suggestion: Two large maps: 1. Existing Bike Routes, 2. Planned Bike Routes (distribute maps too).
- Thank you for having the open house. So glad bike plans are being evaluated. Maps were confusing. Less parking on streets – more bike lanes!
- Good displays. Could use set presentation and bike racks.
- Connect Morena Blvd. to Gilman Dr. along Hwy 5 so bicyclists can have a safe, straight route from Downtown/Old Town/Clairemont/North Park, etc. to UCSD.
- Work with bike shops and create a medium of communication with bicyclists of all types in an effort to increase awareness of bicycle related events and planning efforts.

# City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Concern – The new bike path on the south side of the SD River was not completed with pavement under the Morena Street bridge just east of the Pacific Hwy bridge which runs east towards the AAA building. An approx. 50' piece of a Class I bike lane has a 6" drop and is very dangerous. If this is a right-of-way issue, should it be open? Liability?
- Educating and encouraging our youth to ride on a daily basis to and from school and for extracurricular activities/sports. Need safe lanes/paths to and from schools. Point Loma schools and parks should all be connected with safe paths. Also, incentives for workers to commute by cycling.
- Please implement these upgrades. We are a fantastic city for bicycling, yet don't have infrastructure to really encourage a commuter culture. We could transform SD into a real biking town! Take on those puny Europeans and people from Oregon! (It rains a lot there, for god's sake!)
- I was at the last open house/meeting and I got all the things I asked for on your new master plan: Washington Ave, Park Ave, 6<sup>th</sup> Ave, more downtown – Super! Looks great – I hope it all happens. What's the best way for me to stay involved?
- Some PowerPoint slides were too small. Needed to separate.
- As a part of the Grantville Master Plan for Subarea B, a service road is to be connected at the end of Tierrasanta Blvd. This should be opened up to bike traffic, thus establishing an east-west connection from College Ave to the beaches.
- Tunnel on India under Hwy 5 is dark, especially bad is the contrast on bright days. Brighter lighting in tunnel would help. Perhaps "solatube" style to save energy? Bridge connecting Santa Fe to Morena near Costco would enable nicer/shorter commute between UCSD and residences behind Costco. Public education about destination positioning at intersections and door zone avoidance is needed.
- No bike parking at this meeting? Classic!
- Please review the existing conditions/facilities. Many of the facilities need to be updated, i.e. some Class III are now Class II, etc. Better/more education efforts for children and police officers as well as drivers. Motorist education. Include policy to repair bike lanes when roadway is being repaired. Many bike lanes on streets that have been resurfaced have been left alone and in bad condition.
- Please put display boards online.
- It would have been nice to have a sign telling us we could lock our bike inside.
- Good event. I'm glad you're involving the public. Recommendation: do as much as you can to encourage biking as neighborhood transportation instead of using a car. Lots of bike lanes, blvds, etc. are not enough.
- Good workshop format. Station attendees were helpful and informed. Would like to see a calendar for report submission and plan implementation. Also, it would be helpful to know if there will be future opportunities for public input and in which areas.
- We need more signs that say "Share the Road – It's the Law."

# City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Keep communicating and reach out to the local bicycle clubs.
- Riders using sidewalks – call for increase in outreach efforts/education/enforcement to riders. This is a sign of riders uncomfortable in street – need auto driver awareness/enforcement.
- *See attachment 1 for a typed set of comments submitted at the open house.*

Michael Ballard – Cyclist and resident of the City of San Diego  
Bicycling Suggestions for the City of San Diego – June 10, 2009

- **Sharrows** – These would be helpful on roadways too narrow for bike lanes, but have a large amount of cycling traffic. Good roads for this would be Mission Bay Dr, San Diego Avenue near Old Town, and 4<sup>th</sup> and 5<sup>th</sup> Avenues from Hillcrest to Downtown. The City of Corona has implemented these on a couple of roadways (Rincon St in particular between Smith Ave and Corydon Ave) that connect two segments of the popular Santa Ana River Trail.
- **Signal Modification** – Modifying or fixing the traffic signals to actuate for cyclists, or making the loops visible, would be the greatest benefit for cyclists. Many bicyclists run traffic lights as they do not actuate for them, treating them as a malfunctioning signal. More education about where bicycles must be to actuate the signals would also be helpful. I have found information on the internet, and have had a 95% success rate in most cities.
- **Bike Lanes** – More bike lanes would be helpful, only if they are NOT within the “door zone” of cars and properly maintained. Too often I have seen these lanes creating more dangerous situations for cyclists, mostly due to poor maintenance forcing cyclists out into higher speed traffic.
- **Education** – While mostly at a state level, more education for motorists as to how to share the road with cyclists, especially pertaining to passing distance and bike lanes, would be helpful. Educating cyclists that the rules apply to them as well is also helpful. Law enforcement also needs to be educated as to the rights of cyclists on the roadways. I myself was cited while riding in a legal and safe manner in front of San Diego City College on Park Blvd, while I was riding to work. The citation was for not riding far enough to the right, which was not applicable at the time. Had I been riding the way they wanted, it would have been very unsafe for me, putting me in a position to have to dodge parked cars while going 25 mph, down a hill.
- **Maintenance** – While cars can deal with a lot more bumps, bicycles cannot. It becomes more a safety issue when cyclists have to dodge potholes, possibly coming into higher speed traffic. The additional problem arises when flats or bent rims are caused by these potholes. The cyclist can crash, causing more problems for all involved. Debris strewn bike lanes and shoulders present similar problems, causing flats and forcing the cyclist to dodge the debris. Regular sweeping of these problem areas would drastically reduce these problems, as well as prompt repair of potholes.
- **Bike Paths** – While an expensive undertaking, these can be quite helpful, when implemented properly. Building them as enhanced sidewalks or making them subordinate to all other roadways reduces their utility. Better integration into the network is needed, especially along existing paths. The Rose Canyon path has a rather problematic north end, where it meets Gilman Dr at the I-5 NB offramp. The City of Portland, Oregon, has solved this problem with a bicycle only signal, where a path converges at a similar intersection.