



## Hillcrest Parking Committee

Thursday November 20, 2014; 5:00 – 6:30 PM

Hillcrest Business Association Office

3737 Fifth Avenue #202

San Diego, CA 92103

### AGENDA

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- 1. Introductions and Chair Report**
- 2. Non-Agenda Public Comment**  
Comments are taken from the public on items not on the agenda; time limit of three (3) minutes per speaker
- 3. Approval of Minutes – October 23, 2014**
- 4. Hillcrest Trolley Ridership and Service Considerations (*Potential Action Item*)**  
Committee will review ridership numbers and goals in determining service frequency
- 5. 5<sup>th</sup> Avenue Valet Service / DMV Marketing (*Information Item*)**  
Committee will review ridership numbers and goals in determining service frequency
- 6. Curb Survey 1.0 Update (*Information Item*)**
- 7. City Public Works Project Management (*Potential action item*)**
- 8. Transforming Hillcrest – Washington Memo (*Potential Action Items*)**
- 9. Cal-Trans Grant (*Information Item*)**
- 10. Staff Updates on Other Planned Efforts (*Information Items*)**  
Universal validation, employee parking solutions, etc.

*Unfinished business may be tabled and placed on the agenda of the following meeting.*


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November 4, 2014

File Number 1223022

TO: Hillcrest Community Collaborative 

FROM: Muggs Stoll, Department Director, Land Use and Transportation Planning

SUBJECT: Uptown Regional Bikeway – Washington Street Analysis

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*Mexico*

The information in this memo is being provided as requested at the September 19, 2014, meeting with Gary Gallegos and Council President Todd Gloria.

The San Diego Association of Governments initiated detailed route alternatives and conceptual design analysis for the Uptown Regional Bikeway Project with community engagement in December 2012. Three east-west alignments through the center of the project area (through Mission Hills and Hillcrest) were analyzed; Washington Street, Robinson Avenue, and University Avenue, as alternatives to the initial corridor identified in the Bike Plan. The analysis was conducted to identify a recommended alignment that can be feasibly implemented within the project budget and provides the most overall community benefit, including the most potential for increased ridership (more people riding bicycles for transportation).

**Washington Street - Overview of Considerations**

We evaluated the proposed Washington Street alternative using a number of factors including physical/roadway constraints, surrounding land uses, potential impacts to parking, and early community input. Several of these constraints were considered fatal flaws to the Project given its objectives, scope, and budget.

*Physical Constraints*

- Washington Street was designed as an arterial to accommodate east-west vehicle throughput; Washington Street functions as a primary route for people driving through the neighborhood.
- On the east end, the volume of traffic coming off the southbound State Route 163 (SR 163) to westbound Washington Street off ramp currently averages about 5,000 vehicles per day. The SR 163 off ramp is considered to be a significant design constraint related to signalization and intersection conflicts for the target population (people interested in biking, but concerned about safety).

- On the west end there are conflicts with high-speed traffic merging on and off of the University Avenue access ramps. In both eastbound and westbound directions, people biking would have to cross over the path of cars traveling at high speeds entering or exiting the access ramps. There is not an easy design solution for this, especially for our target population (people interested in biking, but concerned about safety).
- Under the westbound ramp (which crosses over Washington Street), there is not enough pavement width for a protected bikeway due to the location of the footings of the westbound ramp. Ramp footings would potentially need to be moved and reconstructed, along with the construction of retaining walls on both sides of Washington Street to accommodate a side path adjacent to the existing paved roadway. This would be cost prohibitive.
- In order to construct the Project on Washington Street, the 80-foot width from Goldfinch Street to 5th Avenue would necessitate narrowing of existing median to approximately 6 feet where there is no left turn pocket; this median narrowing is greater than the narrowing assessed for the median on University Avenue. At intersections where left turn pockets are desired, parking would likely need to be removed for the length of the left turn pocket.
- The width of Washington Street from 5th Avenue to 8th Avenue does not accommodate a separated/protected bikeway without the removal of turn lanes or turn pockets.
- Pedestrian bulb-outs and the bus pop-out at Goldfinch Street may need to be removed to accommodate a separated/protected bikeway.

#### *Land Uses and Proximity to Businesses*

- The land uses along Washington Street are generally more auto-oriented than along University Avenue, particularly along the section between Dove Street and 9th Avenue. Proximity to pedestrian-oriented land uses better met the project goals and objectives.

#### *On-Street Parking*

- Due mainly to sight distances needed at curb cuts and intersections, parking loss on Washington Street between Hawk Street and 5th Avenue is expected.

#### *Community Input*

The three east-west alignments through the center of the project area were the focus of discussion at the community meetings held June 12, 2013, and July 10, 2013, in addition to numerous small group presentations during this time. This input was factored into the alternative analysis along with other project and design requirements.

This input described and affirmed the various opportunities and constraints associated with each alignment option; the geometric constraints associated with Washington Street were noted, as were the access opportunities associated with University Avenue. Consideration of community input resulted in the prioritization of both the direct connectivity to the commercial businesses (activity centers) along University Avenue through Hillcrest, and traffic calming opportunities along University Avenue through Mission Hills.

*Conclusion*

The purpose of the Project is to get more people riding bikes via a route that provides more direct access to destinations (a combination of businesses, residences, and cross streets). Analysis of Washington Street described here along with the community input received at the time, resulted in the University Avenue alignment being selected as the preferred alignment for the Project.

Thank you for your continued partnership in the Project. Please contact me should you have any questions or comments (619) 699-6980 or [beth.robahn@sandag.org](mailto:beth.robahn@sandag.org).

MST/BRO/pch/fwe

cc: Hon. Todd Gloria, Council President, City of San Diego  
Mike Zdon, President, Mission Hills Town Council  
Susan McNeil Schreyer, Director, Mission Hills Business Improvement District