



**City of San Diego | Hillcrest Focused Plan Amendment
Uptown Planners Subcommittee Meeting | January 21, 2021**

CHAT LOG

OVERVIEW

The January 21, 2021 Uptown Planners Subcommittee Meeting for the Hillcrest Focused Plan Amendment was held via Zoom. The meeting included a presentation and discussion on the Focused Plan Amendment Mobility Planning Approach including: Roadway Concept Visioning, Operational Treatments, and Alleyway Activation.

The meeting was conducted with the Zoom videoconference platform. Attendees typed comments and questions through the “chat” tool. Each chat submittal includes the time and the participant’s name, which are provided in this document.

CHAT LOG

- 00:16:26 Clint Daniels: I had mentioned this during an earlier meeting. The LTS identifier for the west end of University seems optimistic. University west of 1st Av is scary particularly as it narrows and curves towards the Von's.
- 00:17:22 Claudia - City of San Diego: Thank you Clint. City staff will take a look at LTS on the western end of University Avenue
- 00:19:20 Clint Daniels: UCSD currently runs a private shuttle. This should be added to MTS's GTFS feed, so people can find it via Google maps. Admittedly its for students and faculty, but it should be for everyone.
- 00:19:29 roger leszczynski: rail is outdated. if a train breaks down, it blocks the whole line. better to use buses -having high priority signaling
- 00:20:11 roger leszczynski: ive seen the downtown line blocked many times when 12th/imperial station floods
- 00:20:13 Marcela Escobar-Eck: I concur with Clint's point on the UCSD shuttle.
- 00:20:20 Marcela Escobar-Eck: Also, Rail is great
- 00:20:31 roger leszczynski: and I say this as a rail lover
- 00:20:33 Michael Donovan: if you do 3 tracks you always have a spare to deal with breakdowns for rail

00:20:39 Isaac W (He/Him): Counterpoint, Roger, would be that rail is a better precursor to development. It's a lot easier to reroute a bus line than to rip out tracks.

00:21:29 Michael Donovan: or have regular crossover for single tracking

00:21:51 Sanjay Stone: Also, rail is significantly better at moving large amounts of people through a city, better than car or buses. What San Diego needs is rail that is grade separated from cars and pedestrians

00:22:56 roger leszczynski: rail is better in a city where it's above or below ground. but still fails with the breakdown problem, even with cross over tracks

00:24:31 Bill Kelly: Would light rail/trolley service down Park to University and university down 5th leave any lanes for autos?

00:24:41 Clint Daniels: Why not 4th / 5th?

00:25:09 Marcela Escobar-Eck: I think a light rail or trolley on 4th or 5th are great ideas

00:25:33 Michael Donovan: agree, light rail will help on 4th and 5th

00:25:37 Scott Sandel: agree Marcella

00:25:47 Michael Donovan: i think current SANDAG plan is for trolley

00:26:30 Mary McKenzie: But Robinson is used like a transit street

00:26:42 Claudia - City of San Diego: Staff will continue to evaluate and provide concepts for all corridors (including 4th and 5th); however for today's discussion we will highlight other corridors and bring ideas for your input

00:26:44 Clint Daniels: Understand the point about 4/5, but the mobility context maps miss connection to largest employer in Uptown (UCSD and Scripps)

00:27:32 Clint Daniels: Trees. Need lots of trees

00:27:51 roger leszczynski: marcella - the subway in paris are really buses in tunnels on rubber wheels. so what is difference between bus and trolley...

00:27:53 Kathy Keehan: Yes to lots of trees!

00:28:06 Marcela Escobar-Eck: good point roger

00:29:01 roger leszczynski: buses in boston are interesting, they are powered by over head wires downtown like a trolley, then going to suburbs switch over to diesel power

00:29:24 Clint Daniels: Any consideration of a removal of a auto travel lane on University

00:29:31 Clint Daniels: ?

00:29:41 Marcela Escobar-Eck: unfortunately people are more willing to ride a trolley than a bus if they are not regular transit users. For some reason buses have a stigma for some folks.

00:30:23 Bill Kelly: removing parking would be detrimental to business unless you build parking structures along the commercial routes.

00:30:24 Lu Rehling: El Cajon experiment seems to be working well

00:30:33 Mary McKenzie: Are we able to download this presentation?

00:30:55 Marcela Escobar-Eck: has there been any consideration to one central parking structure hub?

00:31:05 Marcela Escobar-Eck: like in Barrio Logan

00:31:29 Michael Donovan: i think employment support is a major failing in the assumptions here. According to planning dept data hillcrest is primarily a bedroom community with workers commuting in or out. Any plan need to account for attracting new employers to reduce traffic flow

00:31:30 Eddie Rey: Is option 1 assuming that the center lanes would eventually be light rail?

00:31:57 Lu Rehling: same cars, fewer parking could lead to more traffic congestion because of people searching for parking spots. in SF, this is a major traffic factor

00:32:07 Clint Daniels: A shared bike lane like El Cajon doesn't slow down traffic. On El Cajon, you are still biking in mixed flow traffic with cars moving 40+ MPH.

00:32:19 Stu McGraw: Central Parking Hub is a fantastic idea!

00:32:31 Clint Daniels: +1 Central Parking Hub

00:32:49 roger leszczynski: and clint its a reason why I don't bike on el cajon cause cars moving too fast

00:33:25 Marcela Escobar-Eck: Parking structure hub could be topped with a park or plaza. Thereby also adding some useable open space in a central location

00:33:46 Kathy Keehan: agreed - should consider parking hub. I think people currently use the actual HUB parking at Ralphs/Trader Joes as an option

00:33:51 Brer Marsh: Seems like LOS is being used here as opposed to applying the newer VMT design requirements. Is this correct?

00:34:29 Lu Rehling: Robinson is walkable now. Add to that, and it might not be

00:34:34 Michael Donovan: bicycle lanes on robinson look unsafe

00:34:43 Clint Daniels: There has been some backlash to one-way couplets due to speeding and lack of driver viligance for "abnormal" activity, but I do like smaller scale auto lanes.

00:34:52 Kathy Keehan: are you widening the Robinson crossing of 163?

00:35:01 Eddie Rey: one way streets traditionally are bad for businesses. I was hoping we could get rid of the 4th, & 5th ave one way streets

00:35:27 Tanner French, City of San Diego: Hi Brer, there is no analysis being shown, so no LOS or VMT. The arrows up and down simply show which modes are being improved or decreased.

00:35:31 Claudia - City of San Diego: City staff will evaluate LOS for operational analysis at intersection and VMT for residents and employment

00:35:58 roger leszczynski: eddie rey : do you have data to support your statement?

00:36:09 Marcela Escobar-Eck: clint: What are your concerns with the couplet again?

00:36:16 Michael Donovan: i guess from other cities im very comfortable with one way systems and they really dont seem to negatively impact business

00:36:18 Clint Daniels: LOS > C or D in Hillcrest isn't necessarily a bad thing

00:37:13 Clint Daniels: One way traffic may lead to higher speeds due to less vigilance for contra flow activity. More complex interactions lead to slower speeds.

00:37:18 Lu Rehling: this is a messed up survey: 5 options, 3 of which are some form of support; no neutral

00:37:19 Will Colin-Diamond: These are being explained too quickly, without time for clarification

00:37:56 Sanjay Stone: I agree with Clint - one way streets lead to higher speeds. I am concerned about the families that live on Robinson

00:38:31 Clint Daniels: Minneapolis and Denver are good examples, but the counter is C Street in downtown San Diego.

00:38:34 roger leszczynski: oneway streets lead to higher speeds only if multi lan

00:38:41 roger leszczynski: lane*

00:38:56 Isaac W (He/Him): Question for city staff: is there a reason that angled parking continues to be evaluated? It doesn't feel like the best use of space and doesn't speak to reducing VMT at all. If we're looking to improve quality, it feels like angled parking is a non-starter.

00:39:00 Lu Rehling: what would no cars do to University Ave businesses?

00:39:54 Nevo Magnezi: give them more business! More people biking and walking by their storefronts instead of speeding by

00:40:25 Isaac W (He/Him): Lu, I moved here from Minneapolis recently and the conversion of Washington Ave to a transit/ped mall has been wildly successful and created numerous opportunities for increased business.

00:40:38 Lu Rehling: again: biased, strange survey design with 3 in favor options, 2 not in favor options & no neutral

00:40:42 Michael Donovan: need to provide access for trash and deliveries, can supplement transit with n EVs

00:41:30 roger leszczynski: i do agree lu rehling

00:41:54 Clint Daniels: If the City pursues a transit only corridor, similar to my open space concerns, how do we ensure we don't get another C Street (similar to how do we ensure we don't get another Horton Plaza and Fault Line Park)?

00:42:48 Will Colin-Diamond: All of these polls should be ranked choice

00:42:49 roger leszczynski: clint are you implying the homeless influx?

00:43:14 Clint Daniels: a lack of business or a dead zone and everything that comes with it.

00:43:35 Lu Rehling: what about the existing Hillcrest core jitney? is it making a difference? is it being factored in?

00:44:17 roger leszczynski: clint i think that is mainly from the homeless issue, not street design

00:44:43 Clint Daniels: I like the transit only scheme. It just needs to be times with measurable milestone, (e.g., real transit, density threshold, employment threshold)

00:45:01 Lu Rehling: pedestrian scramble?

00:45:14 Lu Rehling: LPI?

00:45:30 Michael Donovan: all way including x crossing while all cars wait

00:45:40 Marcela Escobar-Eck: the rectangular crossing beacon on University is a disaster

00:45:42 roger leszczynski: lu rehling: scramble is ability to cross diagonol and all cars are stopped

00:45:54 Lu Rehling: flashing beacons are a great concept, but in practice are not so reliable; drivers often don't seem to understand

00:45:55 Clint Daniels: I'm not sure why C street doesn't work. I don't think it is a homeless issue. There is something else about why it doesn't work. transiency is a symptom, but not the cause.

00:45:56 Marcela Escobar-Eck: I have seen so many people almost killed from peple not stopping

00:45:56 Sanjay Stone: I agree, the transit only scheme only makes sense with significant transit. I.E. in conjunction SANDAG's plan for a trolley line and commuter rail station in core hillcrest

00:46:04 Claudia - City of San Diego: pedestrian scramble can be found on 5th Avenue and Market Street in Downtown

00:46:08 Matthew Kolosick: The crossing beacon on Washington is also a disaster

00:46:13 Tanner French, City of San Diego: LPI = Lead pedestrian interval. Helps pedestrians get further into intersection safely.

00:46:30 Lu Rehling: thanks for clarifications! much appreciated

00:46:31 roger leszczynski: lu rehling I agree the flashing beacons are useless, and ignored many times

00:46:45 Kathy Keehan: Like the EV charging at the hubs, and it should include e-bike charging as well

00:47:10 Isaac W (He/Him): Maybe a little tongue in cheek, but I think the solution to dangerous vehicle movements and low quality pedestrian environment is to remove cars altogether! :)

00:47:12 Monique Chen - Chen Ryan: There is a LPI at 5th Ave/University Ave.

00:47:12 Clint Daniels: The best pedestrian safety measure is slower speeds.

00:47:21 Clint Daniels: *slower vehicle speeds

00:47:23 Isaac W (He/Him): The best pedestrian safety measure is no cars

00:47:32 Kathy Keehan: agree with Clint - slower speeds = much safer

00:48:03 Kathy Keehan: and also true no cars = much safer!

00:48:11 roger leszczynski: i love alleyway activation in san Francisco, great outdoor dining

00:49:01 Lu Rehling: yes, alleyway activation is fun; but in SF (think the Mission) it also adds to traffic congestion on streets

00:49:04 Ed Balsamo: In the alleys, the city could fund containment areas for trash cans and recycling to make it less of an attractive nuisance for homeless.

00:49:53 Eddie Rey: www.MuralAlley.org!

00:51:49 Mat Wahlstrom: This meeting has been a fiasco. Shortly after I was logged on to this meeting on Zoom, control of my computer was hijacked and I had to force shutdown. This has never happened before. Now I get back on to find you're running "polls" of those logged in? Outrageous!

Suffice to say that not seriously considering the existing traffic studies done under the Uptown Community Plan Update that Plan Hillcrest is simply a public relations cover to blanket upzone on behalf of real estate speculators.

This is an illegitimate process with the results baked in.

00:53:43 Tanner French, City of San Diego: Re ped improvement: Options for University included expanded sidewalks, and many of the "operational improvements" included pedestrian improvements.

00:54:27 Mat Wahlstrom: To Michael Prinz: I want to know under whose license this meeting is being conducted. Add this to my previous request I'm still waiting on from you.

00:55:17 roger leszczynski: mat wahlstrom perhaps to polls can be opened up to the public. but how would fraud be prevented?

00:56:39 Michael Prinz, Planning Department: Hi Mat, the Zoom license is managed by the City of San Diego Planning Department. I apologize if you had difficulties in this meeting. The meeting is being recorded and will be posted on the planhillcrest.org website following the conclusion of the meeting.

01:01:19 Marcela Escobar-Eck: bravo Kathy well said

01:01:28 Sanjay Stone: With all the bicycle facilities that were presented, we should also make sure we include bicycle parking facilities

01:02:01 Lu Rehling: yes: that's the part of Robinson that is NOT pleasant or safe for both walking and cycling

01:02:01 Sanjay Stone: I agree with Kathy on her comments, especially crossing the 163

01:02:40 Clint Daniels: +1 trees

01:02:42 Gail Friedt: Perhaps if there were more housing options in Uptown, there were be less people commuting in and out of the area. UCSD Medical Center is a huge employer that is actually putting housing in their long range plan. Scripps Mercy is also expanding.

01:04:46 Gail Friedt: I'm on the HBA Beautification committee - there are 60 new trees going in through Tree San Diego.

01:05:28 Kathy Keehan: That's great news on the trees, Gail!

01:06:38 Kathy Keehan: Good point on the Age Friendly Community question - gotta plan for us getting older. :)

01:07:10 Lu Rehling: must leave for another meeting. will much appreciate having info on what i'll need to miss on Plan Hillcrest site. Thanks!

01:08:44 Gail Friedt: HBA's Beautification Committee meets the first Wednesday of the month at 9:00 am (currently zoom meeting) if anyone wants to be involved. see hillcrestbia.org for more information.

01:10:24 Mat Wahlstrom: Also want to point out how many of those saying how livable and walkable already built-out Hillcrest is then pivot to saying we need promote adding density without amenities, which would kill the proverbial golden goose.

01:14:28 Ed Balsamo: Hillcrest is one of the few neighborhoods of San Diego that is already well-positioned for a more walk-centric, bike-centric lifestyle. Certain streets like 5th ave and University lend themselves perfectly to pedestrian-only or pedestrian-mostly approaches. But, let's be honest with ourselves. This is southern California. You need to

have some paid, accessible parking near the future closed areas to allow commuters to come and frequent the Hillcrest businesses. Unrelated, but the push to make alleys more friendly is a great idea.

- 01:19:18 Michael Donovan: thank you clint, well said
- 01:19:27 Marcela Escobar-Eck: parking district has money that can also be leveraged for a paid parking hub. Consider approaching the Rite Aide folks.
- 01:19:34 Marcela Escobar-Eck: well said Clint
- 01:23:01 Carol Emerick: Yes, Trees!!!
- 01:23:30 Stu McGraw: (my internet is unstable) I would like to echo Clint's concerns about pedestrian and bike safety on East Washington St at 163.
- 01:23:34 Carol Emerick: Clint mentioned Development Impact Fees.
- 01:23:39 Clint Daniels: At some point, no now, but it would interesting to revisit the University / Washington study Roy referenced. That study had some issues, and may have had some pre-conceived outcomes baked in.
- 01:24:41 Mat Wahlstrom: Well said, Roy Dahl
- 01:24:47 Gail Friedt: Thank you the presenters and the great presentation. Keep up the good work.
- 01:24:54 Michael Donovan: the national trend for the gay community is away from gay neighborhoods. As being gay is more accepted, people are moving throughout the city and feel comfortable anywhere they go. With this trend and online dating dont count on the gay community in the way we have in the past
- 01:26:29 Eddie Rey: I see that as a concern, however I also believe that projects like our LGBTQ Legacy Walk- similar to Chicago's Legacy Walk- is one way of cementing Hillcrest as a diversity rich neighborhood- similar to how Little Italy will always be little Italy- even though most Italian families have left.
- 01:26:59 Mat Wahlstrom: Because of the "technical difficulties," did I miss seeing where anywhere in the presentation there were accommodations for the disabled?
- 01:27:43 Clint Daniels: +1 lane reductions
- 01:27:50 Eddie Rey: I'm more concerned about cost of living and how to increase affordable/low income housing for the employees who will staff the restaurants, bars, and retail in the neighborhood.
- 01:28:00 Sol Schumer: No specific points for the disabled.
- 01:28:24 Kathy Keehan: Agree with Brer and Clint - please consider options with fewer car lanes
- 01:29:30 Nevo Magnezi: Thank you again for the great presentation. I am pleasantly surprised at how forward thinking some of these visions are-- Bravo!

01:30:05 Michael Donovan: excellent thought provoking material, thanks for all the hard work!

01:30:38 Sanjay Stone: Thank you for the forward leaning ideas and great job on the presentation.

01:30:39 Clint Daniels: Thanks to city staff and the public for participating and contributing

01:30:50 Kathy Keehan: Thanks all!!