

Comments on Southeastern San Diego Community Plan June 2014 Draft Mobility Element

Robert C. Leif, Ph.D.	Maria Riveroll	Reynaldo Pisaño
3345 Hopi Place,	P.O. Box 740903	P.O. Box 740903
San Diego, CA 92117- 3516	San Diego, CA 92174	San Diego, CA 92174
Tel. (619)582-0437)	Tel. (619)264-5373	Tel. Cell (619)405- 0352
Email rleif@rleif.com	Email taxqueen25@cox.net	Email rpisano5@cox.net

An in depth discussion of the proposed intermodal station can be found in the document entitled Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point. This document is part of the set of comments on the Southeastern Community Plan, June 2014 Draft.

P-M0-? Indicate a new policy

Goals

1. A complete network of pedestrian-friendly, multi-modal facilities throughout the community.
2. Wayfinding programs to support efficiency and enhance use of all transportation modes.
3. Pedestrian-friendly infrastructure including sidewalks with parkways, gridded streets and pedestrian-scale blocks.
4. Safe, walkable neighborhoods which utilize new paseos, pedestrian connections, improved sidewalks, and make use of the alley network for vehicular access, **with solar-powered LED lights.**

5. A complete, safe, and efficient bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.
6. High-quality public transit service as the preferred transportation mode for employees and residents **that directly connects with the rest of the transit system and provides North-South and East-West access. This mass transit is to be** centered around transit oriented development within identified community villages.
7. Adequate capacity and improved regional access for vehicular traffic **on collector streets and major transit corridors.**
8. Efficient use of parking resources through parking management strategies in the clustered commercial or industrial areas and high frequency transit corridors to reduce the costs associated with providing parking, ~~and~~ reduce parking impacts **while not reducing off-street parking, and** supporting local businesses.
9. Interagency coordination to provide additional comprehensive mobility strategies and opportunities, funding resources, and inter jurisdictional cooperation **which maximizes multi-modal connectivity.**
10. . **Make improvements with sustained maintenance** and stimulate investments in this area.
- 11. Improve[~~d~~] air quality and reduce Vehicle Miles Traveled (VMT).**
- 12. Develop needed infrastructure and public facilities with sustained maintenance.**

Walkability Policies

P-MO-1: Support and promote complete sidewalk and intersection improvements along Market Street, Imperial Avenue, **the West side of** Commercial Street and National Avenue.

P-MO-2: Install missing sidewalk and curb ramps and remove accessibility barriers.

P-MO-? Renovate sidewalks and streets that are neglected.

P-MO-3: Provide marked crosswalks and pedestrian countdown timers at all signalized intersections that meet A.D.A. standards.

P-MO-4: Improve the pedestrian environment adjacent and along routes to transit stops through the installation and maintenance of signs, crosswalks, street lights and other appropriate measures.

P-MO-5: Provide shade-producing street trees and street furnishings with an emphasis in the Community Villages and along routes to schools and transit **while not interfering with or reducing parking by more than 5 percent.**

P-MO-6: Provide adequate lighting for safety and security, including retrofitting freeway underpasses.

P-MO?: Maximize North-South and East-West connectivity for pedestrians to locations that are too far to walk.

Bicycling

Key proposed bicycling corridors include: Market Street, Imperial Avenue, National Avenue, and the Chollas Creek Branches.

As Dr. Leif has previously asked additions and modifications need to be made to TABLE 3.1, EXISTING ROADWAY CHARACTERISTICS of the present draft Mobility Technical Report, June 2014 Draft needs to include a hyperlink to a spreadsheet which should both have the same and supplemental information. For instance, the Column labelled Pavement/ ROW Width (ft) should be split into 2 columns each containing its own numeric data. It should be supplemented with number of cars per hour statistic, such as maximum and daily work time average. This should be used in the selection of future bicycle paths. These paths should not be located in the vicinity of parallel parked cars. Hilly terrains that would be difficult for children and seniors should be avoided. Since it may not be feasible to have two bicycle lanes on the same street, members of each pair of bicycle lanes can be located on separated streets. The location that provides the best visibility for a driver and probably safety for the rider is when a car is angled or perpendicular to the curb and facing in towards the curb.

Test should be performed to determine the relative safety of cyclists based on the direction of the pointing of automobiles when they are angled or perpendicularly parked.

P-MO?? The color of the striping that delineates bicycle lanes should be consistent with that of other communities.

Bicycling Policies

P-MO-7: Where feasible, repurpose right-of-way to provide and support a continuous network of safe, convenient and attractive bicycle facilities **similar to or including those** shown in Figure 3-2, connecting Southeastern San Diego to the citywide bicycle network.

P-MO-8: Implement multi-use trails recommended in the Chollas Creek Master Plan.

P-MO-9: Provide secure, accessible bicycle parking, particularly at the Cesar Chavez and 32nd Street trolley stations, within commercial areas, and at concentrations of employment throughout the community.

P-M0?: Maximize North-South and East-West connectivity for bicyclists to locations that are too far for them to pedal.

Public Transit

From: SANDAG) 2050 RTP includes the following planned transit improvements for this community, contingent on future funding:

A new rapid bus route would connect North Park and the 32nd Street Trolley Station.

Unfortunately, the scope of this rapid bus route is too limited, since this route does not include areas with an adequate percentage of well-paying jobs. However, this route could augment the close-by intermodal connection.

The I-15 Bus Rapid Transit (BRT) should connect with the Orange Line Trolley in the area where the I-15 crosses Imperial Ave. A document, Trolley Stop, Bus and I-15 Rapid Transit Bus Intermodal Transfer Point, describes one way of implementing this improvement. This document is part of this set of corrections and additions.

A further advantage of moving the Trolley stop is the separation between it and the 25th St. station would be increased, which would permit the addition of a third trolley stop between the two. This would permit maximum utilization of rapid transit by the residents of Southeastern San Diego and [enhance commerce, business and employment](#) along the trolley line. It would also permit the users to access the trolley by boarding and leaving directly from Imperial Ave., which is the major retail street in the area. This project could be funded out of the savings from not constructing the improvements on SR-94 necessitated by running the I-15 BRT and I-805 BRT on it. The downtown I-15 BRT has stops that are close to those of the Trolley and thus is redundant.

Public Transit Policies

P-MO-10: Improve the environment surrounding bus and trolley stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping where appropriate.

P-MO-11: Highlight the presence of the two trolley stations through wayfinding signage and treatments on pedestrian routes to and from each of the stations.

Note: the signs in trolley stops that show the name of the stop should be located to be easily visible from the Trolley's windows.

P-MO-12: Work with MTS to incorporate measures to improve personal safety such as lighting, **cameras**, emergency call boxes, and similar upgrades at each of the trolley stations.

Cameras were of great use to the U.K. police, Scotland Yard, in terrorist cases.

P-MO-13: Work with MTS and SANDAG to implement transit priority measures to improve transit travel times.

P-MO-14: Work with SANDAG to implement transit infrastructure and service enhancements in the Regional Transportation Plan, and to incorporate additional transit services and facilities such as a new **multi-modal** BRT station along the I-805 corridor connected to the 47th Street Trolley Station, including new rail, pedestrian, and bicycle connections between Southeastern San Diego and Encanto Neighborhoods.

P-MO-? Create a new multi-modal transit station by moving the location of the present unimodal trolley station from 32nd St. and Commercial St. to the vicinity of either of the Imperial Ave. Bus station on the East side of the Orange Line trolley loop shown in Figure 3-3: Public Transit Facilities. Location on the West side would be acceptable if the trolley stop was joined by a covered moving sidewalk.

It is greatly appreciated that Figure 3-3 now is now multi-modal and shows the Imperial Ave. Bus, BRT system and Trolley system. The common name of SR 637, 32nd St. should have been included on the map.

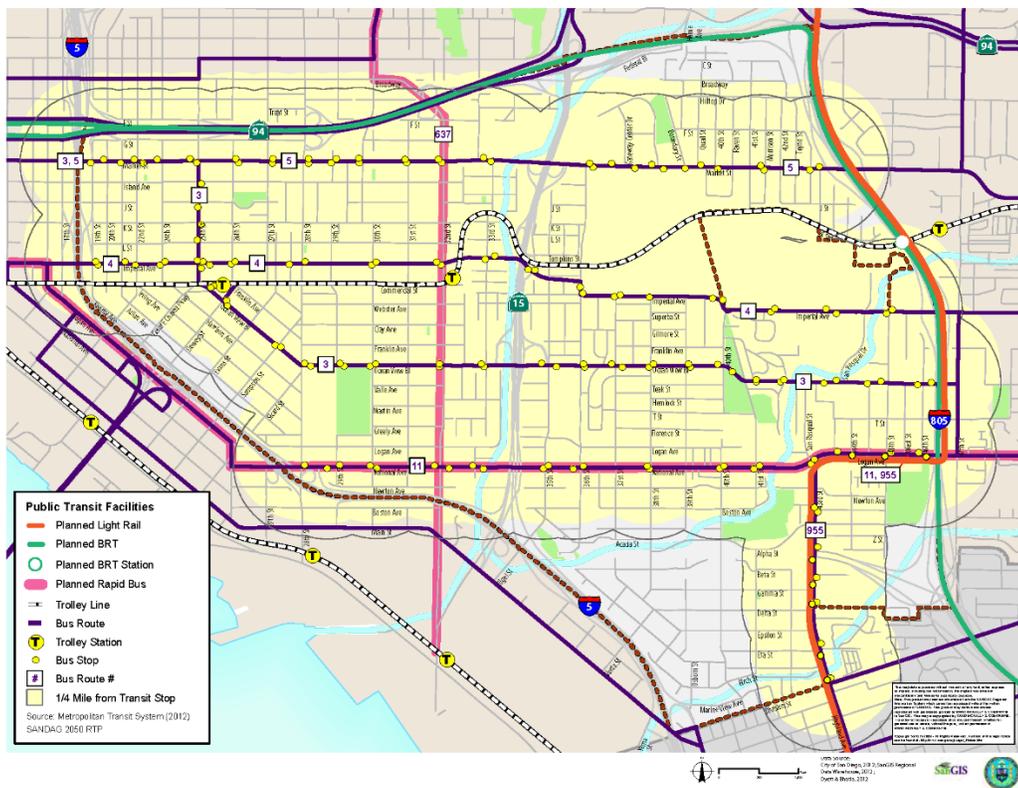


Figure 1.1, Blowup of Trolley Loop Area from Figure 3-3.

The pink lines on the left are the Planned Rapid Bus, which would connect with a short walk to the 32nd St. Station and runs between North Park and Barrio Logan. If the connection between the Trolley, the I-15 Bus Rapid Transit (BRT) and the Imperial Ave. Bus were made, the passengers on the Trolley and the I-15 Bus Rapid Transit (BRT) can take the Imperial Bus and shop on a revitalized Imperial Ave or the passengers on the BRT or the Imperial Ave. Bus can take the Trolley to Downtown or transfer to another trolley line and go South as far as San Ysidro and Northeast as far as Santee.

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FIGURE 3-3: Public Transit Facilities



3-8

Figure 1 is Figure 3-3 of the Community Plan Update.

This juncture together with the proposed I-805 junction with the Orange Line eliminates the need, problems and expense associated with the I-805 BRT running on SR-94. The increase in the ridership of the Orange Line resulting from the juncture described above makes it economically feasible to reduce the times between trolley arrivals.

It appears from the image below that land just north of the proposed junction could be used to park cars.



Figure 2. medium resolution image showing the location of the present trolley station and the location to which it should be relocated.

Since the downtown trolley stations and the proposed BRT stations are close to each other, the extension of the BRT is redundant. Construction of the new stations will require only part of the funds for that project to be used to create the connection of the Trolley, BRT and the Imperial Ave. Bus, as well as accelerate the southern extension of the BRT and the creation of a new Trolley station on Commercial St. in the vicinity of 28th St. The rest of the money can be spent on the uses specified by the local planning groups when they voted against the extension of the BRT on to SR-94.

The creation of this 28th St. trolley station was the most popular suggestion of the planning consultant, Dyett & Bhatia.

P-MO-?? Create a new Trolley Station approximately halfway between the present 25th St. station and the new Multi-modal station

P-MO-?? Extend the BRT South.

Streets and Freeway System

Streets and Freeway Policies

P-MO-15: Provide a complete streets network throughout the community, accommodating all modes and users of the right of way.

P-MO-16: Repurpose right-of-way to provide high quality bicycle, pedestrian, and transit facilities while maintaining vehicular access.

There probably will be a significant backlash against any traffic calming measures that significantly increase the time to commute to work and/or increase the time to return home. Therefore, a few test cases should be implemented with measurements performed before and after these changes.

P-MO-17: Implement road and lane diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in the community.

See comments under P-MO-16

P-MO-18: Policy 3.3.4 Implement focused intersection improvements to improve safety and operations for all modes.

P-MO-19: Policy 3.3.5 Provide street trees, street lighting, and implement a wayfinding program.

If at all possible, the street lighting should be **combined** solar/electric powered and employ LEDs. Although the reliability of solar powered lights is decreased by the need for batteries, the mode of failure is uncoordinated. Mains power failure can be system-wide, which is catastrophic.

P-MO-20: Policy 3.3.6 Coordinate with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements.

Intelligent Transportation Systems Policies

P-MO-21: Support implementation of ITS to improve safety, efficiency and service, and congestion, including but not limited to traffic signal coordination, traffic and transit information, smart parking technology, and transit priority measures.

Collaboration with local San Diego companies on these projects would help the City Government and provide well-paying jobs.

P-MO-22: Encourage use of or accommodation for emerging technologies such as car charging stations as part of future infrastructure and development projects.

Transportation Demand Management Policies

P-MO-23: Encourage new residential, office and commercial developments, as well as any new parking garages to provide spaces for carsharing.

P-MO-24: Encourage new commercial, office and industrial development; employers; and new residential development to provide transit passes to employees and residents.

P-MO-25: Encourage employers to coordinate with SANDAG to provide commuter transportation programs.

Parking Policies

Policy 3.6.1 Implement parking regulations that provide sufficient parking to accommodate residents and support businesses while reducing the overall cost of providing parking.

This policy involves items that can be measured: 1) The overall cost of parking per driver and 2) to the City for items, such as parking structures and meters. This cost to the City includes the permitting and design costs, the actual construction cost, and maintenance costs should be measured, recorded and published yearly.

P-MO-26: Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

P-MO-27: Encourage parking spaces to be rented, or leased; or ~~sold separately~~ from new residential and commercial space. **But provide preference for the renters to use these spaces. Shall not reduce required off-street parking.**

P-MO-28: Implement on-street parking management strategies in the Community Villages and commercial areas to more efficiently use street parking space and increase turnover and parking availability. **For example Parking Meters can be installed.**

PMO-29 Pop-outs need to be made easily visible and to contrast with environment.

Page 3-11 image at bottom showing Back-in angled parking. Although angled parking is greatly preferred when bicycle lanes are involved, no physical barrier is shown between the bicycles and cars using the street. Are there any safety data on this configuration? How does it compare with front-in angled parking where the bicycle lane is nearest to the curb?

An estimate must be made of the external water requirements of the trees shown in Figure 3-4, bottom image of page 3-12, Figure 3-5, and Figure 3-6 and its cost.

The Section view needs to be dimensioned and the relationship between the parallel parked cars and bicycles is too hazardous to be accepted.

Figure 3-5 shows a Parklet with a pop-out. How many parking spaces are lost because of this pop-out?

The mobility Element has Proposed On-Street Parking Removal in Figure 3-9 been discussed with the property owners and residents on South side of Market St, specifically from 33rd to Chollas Creek bridge.

On 33rd street, it is recommended that an enhanced traffic signal with a count-down and pedestrian activation be installed on the south side of Market St. intersecting with 33rd St.

P-MO-30: the implementation of none of the above policies shall result in a reduction of required off-street parking that is required for the residents, retail establishments, employees, visitors, and shoppers in Southeastern San Diego.

P-MO-31: Establish a specific time frame for each step in the implementation of each Policy and Goal, as well as perform a yearly audit to determine if these steps have been achieved.

Technical Comment

All future and replacement traffic signals should include pedestrian activation, count-downs and/or traffic on demand, as well as conform to ADA standards.

Because of global warming, all new construction should be high enough to withstand floods that are above the 100 and 500 year flood plains.

Comments for future specific uses

In order to provide safe routes to and from bus stops, Traffic control signals should be placed on: 31st St, and Market St. bus stop, Boundary St. and Market St. bus stop, as well as the 40th St. and Market St. bus stop.