

University Avenue Mobility Plan

Final Environmental Impact Report
SCH No. 2010031029; Project No. 115295

April 2013

Prepared for:

City of San Diego
Development Services Department
Entitlements Division

1222 First Avenue
M.S. 501
San Diego, CA 92101



RESPONSE TO COMMENTS

**LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES THAT
COMMENTED ON THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**

The Draft EIR was circulated for a 45-day review period, from June 1, 2012 until July 16, 2012. At the request of the North Park Planning Committee, the public comment period was extended until July 31, 2012. The following is a listing of the names and addresses of public agencies, special interest groups/organizations, and individuals that commented during the public review period.

LETTER DESIGNATION	NAME	ADDRESS	DATE
STATE AGENCIES			
A	State Clearinghouse	1400 10 th Street Sacramento, CA 95812	July 17, 2012
B	California Department of Transportation (Caltrans)	4050 Taylor Street San Diego, CA 92110	July 16, 2012
LOCAL AGENCIES			
C	San Diego Association of Governments (SANDAG)	401 B Street, Suite 800 San Diego, CA 92101	July 16, 2012
SPECIAL INTEREST GROUPS/ORGANIZATIONS			
D	North Park Planning Committee	email	July 31, 2012
E	North Park Main Street	3076 University Avenue San Diego, CA 92104	July 31, 2012
F	Walk San Diego	740 13 th Street, Suite 502 San Diego, CA 92101	July 30, 2012
INDIVIDUALS			
G	Jay Corrales	email	July 31, 2012
H	Christopher Dye	3613 Granada Avenue San Diego, CA 92104	July 22, 2012
I	George Franck	email	July 25, 2012
J	Andy Hamilton	email	No date
K	Marcella Hamlin	3727 Ray Street San Diego, CA 92104	July 29, 2012
L	Chuck Katz	email	July 29, 2012
M	Don Leichtling	email	July 31, 2012
N	Roger Lewis	email	July 31, 2012
O	Anonymous	email	July 17, 2012
P	Samantha Ollinger	email	July 19, 2012
Q	Trenton Riley San Diego City Homes	2828 University Avenue San Diego, CA 92104	July 23, 2012
R	Randy Van Vleck	email	July 31, 2012
S	Diane Yee	email	July 21, 2012
T	Dalour Younan	2035- 2045 University Avenue San Diego, CA 92104	June 24, 2012

COMMENTS

RESPONSES



LUDWIG G. BROWN, JR.
GOVERNOR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALLEN
DIRECTOR

July 17, 2012

Jeffrey Szymanski
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: University Avenue Mobility Plan
SCH#: 2010031029

Dear Jeffrey Szymanski:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 16, 2012, and the comments from the responding agency (us) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.oprc.ca.gov

A1 This letter documents the public review process conducted by the State Clearinghouse. No response is required.

COMMENTS

RESPONSES

Document Details Report
State Clearinghouse Data Base

SCH# 2010031029
Project Title University Avenue Mobility Plan
Lead Agency San Diego, City of

Type	EIR	Draft EIR
Description	City Council Approval to allow for improvements or modifications related to roadways, transit, pedestrian access, parking, and utilities along an approximately 1.25-mile-long segment of University Avenue, between Florida Street and Boundary Street. The project area extends to Lincoln Avenue to the north and Wightman Avenue and North Park Way to the south. The roadway improvements would consist of the installation of two traffic signal modifications at several intersections, removal of an existing traffic signal, construction of a raised median, installation of additional left-turn pockets at several intersections, and re-striping of University Avenue. The transit improvements would consist of the provision of transit-only lanes along portions of University Avenue in both the eastbound and westbound directions, and consolidation of transit stops to reduce the existing 18 stops to 14 stops.	

Lead Agency Contact

Name	Jeffrey Szymanski	
Agency	City of San Diego	
Phone	619-446-5324	Fax
email		
Address	1222 First Avenue, MS-501	
City	San Diego	State CA Zip 92101

Project Location

County	San Diego
City	San Diego
Region	
Lat/Long	32° 7' 32" N / 117° 1' 47" W
Cross Streets	Lineal Project located on University Ave between Florida St and Boundary St
Parcel No.	public right of way
Township	17 Range 3W Section 16 Base

Proximity to:

Highways	I-805
Airports	San Diego Intl
Railways	San Diego Trolley
Waterways	San Diego River
Schools	Jefferson ES
Land Use	Public Right of Way

Project Issues	Aesthetic/Visual; Air Quality; Public Services; Traffic/Circulation; Water Quality; Landuse; Other Issues
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Reviewing Agencies	Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Other Agency(ies)
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Date Received	06/01/2012	Start of Review	06/01/2012	End of Review	07/16/2012
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Note: Blanks in data fields result from insufficient information provided by lead agency.

COMMENTS

RESPONSES

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

THOMAS D. BROWN, JR., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11
PLANNING DIVISION
4050 TAYLOR STREET, MS 240
SAN DIEGO, CA 92110
PHONE: (619) 688-6960
FAX: (619) 688-4299
TTY: 711
www.dot.ca.gov



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July 16, 2012

11-SD-805
PM 15:95
University Avenue mobility Plan
DEIR-SCH 2010031029

Mr. Jeffrey Szymanski
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Mr. Szymanski:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the draft Environmental Impact Report (DEIR) for the University Avenue Mobility Plan. Caltrans would like to submit the following comments:

General Comment

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

Appendix B Traffic Impact Analysis

The traffic volumes listed below are not consistent with Caltrans 2011 Peak Hour Traffic Volumes (PHV).

North Park Way/I-805 SB Ramps/Boundary Street, Page 55-56, Figure 4-2B

- For the southbound (SB) exit ramp AM PHV, the Caltrans 2011 ramp volume numbers show a total of 584 PHV; however, Figure 4-2B shows a total of 391 PHV. This is 33% lower than Caltrans PHV.
- For the SB entrance ramp AM PHV, the Caltrans 2011 numbers show a total of 712 PHV; however, Figure 4-2B shows a total of 393 PHV. This is 45% lower than Caltrans PHV.

"Caltrans improves mobility across California"

B1

Your comments regarding Caltrans' target measures of effectiveness on State highway facilities are noted. Potential project impacts to roadway segments and intersections within the project area were evaluated in accordance with the City of San Diego Traffic Impact Study Manual (1998) and the City of San Diego Significance Determination Thresholds (2011), which also identify level of service (LOS) D as the acceptable measure of effectiveness for freeways, roadways, and intersections. For facilities that already operate at LOS E or F, the City's Significance Determination Thresholds (2011) contain allowable changes due to the project, as identified in Table 5.2-6 of the Draft EIR. The project is also within a developed community of San Diego.

B2

The traffic volumes used in the Traffic Impact Analysis (TIA) were obtained in May 2009, and were the most recent counts available at the time the preparation of the TIA began. No changes to the TIA or Draft EIR are necessary.

COMMENTS

RESPONSES

Mr. Jeffrey Szymanski
July 16, 2012
Page 2

El Cajon Blvd/I-805, Page 55-56; Figure 4-2B

- For the SB exit ramp AM PHV, the Caltrans 2011 ramp volume numbers show a total of 663 PHV; however, Figure 4-2B shows a total of 496 PHV. This is 25% lower than Caltrans PHV.
- For the northbound (NB) entrance ramp PM PHV, the Caltrans 2011 ramp volume numbers show a total of 671 PHV; however, Figure 4-2B shows a total of 541 PHV. This is 19% lower than Caltrans PHV.
- For the NB exit ramp PM PHV, the Caltrans 2011 ramp volume numbers show a total of 662 PHV; however, Figure 4-2B shows a total of 594 PHV. This is 10% lower than Caltrans PHV.

B2
cont.

Appendix C Existing Plus Project Conditions Traffic Report

The North Park Way/I-805 SB Ramps/Boundary Street would be significantly impacted by the project during the PM Peak Hour. In order to mitigate the project's impacts, signalization of the intersection is proposed. Please submit the following information to us before any type of mitigation is agreed upon.

- Provide layout with striping and signage. What is the signal and lane configuration used for Table 4-3 mitigated 69.1 delay?
- Provide a queue analysis of the SB I-805 exit ramp to North Park Way.
- A signal warrant analysis will be required. Signal warrants shall be done per the California Manual on Uniform Traffic Control Devices (MUTCD). The decision to install a signal should not be based solely upon the warrants since the installation of traffic signals may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land uses or other evidence of the need for right-of-way assignment beyond that which could be provided by stop signs must be demonstrated.

B3

B3 Consistent with your comment, the Draft EIR concludes that the project would result in significant direct and cumulative impacts to the intersection of North Park Way/I-805 southbound (SB) Ramps/Boundary Street during the PM peak period. The Draft EIR also identifies mitigation (Mitigation Measure 5.2-1) that would reduce project impacts to below a level of significance, which involves installation of a traffic signal at this intersection. Regarding the request for additional information for the North Park Way/I-805 SB Ramps/Boundary Street intersection impacts, the following information is provided:

- The lane configuration used in Table 4-3 of the Existing Plus Project Conditions Report (EIR Appendix C) remained the same as Existing Conditions, except for the installation of a traffic signal. See Figure 1 below.

B4

Caltrans Encroachment Permit

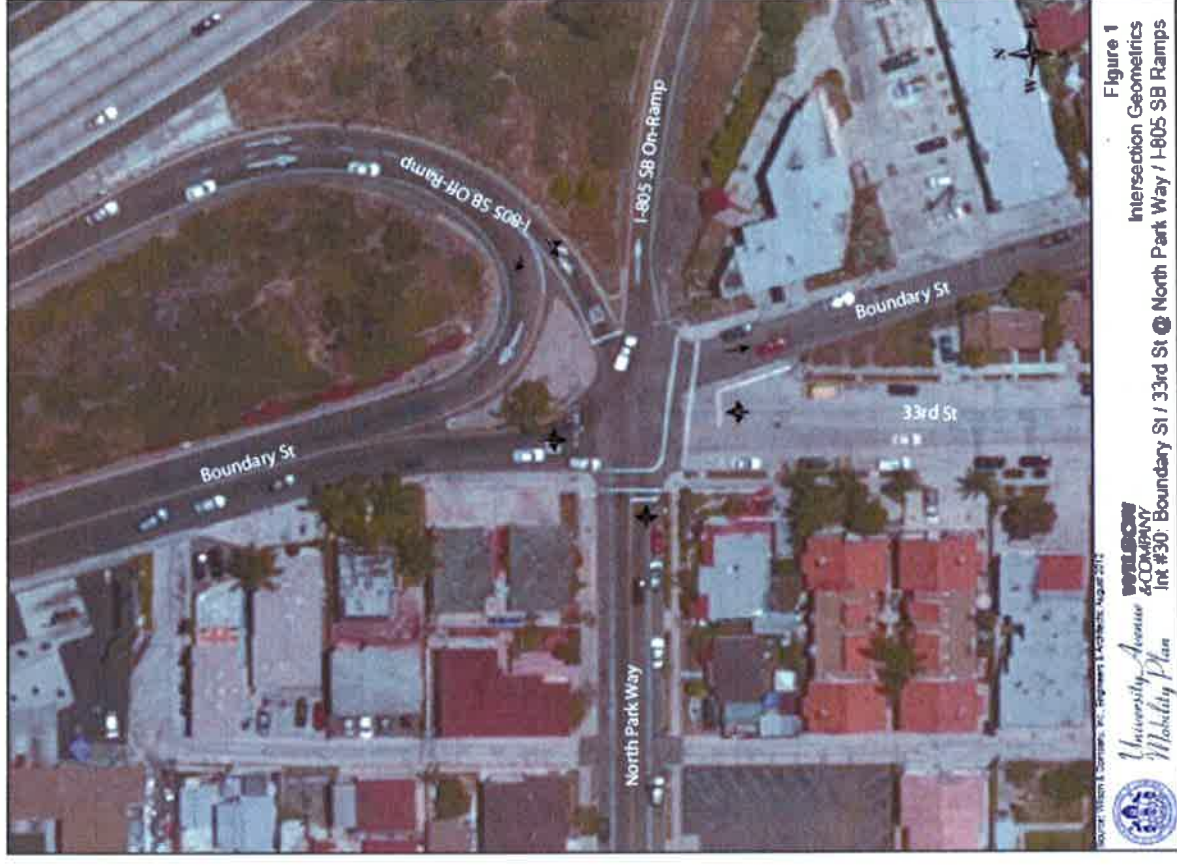
Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction. Current policy allows Highway Improvement Projects costing \$1 million or less to follow the Caltrans Encroachment Permit process. Highway Improvement Projects costing greater than \$1 million but less than \$3 million would be allowed to follow a streamlined project development process similar to the Caltrans Encroachment Permit process. In order to determine the appropriate permit processing of projects funded by others, it is recommended the concept and project approval for work to be done on the State Highway System be evaluated through the completion of a Permit Engineering Evaluation Report (PEER). A PEER should always be prepared, regardless of the cost of improvements, when new operating improvements are constructed by the permittee that become part of the State Highway System. These include but are not limited to, signalization, channelization, turn pockets, widening, realignment, public road connections, and bike paths and lanes. After approval of the PEER and necessary application and supporting documentation an encroachment permit can be issued.

Highway Improvement Projects greater than \$3 million, or considered complex projects, would be required to adhere to the full Project Development Process (e.g. Project Initiation Documents,

¹Caltrans improves mobility across California

COMMENTS

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B3
cont.

- Per your request, a queuing analysis for the intersection of North Park Way/I-805 southbound (SB) ramps/Boundary Street was conducted by Wilson & Company. The queuing analysis for the AM and PM peak hours resulted in queues that are less than the available storage length at the I-805 SB Off-Ramp at North Park Way/Boundary Street, as shown below in Table 1.

Table 1 QUEUE ANALYSIS				
Intersection	Movement ¹	Available Storage (ft) ²	Existing Plus Full Project Queue Lengths (ft) ³	
			AM Peak	PM Peak
North Park Way/I-805 SB Ramps/Boundary Street	WB L-T	825	105	555
	WB R	250	30	45

WB = westbound, L-T = left-through, R = right

¹ The westbound movement at this intersection corresponds to the I-805 SB off-ramp.

² The storage length for the shared left-through lane was measured to the gore point on the freeway.

³ Queue lengths were obtained from the Synchro 8 reports and rounded up to the nearest 5 feet.

- Per your request, a peak hour signal warrant analysis was prepared by Wilson & Company at the North Park Way/I-805 SB Ramps/Boundary Street intersection under the Existing Plus Project scenario. The signal warrant analysis was based on 2012 California Manual on Uniform Traffic Control Devices standards and demonstrated that the minimum requirements for the installation of a traffic signal would be met, as shown below.

B3
cont.

Int 30: North Park Way/I-805 SB Ramps / Boundary St
Existing Plus Project

California MUTCD 2012 Edition
(FHWA 5540.101) 2012 Edition, as amended for use in California

Px

Figure 4C-3. Warrant 3, Peak Hour

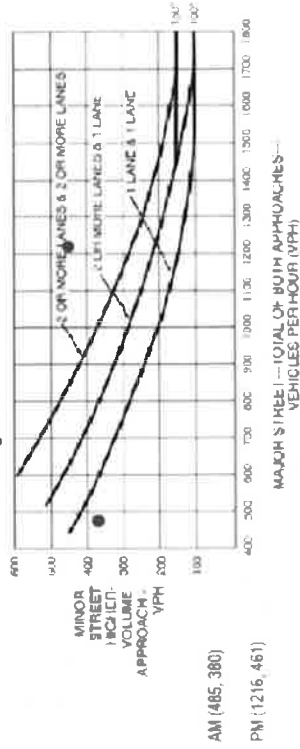
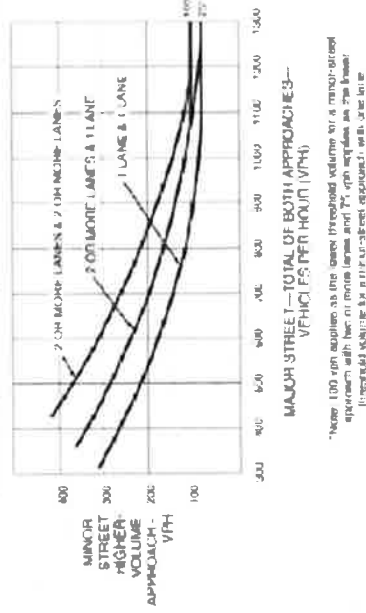


Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY FIRSTMAN 1000 RPM APPROX OR ABOVE 40 MPH ON MAJOR STREET)



B3
cont.Int 30: North Park Way/H-805 SB Ramps / Boundary St
Existing Plus ProjectCalifornia MUTCD 2012 Edition
(FHWA's MUTCD 2003 Edition, as amended for use in California)

Page

Figure 4C-101 (CA) Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

Record hourly vehicular volumes for any four hours of an average day.

SATISFIED* YES ☐ NO ☐

APPROACH LANES	2 or More		One		Hour	
	Left	Right	Left	Right	Left	Right
Left Approach - Major Street						
Right Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1 (URBAN AREAS)

Yes ☐ No ☐

OR: All plotted points fall above the applicable curve in Figure 4C-2 (RURAL AREAS)

Yes ☐ No ☐**WARRANT 3 - Peak Hour**

(Part A or Part B must be satisfied)

SATISFIED YES ☒ NO ☐**PART A**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

SATISFIED YES ☒ NO ☐

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle hours for a one time approach, or five vehicle hours for a two-time approach (ABU).	Yes ☒ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches	Yes ☒ No ☐

PART BSATISFIED YES ☒ NO ☐

APPROACH LANES	2 or More		One		Hour	
	Left	Right	Left	Right	Left	Right
Left Approach - Major Street						
Right Approach - Minor Street						

The plotted point falls above the applicable curve in Figure 4C-3 (URBAN AREAS)	Yes ☒ No ☐
OR: The plotted point falls above the applicable curve in Figure 4C-4 (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal

COMMENTS

Mr. Jeffrey Szymanski
July 16, 2012
Page 3

Project Study Reports and Cooperative Agreements). A Caltrans District responsible unit will be notified and a project manager will be assigned to coordinate the project approval.

In order to expedite the process for projects sponsored by a local agency or private developer, it is recommended a PEER be prepared and included in the Lead Agency's CEQA document. This will help expedite the Caltrans Encroachment Permit Review process. The PEER document forms and procedures can be found in the Caltrans Project Development Procedures Manual (PDPM). <http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm>
[http://www.dot.ca.gov/hq/traffops/development/permits/pdf/forms/PEER_\(TR-0112\).pdf](http://www.dot.ca.gov/hq/traffops/development/permits/pdf/forms/PEER_(TR-0112).pdf)

As part of the encroachment permit process, the applicant must provide an approved final environmental document including the California Environmental Quality Act (CEQA) determination addressing any environmental impacts within the Caltrans' R/W, and any corresponding technical studies. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Identification of avoidance and/or mitigation measures will be a condition of the encroachment permit approval as well as procurement of any necessary regulatory and resource agency permits. Encroachment permit submittals that are incomplete can result in significant delays in permit approval.

When a property owner proposes to dedicate property to a local agency for Caltrans use in conjunction with a permit project, Caltrans will not issue the encroachment permit until the dedication is made and the property has been conveyed to the Department.

Improvement plans for construction within State Highway R/W must include the appropriate engineering information consistent with the state code and signed and stamped by a professional engineer registered in the State of California. Caltrans Permit Manual contains a listing of typical information required for project plans. All design and construction must be in conformance with the Americans with Disabilities Act (ADA) requirements.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or require further information, please contact Marisa Hampton at (619) 688-6954 or email at marisa.hampton@dot.ca.gov.

Sincerely,



JACOB M. ARMSTRONG, Chief
Development Review Branch

"Caltrans improves mobility across California"

RESPONSES

B4 The City would obtain an encroachment permit from Caltrans for project improvements within the Caltrans right-of-way. Section 3.4 of the Draft EIR identifies Caltrans as a possible Responsible Agency. Table 3-2 has also been revised in the Final EIR to include an encroachment permit as a possible discretionary action.

B4
cont.

COMMENTS

RESPONSES



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax: (619) 699-1905
www.sandag.org

July 16, 2012

File Number 3330300

Mr. Jeffrey Szymanski
Environmental Planner
City of San Diego Development Services Center
1222 First Avenue
San Diego, CA 92101

MEMBER AGENCIES

Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
SanTEE
Solana Beach
Vista
and
County of San Diego

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Imperial County
California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Dear Mr. Szymanski:

SUBJECT: Comments on University Avenue Mobility Plan, Draft Environmental Impact Report

Thank you for the opportunity to comment on the University Avenue Mobility Plan, Draft Environmental Impact Report (DEIR).

Our comments are based on policies included in the Regional Comprehensive Plan and the 2050 Regional Transportation Plan (RTP) and its Sustainable Communities Strategy (SCS), and are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth and sustainable development principles. The goal of these regional plans is to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure to create a more sustainable region.

The 2050 RTP and its SCS sets forth a multimodal approach toward meeting the region's transportation needs. Therefore, it is recommended that the traffic analysis consider the needs of motorists, transit riders, pedestrians, bicyclists, and the implementation of a robust Transportation Demand Management (TDM) Program.

Overall, the San Diego Association of Governments (SANDAG) commends your efforts to improve mobility along a 1.25 mile segment of University Avenue between Florida and Boundary Streets. SANDAG recommends that the following comments be addressed and analyzed in the DEIR.

Although the University Avenue Mobility Plan makes considerable efforts to accommodate transit and pedestrians movement, we offer the following as potential considerations:

- A complete streets approach that improves mobility for all modes and users (cyclists included) should be considered. The O-D study concluded that 17 percent of the traffic along University Avenue, within the key project area, is utilizing the corridor to commute from one end of North Park to the other. Localized trips like this should be targeted for transit, walking, and biking to remove up to 17 percent of current traffic volumes for shorter trips. Factors which ultimately motivate residents and

C1

Thank you for your comments regarding a complete streets approach. The project proposes facilities and amenities for pedestrians, transit riders, and bicyclists, including transit-only lanes, consolidated and improved transit stops, curb extensions, enhanced pedestrian crosswalks, and landscaped medians (contingent upon acceptance from the maintenance assessment district). The new and relocated transit stops would include shelters, seating, signage, a concrete bus pad, and trash receptacles. These proposed facilities are intended to promote and enhance transit, walking, and bicycling as transportation modes within the University Avenue corridor, including the central business district

COMMENTS

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visitors to walk or cycle within the business district include attractive streetscape elements that fit well with the community character, as well as facilities and amenities for pedestrians, transit riders, and cyclists. Some of these elements already exist in the Community Business District. If funding is available, please consider building on and extending these elements westward, which may encourage increased investment along University Avenue, and facilitate the commercial revitalization of the section between Florida Street and Utah Street.

Transit Improvement Comments:

- Four of the transit stops listed in the Traffic Impact Analysis (Appendix B) are excluded from Figure 1.2. Only ten of the stops are pictured. The figure is missing the following stops:
 - o Westbound: Bancroft Street (existing), Arizona Street (relocated)
 - o Eastbound: Alabama Street (existing), Grimm Avenue (existing)
- According to the University Avenue Mobility Plan, University Avenue between Florida Street and Utah Street would contain two, 10- to 11-foot-wide eastbound mixed-flow lanes; and one, 10- to 11-foot-wide westbound mixed-flow lane. Has the option of extending the eastbound transit-only lane to Florida Street been analyzed?
- The project proposes that *new and relocated transit stops would include shelters, seating, signage, a concrete bus pad, raised sidewalks (where feasible) for at-grade boarding, and trash receptacles*. Is funding available for improvements to be made to existing bus stops, which represent 85 percent of the 14 stops proposed as part of the project? For example, the existing stop at 30th Street and University Avenue has little shade and seating, which is not ideal for seniors (given that a large population of seniors reside in the towers located directly west of the project area on University Avenue and Park Boulevard).
- Transit only lanes – Will there be any enforcement mechanisms to ensure that private vehicles do not use the transit only lanes?

Bicycle Comments:

Policy UD-A.10 of the General Plan (page 5.1-15 of the DEIR) promotes street design that improves cycling (*Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity*). This plan incorporates these concepts by updating facilities on the parallel streets of Orange (north of University Avenue) and Landis (south of University Avenue). In addition, it is suggested that bicycle access and parking should be considered along University Avenue to support the mobility and economic development objectives of the University Avenue Mobility Plan. Adequate bicycle parking would accommodate cyclists patronizing businesses in the Community Business District.

The study suggests that the transit lanes also could be used by right-turning vehicles at intersections and bicycles. Please consider including signage that states that the lane also is for cyclists. Please address any potential vehicle and cyclist conflicts with automobiles entering the transit-only lane for right turns.

C1 cont. between Idaho Street and Iowa Street. While project improvements are proposed between Florida Street and Boundary Street, implementation of the project would not preclude similar improvements to other segments of University Avenue that would occur as separate projects with separate funding sources. The City of San Diego is currently pursuing mobility improvements to the University Avenue segment between 54th Street and 69th Street (<http://www.sandiego.gov/engineering-cip/projectsprograms/universityavemobility5468.shtml>).

C2 Figure 1-2 in the Traffic Impact Analysis (TIA) inadvertently represents an earlier iteration of the proposed project features, and therefore does not show the correct locations of the existing or proposed new or relocated transit stops. However, the location of the transit stops and all other proposed project features are correctly identified (in Section 3.2) and evaluated in the text of the TIA, as well as in the Draft EIR. Figures 3-1a, 3-1b, and 3-1c of the Draft EIR correctly identify all fourteen proposed transit stop locations proposed as part of the project. The errors in Figure 1-2 of the TIA do not affect the conclusions of the TIA or Draft EIR; however, Figure 1-2 of the TIA (Appendix B of the Final EIR) has been corrected to show the correct locations of the existing and proposed transit stops.

C3 The provision of the transit-only lane extending to Florida Street in the eastbound (EB) direction is not analyzed in the TIA or Draft EIR as a project alternative. While this was initially considered as an alternative during the early planning stages of the project, it was not carried through the project development process because preliminary analysis concluded it would not result in overall improved operations for transit vehicles and would increase travel times for passenger vehicles. Extending the EB transit-only lane beyond Utah Street would also result in higher delays at intersections west of Utah Street. Preliminary traffic analysis was conducted for the 2004 University Avenue Mobility Plan document in comparing nine alternatives that were initially considered. Of those nine, two were identified as “operationally superior alternatives,” including Alternative 3 and 5a. The only difference between these alternatives was the length of EB transit-only lane; Alternative 3 included the EB transit-only lane extending to Park Boulevard while Alternative 5a terminated the EB transit-only lane at Utah Street. The preliminary traffic analysis

COMMENTS

RESPONSES

C3 cont. evaluated operations of the study corridor of the 2004 University Avenue Mobility Plan document (Park Boulevard to Boundary Street) and compared travel time and intersection delay. The results of this preliminary analysis comparing Alternatives 3 (EB transit-only lane extended west) and 5a (EB transit-only lane ends at Utah Street) are provided below in Tables 2 and 3.

Table 2
TRAVEL TIME COMPARISON (minutes)

Mode	Direction	Alternative 3		Alternative 5a	
		2030 AM Peak	2030 PM Peak	2030 AM Peak	2030 PM Peak
Passenger Vehicle	WB	5.6	8.8	5.5	8.6
	EB	8.2	13.4	8.1	11.6
Transit Route 7	WB	9.3	9.6	9.3	9.6
	EB	7.9	9.3	8.0	10.5
Transit Route 908 ¹	WB	8.2	9.1	7.9	9.2
	EB	7.1	9.5	7.1	10.4

WB = westbound; EB = eastbound

¹ Route 908 is no longer operational, but was at the time the preliminary analysis was conducted for the 2004 University Avenue Mobility Plan document.

Source: University Avenue Mobility Plan, June 30, 2004. Available at: <http://www.sandiego.gov/engineering-cip/projects/programs/uamp/>

C3
cont.

Table 3
TOTAL INTERSECTION DELAY COMPARISON –
WEST OF UTAH STREET
(seconds)

University Avenue Intersection	Alternative 3		Alternative 5a	
	2030 AM Peak	2030 PM Peak	2030 AM Peak	2030 PM Peak
Park Boulevard	34.7	92.2	34.5	47.4
Florida Street	17.1	64.0	19.5	40.1
Mississippi Street	10.8	64.0	11.4	18.8
Texas Street	40.4	85.4	40.0	68.9
Arnold Avenue	8.0	23.6	7.5	18.5
Oregon Street	4.0	17.3	3.9	17.0

Source: University Avenue Mobility Plan, June 30, 2004. Available at:
<http://www.sandiego.gov/engineering-cip/projects/programs/uamp/>

As shown, the total travel time for passenger and transit vehicles through the study corridor was generally less for Alternative 5a. Delays at intersections west of Utah Street were also generally less for Alternative 5a during the AM and PM peak periods. Based on this preliminary operational analysis, Alternative 5a was selected as the “Refined Concept Plan” which the proposed project is based upon. Additionally, west of Utah Street, there is no adjacent parallel route south of University Avenue for EB motorists. At Utah Street, adjacent parallel routes to University Avenue are provided for EB passenger vehicles, including North Park Way to the south and Lincoln Avenue to the north. For these reasons, the project proposes to terminate the EB transit-only lane at Utah Street.

With regard to alternatives evaluated in the Draft EIR, an alternative with an EB transit-only lane extending to Florida Street was not included in the Draft EIR because such an alternative would not avoid or reduce significant impacts resulting from the proposed project. Pursuant to Section 15126.6 of the State CEQA Guidelines, the purpose of CEQA alternatives is to discuss a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

COMMENTS

RESPONSES

- | | |
|----|--|
| C4 | The feasibility of constructing improvements to existing bus stops along University Avenue within the project site will be determined during the design process, but are contingent upon available funding and approval by the San Diego Metropolitan Transit System (MTS). |
| C5 | Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transit-only lanes would be subject to traffic citations and fines. |
| C6 | No new bicycle parking is proposed as part of the project. There is existing bicycle parking along portions of University Avenue within the project site, including bike racks on University Avenue between Herman Avenue and Idaho Street. |
| C7 | As discussed in Draft EIR Section 5.2.4, the proposed transit lanes would be properly signed to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts. |

COMMENTS

RESPONSES

Transportation Demand Management:

The TDM Education and Outreach Program has the potential to reduce peak-period vehicle trips on all streets with lasting positive impacts that support the multimodal goals of the University Mobility Plan and the General Plan. Please work with iCommute, the SANDAG TDM Program, to develop and promote TDM strategies for residents, employers, and employees. iCommute programs support alternatives to driving alone such as carpooling, vanpooling, biking or walking to work, and taking transit. The iCommute team is available to assist with establishing and implementing customized programs that will reduce single-occupant vehicle trips and parking demand.

TDM for Construction:

The University Avenue Mobility Plan states that a Traffic Management Plan (TMP) would be implemented by the construction contractor during project construction. Elements of the TMP would include but are not limited to the following:

- Development of a public awareness campaign
- Proper identification of detour routes and lane closures within the construction area
- Placement of appropriate signs, cones, and barricades near construction
- Scheduling of construction activities to occur during off-peak periods, to the fullest extent possible

iCommute can assist in developing and implementing elements of a TMP, particularly in regards to a public awareness campaign geared towards TDM outreach and incentive programs for residents and businesses as well as construction personnel.

Parking:

Due to the reduction in parking on University Avenue, vehicles in search of street parking within the project area will inevitably "cruise" along Lincoln Avenue and North Park Way in search of free parking. Cruising can lead to increased congestion and vehicle emissions. Signage directing travelers to the North Park Public Parking Garage could be helpful. Parking garage rates are \$.50 per hour (\$5 daily maximum). These rates are less than the \$1.25 per hour charged at most meters. This structure should be used to the fullest capacity in order to reduce congestion on surrounding streets, while still offering parking rates competitive with other urban and town centers. Please also consider the addition of reserved parking spaces for carpools, vanpools, and/or carshare vehicles that could further encourage ridesharing.

Consultation with the Metropolitan Transit System and Caltrans

SANDAG advises the project applicant to consult with Metropolitan Transit System, the transit service provider within the project area, and with Caltrans to coordinate planned transit and/or highway improvements.

C8 Thank you for your comment regarding Transportation Demand Management and the available services of the iCommute team. The City may coordinate with SANDAG and the iCommute team during the design and implementation of the project.

C9 Consistent with your comment, the Draft EIR, in Section 5.2 (page 5.2-41) states that a TMP would be implemented during the construction phase of the project by the construction contractor. Refer to response to comment C8 above.

C10 As discussed in Section 5.2.3 of the Draft EIR, it is expected that on-street parking removed as part of the project would be accommodated at the North Park Public Parking Garage and additional parking capacity on neighborhood side streets, as well as the provision of additional angled side street parking proposed as part of the project. The parking garage is located within 0.25 mile of most of the on-street parallel parking spaces along University Avenue that would be removed by the project. Wayfinding signs to this parking facility currently exist along University Avenue and North Park Way in the vicinity of the parking structure. Additionally, parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nighttime (refer to Tables 5.2-4 and 5.2-5 in the Draft EIR). Given the available parking options (including the North Park Public Parking Garage, which is along North Park Way) in close

COMMENTS

RESPONSES

- C10 proximity to removed spaces, it is expected that “cruising” would be minimal and would not substantially increase congestion and associated vehicle emissions.
- C11 As discussed in Chapter 4.0, *History of Project Changes*, MTS provided comments on the project following the publishing and distribution of the Notice of Preparation (NOP). Based on input from MTS, the project was modified from 10 consolidated transit stops (as proposed at the time of NOP publishing) to the current description which includes 14 consolidated transit stops. The locations of the proposed transit stops were also revised based on recommendations of and coordination with MTS. In addition, both MTS and Caltrans are included on the project mailing list to receive notices and documents related to the project. The City will continue to coordinate with MTS, Caltrans, and other public agencies during the design and implementation phase of the project.

COMMENTS

RESPONSES

Other Considerations

Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order S-13-08, which calls for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promotes the reduction of energy demand and water consumption.

We appreciate the opportunity to comment on the University Avenue Mobility Plan, DEIR. We also encourage agencies, where appropriate, to consider the following tools in evaluating this project based on the following SANDAG publications, which can be found on our Web site at www.sandag.org/igr:

- (1) *Designing for Smart Growth, Creating Great Places in the San Diego Region*
- (2) *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*
- (3) *Trip Generation for Smart Growth*
- (4) *Parking Strategies for Smart Growth*
- (5) *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs*
- (6) *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities*
- (7) *Riding to 2050, the San Diego Regional Bike Plan*

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or Susan.Baldwin@sandag.org.

Sincerely,



SUSAN BALDWIN
Senior Regional Planner

SB/ARSA/mmo

C12 Air Quality and Greenhouse Gas Technical Report was prepared for the project (see EIR Appendix D). Based on this technical report, Section 5.7, *Greenhouse Gas Emissions*, of the Draft EIR provides an evaluation of potential greenhouse gas (GHG) emissions impacts associated with the proposed project. The GHG analysis considered applicable federal, state, and local regulations pertaining to GHG and concluded no significant impacts related to GHG emissions would occur as a result of the project.

C13 Thank you for your comment and list of available project planning resources.

COMMENTS

RESPONSES



NORTH PARK PLANNING COMMITTEE

northparkplanning.org

Like us:  NorthParkPlanning Follow us:  @NPPlanning

Jeffrey Szymanski,
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Subject: Comments on Draft EIR for the University Avenue Mobility Plan
Project No. 115295/SCH No. 2010031029

July 31, 2012

Dear Mr. Szymanski,

Attached please find individual comments from members of the North Planning Committee on the Draft Environmental Impact Report for the University Avenue Mobility Plan.

Sincerely,



Chair North Park Planning Committee

COMMENTS

RESPONSES

Email (DSDEAS@sanidiego.gov)
Comments on the University Avenue Mobility Plan Draft EIR

D1	1. The Draft EIR should elaborate on the ability to use the transit-only lanes for bicycles. A number of bicycle riders use University Avenue as a link between North Park and Hillcrest/Mission Hills. Proper signage can be implemented on the transit-only lanes with a special striping/signage with the words "TRANSIT ONLY / BIKES OK".
D2	2. The Draft EIR should consider as one of the alternatives in Section 11.0 Implementing Head-in/Back-out Parking (as currently exists on Kansas St. between El Cajon Blvd. and Meade Ave.) in order to reduce the number of net lost parking spaces and possibly end with a surplus.
D3	3. The Draft EIR should consider implementing Back-in/Head-out parking for the side streets that are heavily used by bicycle riders. This can eliminate possible collisions between bicycles and vehicles because the visibility is much higher for vehicles driving away from a parking space.
D4	4. The Draft EIR states that the raised median along University Ave. will be landscaped only if the North Park Maintenance Assessment District (MAD) is willing to accept the maintenance. It further states that if the MAD does not accept maintenance of the landscaping the raised median will be completely made out of concrete. The option to have the raised median completely made out of concrete should include an analysis on the impacts on Hydrology & water Quality due to the increase of impervious surfaces.
D5	5. In Section 10.0 the net loss of parking was deemed not a significant impact and therefore mitigation was not required. The Draft EIR should explain why the net loss of 45 parking spaces does not require mitigation.
D6	6. The Draft EIR states that during Phase 1 of the project parking will be removed along University Ave. between Utah St. and Boundary Ave., but no angle parking will be implemented on the side streets between Utah St. and 30 th St. The Draft EIR should elaborate on the impacts from loss of parking in that area until Phase 2 of the project is implemented.
D7	7. The Draft EIR should describe how other projects that are currently being designed will fit into the timing of both Phase 1 and 2 of the University Avenue Mobility Plan, (Phase 1 is projected to begin in July 2014 and end in August 2015) in order to avoid removal of recently constructed improvements. More specifically: - Project S00863, Georgia Street Bridge Improvements, projected to start November 2014 and end in August 2016. - Project S11049, North Park Curb Ramp Barrier Removal which will provide 8 pedestrian ramps by removing existing ramps, relocating signs, adjustment of meter boxes and fire hydrant relocations, projected to start October 2012 and end in December 2012. - Project S00823, North Park Lighting Improvement, which will install 8 streetlights, projected to start September 2012 and end April 2013. - Project B00983, Traffic Signal Modifications at 8 High Accident Locations, projected to start March 2013 and end September 2013. - Project S00960, University Avenue at Alabama Street Bike & Pedestrian Safe, projected to start January 2013 and end August 2013. - Project S11021, University Avenue Pipeline Replacement. This project replaces 23,072 linear feet of existing cast iron pipeline with a new 16-inch distribution line on the entire alignment of the pipeline. This project will connect crossing distribution lines at all intersections and reconnect, and is projected to start June 2014 and end August 2016.

D1 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate those bicyclists are allowed to share the transit-only lane.

D2 As discussed in Section 11.0, *Alternatives*, Section 12126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Because the Draft EIR does not identify the loss of parking as a significant impact of the project under CEQA, an alternative to reduce the number of parking spaces removed was not included as a project alternative in the Draft EIR. Refer to Section 5.2.3 of the Draft EIR.

D3 As discussed in Section 3.2.4 of the Draft EIR, the project proposes to add angled parking spaces along some of the adjacent side streets on the north side of University Avenue to partially offset the number of on-street parallel parking spaces along University Avenue that would be removed by the project. These side streets include Alabama Street, Louisiana Street, Arizona Street, Oregon Street, Ohio Street, Illinois Street, and Iowa Street. The spaces would be angled and whether they would be in a Head-in/Back-out or Back-in/Head-out configuration is yet to be determined. The suggestion to provide Back-in/Head-out parking spaces along the side streets that are heavily used by bicyclists will be considered during the design and implementation phase of the project.

D4 For the locations where the medians are proposed, the existing condition consists of asphalt paving. Therefore, if concrete medians are ultimately constructed instead of landscaped medians, the impact associated with the quantity and quality of runoff would be negligible, since both asphalt paving (the existing condition) and concrete paving (which would occur if the local maintenance assessment district [MAD] does not accept the maintenance of landscaping in the median) are impervious. If landscaped

- D4 medians are constructed, the quantity of runoff would be slightly less than existing conditions, and the quality of runoff could be slightly better than existing conditions, due to the addition of pervious surfaces and the natural pollutant uptake by the landscaping. This slight benefit of landscaped medians is not substantial enough to be quantified, as the benefit is extremely small in relation to the total drainage area affecting the project. For example, the proposed medians would encompass approximately 0.62 acres. In contrast, the total drainage areas analyzed in the proposed project's Preliminary Drainage Report (Draft EIR Appendix E) encompasses 146.6 acres. The difference in the amount of runoff and associated water quality between a concrete and landscaped median is not enough to significantly affect the overall drainage condition within or downstream of the project. Regardless of which median type is constructed, the project would not substantially degrade water quality.
- D5 Parking impacts associated with the project are evaluated in Section 5.2.3 of the Draft EIR, not Section 10.0, *Effects Found Not to be Significant*. As discussed in Section 5.2.3 of the Draft EIR, the net loss of 45 parking spaces over the lifetime of the project is not considered to be significant due to the provision of additional side street parking spaces and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. The North Park Public Parking Garage provides 388 public parking spaces.
- D6 The removal of parking during Phase I of the project would include 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street. It is correct that no angled parking would be implemented on the side streets between Utah and 30th Street; however, the existing 29 angled parking spaces on the south side of University Avenue between 28th Street and 30th Street would remain available. The North Park Public Parking Garage is located one block south of University Avenue on North Park Way between 29th Street and 30th Street and would continue to be available for public parking. Additionally, during Phase I of the project, re-striping of Ohio Street, Illinois Street, and Iowa Street would provide approximately 15 new angled parking spaces. Section 5.2.3 of the Draft EIR identifies the number of impacted parking spaces and discusses why impacts would be less than significant during Phase I and upon completion of the project.

COMMENTS

RESPONSES

	D7 The proposed project is a standalone project with independent utility in that it does not rely on the implementation of other projects, including those specifically listed in your comment, to be fully operational. Some of these listed local projects may be located within, or in close proximity to the proposed project site. The City will coordinate internally with applicable City departments regarding planned capital improvement projects to integrate planned improvements, minimize disruptions, and avoid unnecessary and/or duplicative physical impacts to infrastructure within the community.
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COMMENTS

RESPONSES

- D8** [] 8. The project eliminated a number of pop-outs in some locations along University Ave. due to drainage concerns, more specifically the requirement of removing metal plates in order to clean the gutter underneath them. University Avenue has these types of pop-outs in the Hillcrest area, more specifically at the southeast corner of University Ave. & Vermont St., and at University Ave. & Richmond St. The metal plates that exist at the Vermont and Richmond pop-outs are not necessary if an alternate design is implemented consisting of landscaping on both sides of the gutter, so pedestrians will not be encouraged to step into or accidentally fall into the gutter. If an alternate design is implemented, additional pop-outs can be incorporated along University Avenue as part of the Mobility Plan.
- D9** [] 9. The Draft EIR should explain why an eastbound transit lane from Florida St. to Utah St. is not part of the project. If the lack of an eastbound alternative route on this segment was the reason that this facility segment was removed and reverted back to a multipurpose lane in the project, then eastbound traffic could be detoured to Lincoln Avenue to the north or to Upas Street to the south in order to keep the transit lane on University Ave. from Florida St. to Utah St.
- D10** [] 10. The Final EIR should make it clear that the project continues to maintain the number of on-street parking spaces in the corridor, based on the number of spaces that existed when planning for the project started in 2002. Since planning started, the number of spaces in the side streets of the corridor has increased though the introduction of angle parking, as disclosed in the original University Avenue Mobility Plan proposal.
- D11** [] 11. Although not part of the scope of the Mobility Plan, the Draft EIR should disclose that this project will be fully integrated with the "Georgia St. Bridge and Associated Improvements" project (Project S00863) so that between Park Boulevard and Florida Street's transit-only lanes are implemented and to also allow the transit-only lanes to be used for bicycles, as well as re-instating the sidewalk on the north side of University Avenue (currently non-existing and forbidden to pedestrians) as long as the cross section from curb to curb has a minimum of 52 feet (same as the minimum width that is used in other cross sections of the University Avenue Mobility Plan) and the sidewalk on the south side of the street remains the same. It was recently disclosed that the improvements west of Florida Street have been moved to a separate "Georgia St. Bridge St. and Associated Improvements" project, but operation of these two segments of University Avenue must be fully integrated.

- D8** The project, as proposed, includes curb extensions (also known as pop-outs) at fourteen side streets within the project site. The curb extensions would primarily be constructed along side streets where on-street parking is proposed. The number and location of proposed curb extensions have been deemed appropriate in concert with other proposed improvements associated with the project. Moreover, further curb extensions would require additional funding and removal of more on-street parking spaces.
- D9** Regarding the limits of the eastbound transit-only lane, please refer to response to comment C3.
- D10** Based on the requirements of the California Environmental Quality Act, the Draft EIR analyzes changes due to the project between the existing baseline condition (which is conditions in place at the time of issuance of the Notice of Preparation for the project, which was March 5, 2010) and upon implementation of the full project. Therefore, it is appropriate to compare the change in parking conditions between those two time periods, as identified in the Draft EIR. Side street parking supply in the project area has increased since 2002 due to other developments and capital improvement projects in the area; however, the Draft EIR appropriately analyzes the project impacts between the existing baseline condition and full project implementation.
- D11** With respect to coordination on timing and integration with other planned capital improvement projects within the community, please refer to response to comment D7.

COMMENTS

RESPONSES

From: Kevin Clark [kevin@northparkmainstreet.com]
 Sent: Tuesday, July 31, 2012 10:25 AM
 To: DSD EAS
 Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

Mr. Szymanski,

The draft EIR and UWMP plan called for the center median of University Avenue to be landscaped unless maintenance funds cannot be acquired, then the center median would be concrete. However, the draft EIR did not analyze the difference that these two options would have on storm water runoff. With a concrete median a very viable project alternative it appears that the different impacts of the two should have been looked at and reported in the EIR.

Additionally, the EIR did not analyze the impact of an Eastbound Transit only lane running from Park to Utah which was included as a project alternative in the refined concept plan and it should at least be included in analysis as a project alternative.

Respectfully,

Kevin Clark
 Assistant Director
 North Park Main Street
 3076 University Avenue
 Phone: 619-294-2501
 Fax: 619-294-2502
www.northparkmainstreet.com

North Park Main Street promotes development that supports arts, culture, and entertainment, while preserving the historical integrity of North Park. We work to create a pedestrian-friendly destination for shopping, dining, and entertainment that supports our local businesses.

E1

E1 Please refer to response to comment D4 regarding water quality impacts of landscaped versus landscaped medians.

E2

E2 In regards to the eastbound transit-only lane, please refer to response to comment C3.



WalkSanDiego
740 13th Street, Suite 502
San Diego, CA 92101
Tel: 619-544-WALK
Fax: 619-531-WALK
www.walksandiego.org

July 30, 2012

Mr. Jeffrey Szymanski,
Environmental Planner
City of San Diego Development Services
1222 First Avenue, MS 501
San Diego, CA 92101

RE: University Avenue Mobility Plan Draft EIR

Mr. Szymanski,

WalkSanDiego would like to offer the following comments on the DRAFT University Avenue Mobility Plan Environmental Impact Report.

Part 2 of 3, Page 3

Significant cumulative impacts of the project on the intersection of Lincoln Avenue/ Illinois Street will be mitigated by requiring the City to restripe the eastbound approach of this intersection to include an exclusive right-turn lane prior to award of full project implementation.

When requiring this mitigation, please consider the impact to bicyclists traveling eastbound on Lincoln. The current analysis of impact is limited to vehicles and the right turn lane will facilitate vehicular travel and turning. However, Lincoln Avenue is identified as a Class III bicycle route and has been identified as an alternative route to University Avenue for bicyclists. The decision to add a vehicle turn lane should be balanced with providing safety for bicyclists along this corridor.

Pedestrian Safety

1. Please consider including pedestrian activated signals at the crossings cited below consistent with FHWA Guidelines to ensure crossing safety.
 - Installation of enhanced pedestrian crosswalks at University Avenue's intersections with Idaho Street/ 28th Street and Kansas Street
 - Installation of an enhanced pedestrian crosswalk at the intersection of University Avenue and Iowa Street/Herman Avenue;
2. Please also consider the installation of a Pedestrian Scrambler at the intersection of 30th Street and University Avenue. This was included in the original Concept Plan based on community input.

Dedicated to enhancing the livability of communities by making walking a safe and viable choice for all people.

F1

Lincoln Avenue is not designated as a bicycle route in the adopted City of San Diego Bicycle Master Plan; however, the City is in the process of preparing the Bicycle Master Plan Update and the draft version of the update (dated June 2011) identifies the segment of Lincoln Avenue within the project site (Florida Street to Boundary Street) as a proposed Class III bicycle route. Class III bicycle routes provide shared use with motor vehicle traffic within the same travel lane with signage. Bike routes can be enhanced with treatments that improve safety and connectivity, such as "shared lane markings." If the Bicycle Master Plan Update is ultimately adopted by the City and this bicycle facility is implemented along Lincoln Avenue, associated safety features at the Lincoln Street/ Illinois Street intersection would be considered at that time as part of the bicycle route project. Because there is not currently a designated bicycle facility on Lincoln Avenue, no associated safety impacts at this location were identified in the Draft EIR.

F2

Section 3.2.3 of the Draft EIR identifies pedestrian improvements associated with the project. As discussed in this section, the project would include the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and

COMMENTS

RESPONSES



WalkSanDiego
740 13th Street, Suite 502
San Diego, CA 92101
Tel: 619-544-WALK
Fax: 619-531-WALK
www.walksandiego.org

3. Installation of a raised median on University Avenue, between Florida Street and Utah Street, and between Grim Avenue and Boundary Street;

Please consider including construction of this median in Phase One. Medians can improve pedestrian safety up to 40% as they provide a refuge for pedestrians to cross the street in phases.

Transit-Only Lane

The WB transit-only lane would extend the full length of the project site between Florida Street and Boundary Street, and the EB transit-only lane would extend between Utah Street and Boundary Street. The transit-only lanes would be 11 feet wide and marked as "Transit Only" with associated signage. The transit lanes could also be used by right-turning vehicles at intersections and bicycles.

1. Please ensure that the East Bound transit-only lane is extended the entire length of the corridor as initially called for in the Conceptual Study. This is a strong community priority as has been communicated via letters and emails. WalkSanDiego urges the City to reconsider whether the projected reduction in 2030 vehicular travel times cited in the report as the basis for eliminating an eastbound segment of the transit lane warrants the loss to transit efficiency. WalkSanDiego agrees with community members that "clearly marking the transit lanes through the entire corridor of Park Boulevard to Boundary Street removes ambiguity, advertises the advantages of public transportation, and emphasizes the pedestrian/transit orientation of North Park's revitalization".

2. Please paint a bicycle signal in the transit-only lane to clearly alert bicyclists they are welcome and allowed in this lane. Otherwise, it may be confusing.

Thank you for the opportunity to comment. Contact Kathleen Ferrier at 619-544-9255 or kferrier@walksandiego.org with questions.

Dedicated to enhancing the livability of communities by making walking a safe and viable choice for all people.

F2 cont. reflective pavement markings to warn motorists of pedestrians. These flashing devices would include push button, automatic sensors, or other technologies to activate flashing.

F3 The possibility of installing a pedestrian scramble at the University Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss of signal coordination with adjacent intersections.

F4 The construction of the median is proposed to be phased due to funding constraints. As stated in Section 3.3 of the Draft EIR, Phase 1 would construct the portion of the proposed median between Utah Street and Grim Avenue, which is located within the central business district where there are high-activity levels. Given the amount of funds procured to implement Phase 1, it is not possible to construct the entire median along with other high-priority improvements, such as the installation of new traffic signals and necessary traffic signal modifications.

F5 In regards to the eastbound transit-only lane, please refer to response to comment C3.

F6 As discussed in Draft EIR Section 5.2.4, the transit-only lanes would be properly signed to indicate bicyclists are allowed to share the transit-only lane. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process.

COMMENTS

From: Jay Corrales [jay@tralestate.net]
Sent: Tuesday, July 31, 2012 4:43 PM
To: DSD EAS
Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

University Avenue Mobility Plan Public Comments from: Jay Corrales

In attending the July 19th, 2012 joint public meeting for UAMP with the North Park Planning Committee and North Park MainStreet, there are some comments which I had mentioned in the public meeting which I would like to put forth in writing as official public comments:

- 1) **Retain bus/bike lane in both directions:** It was mentioned in the meeting that bus/bike lanes were removed during the course of planning for this project. Bus/bike lanes should run the entire length of the proposed project to provide the maximum efficiency and safety for bikes and buses, and so that lanes are used throughout the project area for their intended purpose (consistency will avoid confusion for autos, bikes, and buses). As voiced in the meeting, University Avenue is the route most traveled by bikes in the district, contrary to what the official bike maps say. Unfortunately, it sounds like the plan was based on erroneous information on bike routing in the official bike route map recognized by the planning agency. I urge the project team to retain bus/bike lanes going in both directions. The re-routing to other streets is not practical, especially for bike users. Instead of re-routing, bikers are likely to stay on University Avenue regardless, causing danger to themselves, autos and buses in the absence of property bike facilities. Dedicated bus/bike lanes will work to further reduce traffic impacts of this project by making it safer to bike University Avenue, further encouraging even more biking in the project area than already exists, reducing auto trips. In addition, it was also brought up in the meeting that all previous analysis in the project with respect to the EIR has been completed with the assumption that bus/bike lanes would be in both directions. Removing portions of them now would be problematic.
- 2) **Retain all planned bulb outs, mitigate stormwater:** It was mentioned in the meeting that some of the curb bulb outs were removed from the plan due to stormwater concerns. Stormwater is a major concern in the project area, and the project should consider strategic placement of bioswales to mitigate stormwater run-off overall, and specifically for the bulb-outs.
- 3) **Retain landscape in median:** It was mentioned that one of the alternatives for the plan was to have the medians be all hard surface. Since stormwater is a major issue in the project area, this should not be considered as an alternative. All medians should have landscape that retains water.
- 4) **Consider enhanced pedestrian crosswalks:** It was mentioned that crosswalks would not feature in-street lighting, such as recent improvements to Downtown San Diego near the convention center. I urge the project team to consider enhanced pedestrian projects that flash light at oncoming autos and bikes specifically when a pedestrian is present. This will further enhance the safety for pedestrian users.
- 5) **Plant palette should be drought tolerant and/or native:** Cuyamaca College has a Water Conservation Garden with many resources on drought tolerant and native plants.

Please feel free to contact me if you have any questions on the above comments.

Sincerely,

Jay Corrales
 760-433-1505

RESPONSES

- G1 In regards to the limits of the eastbound transit-only lane, please refer to response to comment C3.
- G2 The Draft EIR, as well as the analysis in supporting technical studies (contained in the EIR appendices) correctly reflect that the transit-only lane would extend the full length of the project corridor (Boundary Street to Florida Street) in the westbound direction, and would extend between Utah Street and Boundary Street in the eastbound direction.
- G3 As discussed in Draft EIR Section 5.4, *Hydrology/Water Quality*, the proposed project would slightly reduce the total area of impervious surfaces in the project area. Additionally, the project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) and to conform with other applicable regulatory requirements including National Pollutant Discharge Elimination System (NPDES) requirements and City standards, including implementation of Best Management Practices (BMPs). While final BMPs would be determined based on site-specific conditions, Section 5.4.4 of the Draft EIR provides a list of likely standard measures that might be applicable to the project. These measures don't identify bioswales because there is limited space for improvements along the roadway, but include other long-term operational and maintenance BMPs. Final BMPs for the project would be determined during the SWPPP process.

COMMENTS

RESPONSES

- | | |
|--|---|
| | <p>G4 As discussed in Draft EIR Section 3.2.1, landscaping would be installed within portions of the center, raised median if the local maintenance assessment district (MAD) accepts maintenance responsibility for the project. If the MAD does not accept the project, then it is possible that medians would be hardscaped. Please refer to response to comment D4 regarding water quality impacts of hardscaped versus landscaped medians.</p> <p>G5 Section 3.2.3 of the Draft EIR identifies pedestrian improvements associated with the project. As discussed in this section, the project would include the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and reflective pavement markings to warn motorists of pedestrians. These flashing devices would include either push button or automatic sensors to activate flashing. Additionally, there are four proposed side street crossings included as part of the project at Alabama Street (north leg), Alabama Street (south leg), Idaho Street, and 28th Street. These side street pedestrian crossings would not include in-pavement flashing devices.</p> <p>G6 As discussed in Section 3.2.1 of the Draft EIR, proposed landscaping for the project, contingent upon acceptance of the project by the local MAD, would consist of drought-tolerant plants.</p> |
|--|---|

COMMENTS

RESPONSES

From: Christopher Dye [chris@dyeworks.net]
Sent: Sunday, July 22, 2012 7:30 PM
To: DSD EAS
Subject: Project #115295 / University Avenue Mobility Plan EIR Comments

Jeffrey Szymanski
 Environmental Planner
 City of San Diego Development Services Center
 1222 First Avenue, MS 501
 San Diego, CA 92101

Re: Project #115295 / University Avenue Mobility Plan EIR

Dear Mr. Szymanski

I recently attended an overview of the UAMP and am sending my comments for inclusion in the public feedback portion of the EIR.

1. It's my opinion that the shared rapid transit and bicycles lane must have strong visual communications so that bicyclists, bus drivers, automobile drivers, and pedestrians know that the lane is shared. Posted signs as well as narrow graphics painted on to the pavement should be frequent and visible.

2. Where any sidewalks are being refurbished, I advocate for following the North Park Main Street's Streetscape Guidelines, which recommended seeded aggregate as the preferred material. Seeded aggregate offers superior traction to pedestrians, hides gum and gunk well, and is easy to match to existing seeded aggregate that has already been installed in the neighborhood's business corridor.

3. I believe the eastbound transit lane must be contiguous for the entire span of the UAMP, and not interrupted as has been proposed. While I understand that the reasoning is that there isn't a straightforward alternative to east/west traffic to the south of University Avenue, it seems that changing the far eastbound lane from shared public transit/bicycle, to all traffic allowed, then back to transit/bicycle will be confusing and lead to accidents.

4. University Avenue is a heavily trafficked bicycle thoroughfare, and it is my opinion that the UAMP should not only facilitate the existing bicycle patterns, but strengthen them while maintaining the other UAMP goals of an unobstructed lane for automobiles and speedier travel times for mass transit.

Thank you for your consideration.

Christopher Dye
 Vice-chair, North Park Main Street Design Committee Owner, NorthParkScene.com Homeowner
 3613 Grandia Avenue
 San Diego, CA 92104

- H1 As discussed in Draft EIR Section 5.2.4, the proposed transit-only lanes would be properly signed to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process.
- H2 Thank you for the suggestion regarding sidewalk material. The City will consider your recommendation during the design phase of the project.
- H3 In regards to the limits of the eastbound transit-only lane, please refer to response to comment C3. The transit-only lanes would be marked with signage to clearly define their starting and ending points.
- H4 It is acknowledged that University Avenue is widely used by bicyclists. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes.

COMMENTS

RESPONSES

From: George Franck [mailto:georgefranck@cox.net]
Sent: Wednesday, July 25, 2012 1:57 PM
To: DSD EAS
Cc: Angela Landsberg; HonS; GranowitzVicki
Subject: University Avenue Mobility Plan (UAMP) Draft Environmental Document

To: Jeffery Szymanski, Environmental Planner, DSC

The UAMP has many good ideas for improving University Avenue. UAMP's phased implementation, as proposed by the City, makes sense. After the extended planning process, the City's presentation of the UAMP environmental report at a public meeting in North Park last week was helpful. I have three specific comments:

- I1 1. An eastbound transit lane (to the west of Utah Street) should be part of the project. My understanding is that the lack of an eastbound alternative route on this segment was the reason that this facility segment reverted back to a multipurpose lane in the project. If needed, eastbound traffic could be detoured to Lincoln Avenue to the north (like westbound traffic) or to Upas Street, a through street several blocks to the south.
- I2 2. The final environmental document should make it clear that the project continues to maintain the number of on-street parking spaces in the corridor, based on the number of spaces that existed when planning for the project started. Since planning started, the number of spaces in the corridor has increased though the introduction of diagonal parking, as proposed in the UAMP proposal.
- I3 3. Traffic lanes between Park Boulevard and Florida Street should be reduced to permit transit priority and room for bicycles and pedestrians. Perhaps the number of lanes required could be reduced by restricting left turns. I realize that the improvements west of Florida Street have been moved to a separate project, but operation of these two segments of University Avenue must be fully integrated.

Please contact me if you need clarification.

George Franck (619-370-3887 cell)
 Member of the North Park Main Street Design Committee &
 VP of the North Park Historical Society

- I1 Please refer to response to comment C3 regarding the limits of the eastbound transit-only lane.
- I2 Please refer to response to comment D10 regarding the number of on-street parking spaces.
- I3 As stated in your comment, the segment of University Avenue between Park Boulevard and Florida Street is not located within the project site and thus, no improvements to this segment are proposed as part of the project. With respect to coordination on timing and integration with other planned capital improvement projects within the community, please refer to response to comment D7.

COMMENTS

RESPONSES

Jeffrey Szymanski
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101
Via Email: DSDEAS@sandiego.gov

Comments on the Draft Environmental Impact Report for the University Avenue Mobility Plan

I am writing as a 17-year resident of North Park, the former Chair of the North Park Main Street (NPMS) Design Committee, the Chair of the Steering Committee for the 2004 University Avenue Mobility Plan (UAMP) study conducted by RBF Consulting, and co-founder and President of WalkSanDiego, which has advocated for this project for many years. I have been involved with the UAMP development process since its inception at the NPMS Design Committee. I appreciate the opportunity to comment on the Draft Environmental Impact Report (DEIR) for this important project.

Project Origin

It may be helpful to understand the origin of the UAMP concept. The idea emerged during an organized walk along University Avenue in the late 1990's as the Design Committee surveyed architectural elements for purposes of creating design guidelines for future development. During this walk, the participants were struck by the dominance of automobiles on University Avenue, in particular the noise, speed, and sense of threat posed by vehicles. We realized the commercial success of the Avenue would always be limited unless the road design were changed to make the street a more welcoming destination rather than simply a conduit for moving vehicles through the district. Some features that stood out were:

- the narrow travel lanes,
- conflicts with parallel-parking vehicles,
- the numerous offset intersections,
- lack of safe pedestrian crossings,
- absent bicycling facilities, and
- dangerous weaving by drivers trying to avoid being delayed by buses or turning vehicles.

From the start, the UAMP was intended to mitigate the singular focus on vehicle movement reflected in University Avenue's current design, and instead achieve a balance of safety, comfort, and performance for all modes. As the public workshops for the 2002 and 2004 studies showed, residents were far more concerned about the walking environment, the quality of transit service, and the safety of transit-users, bicyclists, and pedestrians, than with vehicle Level of Service. Parking arose as an important topic, but was secondary to safety and comfort of the alternatives to driving. The following comments reflect this history.

Dedicated Transit Lanes

As the June 25, 2004, letter from the Steering Committee to the city (included in the RBF study report) indicated, the Steering Committee felt strongly that the dedicated transit lanes should be installed in both directions throughout the length of the studied corridor, as shown in the original 2002 Concept Plan created by KTU+A. Computer modeling and other analytical tools employed by RBF suggested the 2030 Level of Service would be slightly lower if the dedicated transit lanes were fully implemented. Since that

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J1 In regards to the eastbound transit-only lane, please refer to response to comment C3.

COMMENTS

RESPONSES

time, bicycling has become more popular, the city and SANDAG have created aggressive bicycle master plans, gas prices have increased substantially, significant transit-oriented developments have been completed, and the commercial success of the district has grown. These reflect statewide and national trends. In response, the state's CEQA Guidelines (Appendix G, Environmental Checklist) were revised to reduce the emphasis on vehicle Level of Service and instead focus on the transportation system as a whole.

Given the project goals and the community's clear preference for the complete transit lanes, it is both surprising and disheartening that this option was not even mentioned in the DEIR, nor studied as one of the project alternatives. The Final EIR should acknowledge this option and make note of its potential impacts, in order to make it potentially possible to install the full transit lanes without the necessity of additional CEQA analysis, should the city and community decide to make this change to the project in a future year.

Inconsistency with Bicycling Master Plan

The transportation/circulation/parking impact analysis in the DEIR considers the question:

Issue 4: Would the proposed project result in a substantial impact upon existing or planned transportation systems or *conflict with any adopted policies, plans, or programs supporting alternative transportation?* (DEIR at 5.2-51) (emphasis added)

The City's June 2011 *Bicycle Master Plan Update*, now undergoing environmental review, includes the North Park segment of University Avenue as a high priority for new bicycling facilities. The Bicycle Master Plan Update's list of 40 priority projects (pp. 103-104) includes:

- #22 University Avenue from Utah Street to Fairmont Avenue, and
- #25 University Avenue from Florida to Utah Street

If the eastbound dedicated transit/bike lanes were implemented in both directions through the entire project, the UAMP would be consistent with the Bicycle Master Plan Update. Given that other bike routes through this area are inconvenient and involve difficult climbs which discourage casual riders, this is a very important project change or an alternative to include in the DEIR. At the very least, the DEIR must document the conflict between the project and the Bicycle Master Plan Update and discuss mitigation alternatives.

Bicyclists require the most direct route possible, with as little topographic change as possible. For this reason, University Avenue should be a major bicycle corridor. This is one of the UAMP project goals. The dedicated bus/bike lanes should also include appropriate legends and other markings or signage to support bicyclist use of the dedicated lanes.

Park to Florida Segment

Both the original 2002 Concept Plan and 2004 study carried the project through the segment from Park Boulevard to Florida Street. This segment has not been included in the present project description, without justification. It should be added back in since this critical link is necessary to ensure the

J2 The land use plan consistency analysis contained in Section 5.2.4 of the Draft EIR is limited to applicable plans, policies, and ordinances that have been adopted by the City, as indicated in Issue 4 and the Impact Threshold in the Draft EIR. The City's Bicycle Master Plan Update is currently a draft document undergoing environmental review. Because the Bicycle Master Plan Update has not been adopted by the City of San Diego, the Draft EIR appropriately does not evaluate the project's consistency with this draft document.

J3 It is acknowledged that University Avenue is widely used by bicyclists even though the segment of the roadway within the project limits is not a designated bicycle route. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes.

J4 Although the 2002 Concept Plan and 2004 University Avenue Mobility Plan document included the segment of University Avenue between Park Boulevard and Florida Street, that segment is not located within

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COMMENTS

RESPONSES

J4
cont. continuity of safe facilities for bicyclists, and to maximize transit operations. At the very least, consideration should be given to providing adequate pedestrian, bike, and transit facilities in the project description so that the necessary transitions in this segment are appropriately designed and implemented.

Alabama Street

The intersection of University Avenue and Alabama Street is a very important intersection for access of seniors living on Alabama Street to reach the westbound bus stop. This is why, following a fatal collision, the Alabama Street project was designed and funded several years ago. There appears to be no crossing facility included in this project. The City is hereby put on notice that seniors are likely to continue to cross at this intersection whether or not a crosswalk is provided, and will be at substantial risk. To reduce the City's future liability, the project should be modified to include a crosswalk appropriate to the needs/abilities of seniors and disabled residents, as provided in the two prior project studies.

Pedestrian Safety in General

Pedestrian safety when crossing streets has been a major impediment to development of this area. The 2002 Concept Plan included the addition of three full signals and five pedestrian activated signals, including a Pedestrian Scramble at 30th Street, to mitigate this problem. The signals were included because the KTU+A designers felt that, from their experience, pedestrians were at too great a risk, or would perceive themselves to be, if a marked crosswalk but no signals or inadequate signals were provided. Although the planned raised medians will increase pedestrian safety significantly, the designs for the crossings should be revisited to consider appropriate signals, consistent with the FHWA guidelines for providing enhancements to crosswalks. The potential impacts of including more stop controls should be considered in the DEIR.

Thank you for the opportunity to comment. You may reach me for any comments or questions at (858)586-2641 or ahamilton@walksandiego.org.

Sincerely,



Andy Hamilton
North Park

Hamilton-3

J4
cont. the limits of the proposed project. This segment is not part of the proposed project due to constraints associated with the Georgia Street Bridge. Improvements to that segment of University Avenue are part of a separate City project, the Georgia Street Bridge Improvements Project. With respect to coordination on timing and integration with other planned capital improvement projects within the community, including the Georgia Street Bridge Improvements Project, please refer to response to comment D7.

J5 Safety improvements will be constructed at the University Avenue/Alabama Street intersection as part of a separate City capital improvement project (CIP), University Avenue at Alabama Street Bicycle and Pedestrian Improvements. This project is a fully funded CIP project that will improve the pedestrian crossing facilities at University Avenue/Alabama Street intersection with in-pavement flashing crosswalk, construct a raised median along University Avenue between Florida Street and Mississippi Street to restrict left-turn and through movements at the University Avenue/Alabama Street intersection, and construct an eastbound left-turn pocket at the University Avenue/Mississippi Street intersection.

J6 As discussed in Section 3.2.3 of the Draft EIR, the project would include the installation of four enhanced pedestrian crossings across University Avenue at Idaho Street/28th Street, Ohio Street, Kansas Street, and Iowa Street/Herman Avenue. The proposed enhanced pedestrian crossings may include in-pavement flashing devices and reflective pavement markings to warn motorists of pedestrians. These flashing devices would include either push button or automatic sensors to activate flashing. Additionally, there are four proposed side street crossings included as part of the project at Alabama Street (north leg), Alabama Street (south leg), Idaho Street, and 28th Street. These side street pedestrian crossings would not include in-pavement flashing devices. The possibility of installing a pedestrian scramble at the University Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss of signal coordination with adjacent intersections.

COMMENTS

RESPONSES

From: Marcella E. Hamlin [mailto:Marcella.hamlin@cox.net]
Sent: Sunday, July 29, 2012 10:09 PM
To: DSD EAS
Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

July 29, 2012

Dear Jeffrey Szymanski:

I am writing to you regarding the University Avenue Mobility Plan Draft EIR, Project No 115295. I am an owner resident of North Park for the last 9 years and I have lived in San Diego all my life. There has been a lot of great development in the last 2 years. Some of it is great and some development has created negative impact. Some of this is noise from bars and or people who visit the bars and restaurants parking on my street and creating noise late at night. This is only one issue. I can only imagine that if the density in this area was to increase it would only get worse for traffic and parking and noise. I purchased my older home because I love the historic area. I would really hate for some of these lovely homes, with so much character, to be taken down and replaced with condominiums or apartments. I have invested a lot of money in to my home and I have planned to live out my days here in this area. I can't imagine that in Point Loma, where I grew up in a residential area, that they would allow there older homes to be replaced with condominiums and apartments. It would lower the value of my home and the quality of my life. I am writing to you too protest any increase in future density or to increase the height of buildings. Leave the tall buildings for downtown San Diego. They do need to increase places for people to park (hopefully not in front of residents homes).

K1

Sincerely,
 Marcella Hamlin
 3727 Ray St
 San Diego, CA 92104

K1 The proposed project would not cause a substantial increase in noise within the community. As discussed in Section 10.6 of the Draft EIR, the proposed project entails construction of surface transportation improvements within the existing roadway of University Avenue. No new traffic trips would be generated by the project and therefore the project would not increase traffic noise levels along University Avenue. With the proposed improvements, some traffic trips would be diverted from University Avenue to El Cajon Boulevard, Lincoln Avenue, and North Park Way; however, the number of diverted trips would not be large enough to significantly increase noise levels along these roadways.

The project does not propose the construction of condominiums, apartments, or any other buildings, nor would it cause an increase in future density or building heights in the project area. As stated above, the project entails surface transportation-related improvements.

COMMENTS

RESPONSES

From: Chuck Katz [mailto:chuck.katz@cox.net]
Sent: Sunday, July 29, 2012 4:34 PM
To: DSD EAS
Subject: Project number 115295, University Avenue Mobility Plan

L1 ☐ I just reviewed the mobility plan and think that the plan should consider all-way pedestrian cross walks with diagonals at particularly busy corners such as 30th and University. My guess is that it might allow for less interaction of tuning vehicles and pedestrians and smooth traffic flow considerably.

L2 ☐ I also saw no accommodation for bicycles at all in the plan, I'm not sure how that could be left out. Perhaps bikes and buses could share?

Chuck Katz

L1 The possibility of installing a pedestrian scramble at the University Avenue/30th Street intersection will be considered during the design phase. Note that this type of pedestrian crossing may cause unfavorable circulation conditions, such as additional pedestrian wait times, restrictions on red light turns, changes to the signal cycle length, and loss of signal coordination with adjacent intersections.

L2 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and street markings within the transit-only lanes, the details of which will be determined during the design process.

COMMENTS

RESPONSES

From: Founder [NP-RID@cox.net]
Sent: Tuesday, July 31, 2012 4:17 PM
To: DSD EAS
Cc: Lucky Morrison; Vicki Granowitz; Robert Barry; Dionne Carlson
Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029
Attachments: My UAMP Scoping Comments.pdf; ATT00001.txt

Importance: High

Jeffrey Szymanski, Project Manager, UAMP

Please find attached (below) my comments from the UAMP Scoping Meeting. We were told in 2010, that by submitting those comments they would be considered for the entire UAMP "Process" which of course should include the EIR review process.

I will be basing my comments on that list, which was to serve as an outline for what needed to be considered in order to make the UAMP a positive project for North Park.

- M1 1. "Prevent residential traffic encroachment". The UAMP project as shown will funnel traffic into the East and West residential streets as drivers seek to avoid University Ave congestion unless the UAMP also includes signage and bollards preventing them from doing so. During the University Ave repaving, there were big traffic delays on University Ave and as predicted the traffic counts on North Park Way, Landis St. and even Upas Street became huge. Where are the traffic calming elements for the residential areas North and South of University Ave.?
- M2 2. "Provide for motorcycle/personal vehicle parking at every "end" of car parking slots", in order to add as much parking for motorcycles, electric bicycles and other forms of personal transportation in the business district as possible in order to keep it out of the residential neighborhood. All red zones should be reduced in order to allow at least motorcycle or "personal" vehicle to park at the corner created by the red zone and the non red zone.
- M3 3. "Add Bollards on Ray St at North Park Way to prevent North Park Way traffic from using Ray St. (to go South) instead of 30th St." Time has shown that now, even Trucks are using Ray St. to travel South, instead of using 30th St. and the amount of traffic will only increase unless Ray St. is made "Local Traffic Only" with bollards added, to prevent it from happening.
- M4 4. "Get Cal-Trans to improve the I-805 entrance South" at North Park Way. This must be done before the UAMP project modifies the current traffic flow on University Ave between 32nd St and Boundary Ave. Note Boundary St. also serves as the queuing street for most of the traffic trying to take I-805 South. If the left turn pocket, to the South, at Bancroft Ave. is removed on University Ave the traffic congestion will be horrific during rush hour. It will also have a huge impact on the traffic trying to enter the parking garage for Fresh & Easy which is located on Bancroft Ave. which was designed to allow traffic from both the East and West off University Ave. This lack of planning will cause traffic grid lock during rush hour and also impact the quality of life of all those living nearby because of the noise, traffic and exhaust.
- M5 5. "Provide for future massive increases in electric bikes, motorcycles and mobility chairs". The future points toward very small electric vehicles and or other as yet "unnamed" forms of personal types of transportation since gasoline prices will prohibit people using what will be thought of as "traditional" vehicles. This requires that the UAMP also

1

M1 As discussed in Section 5.2.2 of the Draft EIR, the proposed project would not generate any new traffic trips, but would redistribute and divert some trips along University Avenue. The proposed median along University Avenue would restrict left-turn movements at unsignalized intersections, which would cause those movements to be redistributed to adjacent signalized intersections. Additionally, due to the conversion of the mixed-flow lanes to transit-only lanes, it is projected that some of the through traffic along University Avenue would divert trips to portions of parallel roadways, including El Cajon Boulevard (between Park Boulevard and Boundary Street), Lincoln Avenue (between Texas Street and Boundary Street), and North Park Way (between 30th Street and Boundary Street). Refer to Figures 5.2-5 and 5.2-6 in the Draft EIR. Section 5.2, *Transportation/Circulation/Parking*, of the Draft EIR evaluates potential traffic impacts associated with these redistributed and diverted trips and identifies feasible mitigation for project impacts along these parallel roadways. Land uses along these parallel roadway segments vary, but are not predominantly residential. El Cajon Boulevard, between Park Boulevard and Boundary Street, and North Park Way, between 30th Street and Boundary Street, are lined almost entirely with commercial uses. The segment of Lincoln Avenue contains the most residential uses of the three roadways, but the number of daily trips diverted to this segment would only be 150, which would not cause increased congestion. Traffic calming features are therefore, not necessary.

M2 Thank you for your suggestion to maximize motorcycle, bicycle, and other "personal" vehicle parking in the business district. While it is noted that your comment reflects a desire to keep parking associated with the businesses along University Avenue out of residential neighborhoods,

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M2 cont. the surrounding residential neighborhoods are already utilized for general parking in the area. Currently, there are 132 on-street parking spaces along University Avenue within the project area, 2,262 on-street parking spaces on roadways to the north of University Avenue, and 2,351 on-street spaces on roadways to the south of University Avenue. The project would result in a reduction of 74 total spaces during Phase I, the addition of 29 total spaces during subsequent phases (for a total net reduction of 45 spaces). As discussed in Section 5.2, *Transportation/Circulation/Parking*, parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nighttime.

M3 Installation of bollards on Ray Street at North Park Way is not proposed as part of the project. The project would construct a median on University Avenue at the University Avenue/Ray Street intersection, which would prohibit left-turns onto Ray Street. This improvement would limit the ability for westbound traffic to divert to Ray Street.

M4 No improvements to the current geometrics of the I-805 southbound (SB) ramp at North Park Way are proposed as part of the project, and the City is not aware of any plans by Caltrans to improve this on-ramp. Traffic mitigation for project impacts to the North Park Way/I-805 SB ramps/Boundary Street intersection includes signalization of this intersection. As identified in Tables 5.2-14, 5.2-15, 5.2-16 and 5.2-17 of the Draft EIR, installing a traffic signal at this intersection would reduce delays to below a level of significance.

Regarding the left-turn pocket at Bancroft Street, the project does propose restriping of University Avenue that would eliminate the left-turn pocket at Bancroft Street; however, the left-turn pocket at 32nd Street would be retained. Motorists wishing to access the Fresh and Easy parking garage on Bancroft Street from westbound University Avenue could turn at Boundary Street or 32nd Street, which is only one block to the east and west. Motorists could then turn onto North Park Way and then to Bancroft Street. Bancroft Street would still be directly accessible by eastbound motorists on University Avenue via a right-turn on Bancroft Street. While the Draft EIR recognizes that the project would result in significant impacts associated with traffic in the project area, including

COMMENTS

RESPONSES

- M5 cont. provide for these new forms of transportation in charging stations, parking structures and use of the dedicated traffic lanes... The busses must be designed to share the roadway with bicycles and all the other Personal types of transportation that will be traveling on University Ave. Electric bicycles and or mobility scooters can now travel much faster than most human powered bicyclists. The numbers of these "new" personal transportation "vehicles" will be orders of magnitude greater than we now have and they are not even listed in the UAMP. How can any "plan" be approved when the future demands that everyone have equal access to the roadway?
- M6 6. "Provide for sidewalk level "Loading Platforms" so all forms of mobility scooters can board without buses "bowing". If 20 times as many mobility scooters want to ride the bus then the time for buses to transit the UAMP corridor will be unacceptable to most riders since the bus will have to spend too much time "bowing" at each bus stop UNLESS the bus stops are designed to allow these folks to drive right onto the buses. Now is the time to make sure that our buses and roadway are compatible with all those that use any types of mobility scooters, not some time later when modifications will be far too expensive.
- M7 7. "Increase study of traffic flow East to West to include Landis St., to Upas St. in order to prevent East-West Encroachment". This has not been done to date, with only the traffic on North Park Way and Lincoln Ave mapped. The East-West flow will make the neighborhoods North and south of University Ave. unbearable unless traffic flows are restricted during peak periods if not at all times. Traffic noise, pollution, trash and parking congestion are all forms of residential blight that must be mitigated BEFORE any changes are made to the traffic on University Ave. This was brought up in 2010 and it still has not be adequately addressed.
- M8 8. "Prevent adding diagonal or additional regular parking in our neighborhoods". Our residential neighborhoods are not designed to become parking lots for the business district! It would completely change the quality of life of all residents nearby the business district if the ambience of our existing residential neighbors are not protected. Runoff from the additional traffic will only add to our on street pollution, as North park does not sewers on every corner.
- M9 9. "Provide a (Residential) Parking District with parking stickers at NO CHARGE to all residential areas nearby University Ave. and rush hour parking prevention" This is required to prevent all the residential neighborhoods from becoming 24/7 parking lots for the business district. If the Business district wants to grow and have more customers then they need to provide facilities for their patrons to use that are not dependent upon using the residential streets. If the business district does not want to provide parking for their own patron, why should residents have to do it for them? Parking meters and a residential parking district will protect residential neighborhoods from Parking Blight. It is unfair that the UAMP will "enable" the local business to add additional Blight upon the neighborhoods that are within walking distance or University Ave.
- In addition, to the scoping comments, I also like to add the following:
- M10 10. I would like to request that an acoustic study be completed in the residential areas North and South of University Ave. before any UAMP changes are made in order to compare the before and after levels caused by the project. If the areas around airports are monitored then the areas around entertainment zones should also be monitored for any noise pollution caused by the businesses and or events in the business district.
- M11 11. The airflow (wind) normally from West to East is being obstructed by allowing taller buildings. Since the residential districts are being affected by this change in height, a building height restriction should be enacted so that the residential areas are not penalized while favoring additional Density in the Business District.

- M4 cont. the roadway segment of University Avenue between Bancroft Street and Boundary Street, the project is still needed to improve mobility within the project area for pedestrians and transit users, and to reduce automobile traffic trips within the project site. As discussed in Draft EIR Sections 5.3, *Air Quality*, and 5.7, *Greenhouse Gas Emissions*, the proposed project would not result in significant impacts associated with exhaust. Additionally, as discussed in Draft EIR Section 10.0, *Effects Found Not to be Significant*, no significant noise impacts would result from implementation of the proposed project.
- M5 While the City acknowledges that there may be future increases in the use of electric bikes, motorcycles, and mobility chairs, the project does not propose or require changes to accommodate these types of vehicles. Motorcycles would share the mixed-flow traffic lanes with cars, as they do in other areas of the City. The project allows for bicycles, including electric/motorized bicycles meeting the requirements of California's Vehicle Code, to share the transit-only lanes. Based on California Vehicle Code Section 467, a pedestrian is a person who is afoot or using (1) a means of conveyance propelled by human power other than a bicycle or (2) an electric assistive mobility device. Because mobility chairs would fall into the second category, users of mobility chairs would be considered pedestrians, and would be utilizing pedestrian-related facilities in the project area, including sidewalks and crosswalks. Based on the above discussion, dedicated traffic lanes would not be required for electric bikes, motorcycles, and mobility chairs. Motorcycles could utilize vehicle parking spaces, while electric bikes could utilize bike racks for needed parking. Presumably, a person utilizing a mobility chair would also utilize it for transportation at their destination and parking for mobility chairs would not be necessary. Furthermore, proposed pedestrian and transit improvements would comply with the Americans with Disabilities Act to ensure equal access.
- M6 As described in Draft EIR Section 3.0, *Project Description*, improvements at the transit stops include raised sidewalks, where it is feasible to implement, for at-grade boarding. The incorporation of raised sidewalks for at-grade boarding would provide improved access for mobility scooters and transit riders accessing the bus on foot.

COMMENTS

RESPONSES

M7 The traffic study area for the proposed project was determined based on the proposed improvements along University Avenue between Park Boulevard and Interstate 805. Roadway segments and key intersections were also identified along the segments that were immediately parallel to University Avenue (Lincoln Avenue and North Park Way) and along El Cajon Boulevard because as discussed in response to comment M1, traffic trips would be diverted to segments of these roadways upon implementation of the project. It is not anticipated that traffic trips would be diverted to Landis Street and Upas Street and therefore, the traffic analysis did not evaluate segments or intersections along these two roadways.

As discussed in response to your comment M4, air quality and greenhouse gases (pollution) and noise impacts associated with the project were determined to be less than significant. Parking impacts associated with the project are evaluated in Section 5.2.3 of the Draft EIR. As discussed in Section 5.2.3 of the Draft EIR, the loss of 45 parking spaces over the lifetime of the project is not considered significant due to the provision of additional side street parking spaces and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. Regarding trash, as discussed in Section 10.10 of the Draft EIR, the project would not generate substantial amounts of trash. Transit patrons utilizing the bus stops would generate some trash, but trash receptacles would be provided at the new and relocated transit stops, just as there are at the existing bus stops. Maintenance and collection of waste at the bus stops would be provided by the San Diego Metropolitan Transit System (MTS). Because impacts resulting from the proposed project associated with traffic noise, pollution, trash, and parking were determined in the Draft EIR to be less than significant, no mitigation is required.

M8 On-street angled parking is proposed for Ohio, Illinois, and Iowa streets between Lincoln Avenue and University Avenue during Phase I (with a total of 15 new angled spaces). For subsequent phases, a total of 42 new on-street angled parking would be added to Alabama, Louisiana, Arizona, and Oregon streets between Lincoln Avenue and University Avenue. In total, the project would add 57 on-street angled parking across seven city blocks. Ohio, Illinois, and Iowa streets already contain on-street angled parking, so the addition of 15 new spaces across these three blocks would

COMMENTS

RESPONSES

- M8 cont. not change the character, quality of life, or ambiance for residences along the affected blocks. Alabama Street also contains existing on-street angled parking. While on-street angled parking on Louisiana, Arizona, and Oregon streets would be a new parking configuration along these streets that currently include on-street parallel parking, the conversion of parallel to angled parking would be compatible with the surrounding neighborhood because (1) other angled parking occurs on nearby streets located between Lincoln Avenue and University Avenue, and (2) the width of these streets is consistent with the other surrounding streets that include angled parking (i.e., the pavement width is wider than other streets). Thus, even the addition of on-street angled parking for the three blocks that do not currently contain angled parking would not change the character, quality of life, or ambiance for residences along the affected blocks. Because the proposed additional angled parking would replace parking that would be removed elsewhere in the project area, it would not increase the overall runoff volume within the project area.
- M9 While it is noted that your comment reflects a desire to keep parking associated with the businesses along University Avenue out of residential neighborhoods, the surrounding residential neighborhoods are already utilized for general parking in the area. As discussed in Section 5.2.3 of the Draft EIR, parking capacity along neighborhood side streets is underutilized, with a 19-percent vacancy rate during the highest demand period (evening hours between 6:00 and 8:00) and a 39-percent vacancy rate during the nighttime. Based on the vacancy rates observed on neighborhood side streets, there is no need for a residential parking district for residential areas near University Avenue. Additionally, it should be noted that the North Park Public Parking Garage provides 388 parking spaces for visitors/patrons of the University Avenue corridor. Although the project would result in a total net reduction of 45 on-street parking spaces within the project site, loss of 45 parking spaces over the lifetime of the project is not considered significant due to the provision of additional side street parking spaces and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. The proposed project, therefore, would not cause or contribute to residential blight due to increased parking congestion.

COMMENTS

- M12 12. The solar access of all residential properties needs to be maintained as it would be unacceptable for any new business to be constructed if their height blocked the sunshine of any other non business properties.
- M13 13. The North-South ally's that are still unpaved need to be paved as part of the UAMP project since they are violation of current storm water pollution standards because they are now used as "streets" by all sizes of vehicles and even trucks; in fact they enable soil to be washed out when it rains and also are responsible for the dusty air quality in the entire residential area.
- M14 14. All red sidewalks need to replace with reinforced concrete that is not red in color but an exposed aggregate instead, in order to reduce maintenance cost throughout the UAMP project.
- M15 15. All busses need the technology to pass through traffic signals in order to speed their transition of the UAMP district. If MTS will not pay to install the required signalization technology into their most modern buses, then the number of bus stops needs to be reduced in the UAMP, to reduce the time to transit the UAMP, otherwise people will not ride public transportation.
- M16 16. All crosswalks should be "multi-directional," as this would reduce the total time required for pedestrians and also help prevent jay walking which could have a huge influence on the traffic throughout the UAMP project.

Thank You for the ability to add additional comment until tomorrow at 5:30 p.m.
Don Leichtling
NP-RIID

RESPONSES

- M10 Please refer to response to comment K1 regarding noise levels within the project area. It should be noted that the project consists of surface transportation improvements and does not propose any components related to businesses or events within the project site. Noise generated by existing businesses or events within the business district is an existing condition and the project would not contribute to, or increase noise generated by these existing sources. Preparation of an acoustic study or noise monitoring is not required for the proposed project.
- M11 The proposed project consists of surface transportation improvements and does not include any components related to the construction of buildings, nor does it propose any changes to building height restrictions.
- M12 Please refer to response to comment M11 regarding building height restrictions.
- M13 Proposed improvements of the project are focused along University Avenue and corresponding side streets, as described in detail in Section 3.0, Project Description, of the Draft EIR. No improvements to alleys would occur in the project area, as they are not designed for, or intended to accommodate, overall mobility for pedestrians or transit in the project area.
- M14 The proposed project does not include replacing existing sidewalks, except at street corners where curb extensions are proposed. Materials used for the proposed curb extensions would be consistent with the adjoining sidewalks.
- M15 MTS is the public agency responsible for transit operations within the project area and decides on the types and technologies of their buses. The City therefore has no authority to require MTS to install transit signal priority (TSP) technology on buses operating within the project site. It should be noted that TSP technology not only involves specialized equipment on the buses, but also requires installation of receivers on traffic signal arms and replacement of signal controllers in controller cabinets. Implementing TSP also requires modifications to the signal phasing and timing. Therefore, installation of TSP technology is not proposed as part of the project. Nonetheless, one of the project objectives is to improve mobility within the project site for pedestrians and transit users. As discussed in Section 5.2.4 of the Draft EIR, the

COMMENTS

RESPONSES

M15 project would increase the efficiency of transit use in the project area
cont. by constructing transit-only lanes and consolidating transit stops. These
proposed improvements would result in reduced travel times for buses
through the project corridor. Refer to Tables 5.2-19 and 5.2-20 in the
Draft EIR.

M16 With respect to “multi-directional” crosswalks, please refer to response
to comment J6.

COMMENTS

RESPONSES

From: Roger Lewis [lewismr1@hotmail.com]
Sent: Tuesday, July 31, 2012 3:02 PM
To: DSD EAS
Subject: Project No. 115295 - UAMP EIR Comments

Project No. 115295 - UAMP EIR

I was a member of the steering committee working with the city and both consultants through the two phases of design and review for this project.

1. Initially at EIR scoping meeting, noted the steering committee's cover letter on the second report which noted the steering committees support for the process and the conclusions with the EXCEPTION of the removal of a major portion of the eastbound transit lane. I asked the EIR consultants to respond as to why this was changed. This change was not brought forward by the consultants to the steering committee until the last meeting hence the concern and steering committees stated cover letter.

At the scoping meeting I noted what the committees three reasons were:

- 1) consistency for drivers throughout NP - on both side throughout the entire district (confusion if a transit lane starts and stops)
- 2) that the full complement of traffic simulations supported its full implementation, it was originally proposed by the consultant and agreed upon by the committee. A real concern regarding the simulations: wouldn't removing a portion significantly alter those projections.
- 3) The committee also felt strongly by removing the transit lane and having both lanes as they are today would be reintroducing the same problem of cars backing up behind stopped buses wanting to pull in and out of this lane into thru vehicular lane.

While this comment was printed in the EIR there was no response. I noted this clearly at the meeting two weeks ago.

These remain my concerns and comments and again strongly support the implementation of the dedicated transit lanes in both directions throughout the district.

At that recent UAMP meeting a strong point was raised about cycling -- that the transit lanes should be clearly posted/printed on the lane(s) as "BUS & BICYCLES ONLY". I thought this was an important suggestion to consider. It then also allows for a 4th point in support of the all way transit dedicated lane --

- 4) Further CONFUSION and DANGER by allowing car into transit lane now allocated to cyclist as well.

And finally:

- 5) WHILE the throughout the throughout district transit lane both ways was listed as an alternative in the EIR, I did not see it stated as an alternative to the proposed plan anywhere in the EIR document. Why was it not studied?

I look forward to a thoughtful and Objective review and consideration of these issues.

Roger Lewis
 lewismr1@hotmail.com
 619-563-6094

N1 In regards to the eastbound transit-only lane, please refer to response to comment C3.

N2 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process.

N3 In regards to the eastbound transit-only lane, please refer to response to comment C3.

COMMENTS

RESPONSES

From: gfmcmginnis@cox.net [mailto:gfmcmginnis@cox.net]
 Sent: Tuesday, July 17, 2012 1:55 PM
 To: DSD EAS
 Subject: University Avenue Mobility Plan Draft EIR, Project No. 115295 / SCH No. 2010031029

While much of this plan appears to be good there is one part I find particularly disturbing. That is the part where you plan on cutting the number of transit stops yet again; now from 18 to 14. This area is already under served and cutting any further may cause some hardships. It was bad enough when they leap fogged the system so that the buses skip stops over each other such as stops where the 10 skips but the 7 stops. They tried calling the 10 an express bus but in reality it makes many many stops all through Mission Hills and Hillcrest. Only those of us in North Park got screwed in the deal. It makes two stops only. Going East it stops at Texas Street and once at 30th. Going West it stops at 30th Street and Louisiana Street. There is actually an eastbound stop across from the Louisiana Westbound stop but the 7 is the only bus that stops there. If you need the 10 East you are forced to walk all the way up the hill to get to the Texas St. Stop. Why? Who knows. There are not any cross buses on Texas but that is where it stops. North Park, unlike Hillcrest and Mission Hills along most of Washington St., is not flat. You'd better be in good shape to hike up to the bus stop. The 10 West used to stop at Alabama St.. Since the change I have to choose between walking up the hill to Louisiana Street or Up and down the Hill from Florida to Georgia Street and grab the bus in Hillcrest.. It annoys me and I am able bodied. This causes a real hardship for those in poor health or are handicapped. The public transit system is already horrendous in North Park and your plans only serve to make it worse. If anything, Some of the old stops should be re-instituted. I am 100% against this part of your plan.

O1

O1 As discussed in Section 4.0, *History of Project Changes*, of the Draft EIR, the project initially proposed to consolidate existing transit stops to 10; however, based on input from the San Diego Metropolitan Transit System (MTS), which is the public agency responsible for planning and implementing bus operations in the project area, the project was modified from 10 consolidated transit stops to 14. The locations of the proposed transit stops were also revised based on recommendations and coordination with MTS. Refer to Section 3.2.2 of the Draft EIR for specific information on the proposed transit stop consolidation. The benefit of consolidating transit stops is reduced travel times for buses along University Avenue within the project corridor (Florida Street to Boundary Street). As discussed in Section 5.2.4 of the Draft EIR, the project would increase the efficiency of transit use in the project area by constructing transit-only lanes and consolidating transit stops. These proposed improvements would result in reduced travel times for buses through the project corridor. Refer to Tables 5.2-19 and 5.2-20 in the Draft EIR.

COMMENTS

RESPONSES

From: tua28292@temple.edu [mailto:tua28292@temple.edu] On Behalf of S. Ollinger
Sent: Thursday, July 19, 2012 4:28 PM
To: DSD EAS
Subject: Project No. 115295/SCH No. 2010031029

Good evening,

I am very happy to see proposed suggestions being put forth including the raised median (which can serve as a pedestrian refuge and generally enhance the aesthetics of North Park along University Avenue). I am also happy to see the transit only lane which will improve transit time for transit users.

However, I am very disappointed that despite the goal of "reducing vehicular traffic in Greater North Park by encouraging the use of alternative modes of transportation" I see no mention of increasing bicycle usage in the proposal prepared by Wilson & Company. While the transit only lane will allow bicyclists, how will this be enforced to ensure no motor vehicles will use the lane as well?

I would like to offer the following suggestions:

1. Increase bicycle parking such as bicycle corrals especially at intersections. This would not only offer bicycle riders a place to park but also increase visibility of pedestrians, bicyclists and drivers when driving out of or turning into adjacent streets.
2. A buffered bike lane along University Avenue for the project area with colored pavement marking at conflict zones (where the bus will be stopping, and at intersections where motor vehicles will be turning)

Sincerely,
Samantha Ollinger

- P1 Thank you for your comment expressing support for the raised median and the transit-only lanes associated with the proposed project.
- P2 Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transit-only lanes would be subject to traffic citations and fines.
- P3 No new bicycle parking would be included as part of the proposed project. There is existing bicycle parking along portions of University Avenue within the project site, including bike racks on University Avenue between Herman Avenue and Idaho Street.
- P4 While the project does not include a dedicated bicycle lane, bicycles would be allowed to utilize the transit-only lanes. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts.

COMMENTS



2828 University Avenue, Suite 103
San Diego, California 92104

July 23, 2012

To: City of San Diego Development Services Center
Jeff Szymanski, Environmental Planner

Via: US Mail and Email

From: Trenton Riley, San Diego City Homes, Inc.

RE: University Avenue Mobility Plan Draft EIR, Project # 115295/SCH # 2010031029

CC: Honorable Todd Gloria, Councilmember District 3

Mr. Szymanski:

I am a home owner in North Park, a commercial property owner in the 2800 block of University Avenue, and a small business owner in the same block. I had the opportunity to attend the joint meeting of the North Park Planning Committee and North Park Main Street on July 19th. I truly enjoyed the presentation by city staff and I think, for the most part, the UAMP will be a good thing for North Park. I appreciate the hard work put in, over many years, by the city and North Park's planning groups.

However, I am very concerned about one facet of the plan. Over the years I have heard much about the plan through my involvement with the community. What I feel has never been adequately explained to the business community is that, in total, we will be losing 74 parking spots in Phase 1. Additionally, there seems to be very little in the way of mitigation for these lost parallel spots in our business district. While many of the businesses (theater, restaurants, bars) can rely on the incredible new parking garage for their clients, many others have the types of businesses that need quick, on street parking near their businesses (service businesses, small retail, etc...). Without mitigation in the form of angle parking in the immediate areas of the lost parallel parking, many businesses will suffer. The small "planned" mitigation for the loss of parking across the district is to add some angled parking on 3 streets at the eastern edges of the district. This is insufficient to offset the loss of parking across the wider district. Additionally, the mitigation offered in Phase 2 is un-funded, un-approved (per staff), and will be completed many years in the future (if at all).

As a business owner I am concerned about the impact on my business and others. As a property owner, I am extremely concerned that the value of our commercial property will

RESPONSES

Q1

Consistent with your comment and as discussed in Section 5.2.3 of the Draft EIR, Phase 1 of the proposed project would result in the loss of 74 parking spaces. During Phase 1, 84 on-street parallel parking spaces along University Avenue between Texas Street and Boundary Street would be removed, some of which would occur within the business district (between Idaho Street and Iowa Street). The existing 29 angled on-street spaces within the western portion of the business district on the south side of University Avenue between 28th Street and 30th Street would not be removed and would remain available for customers. The North Park Public Parking Garage is also located within the business district one block south of University Avenue on North Park Way between 29th Street and 30th Street and would continue to be available for public parking. Five existing on-street parking spaces would be removed along Idaho Street and Utah Street due to the proposed curb extensions. During Phase 1 of the project, Ohio Street, Illinois Street, and Iowa Street (all within the eastern portion of the business district) would be re-striped

COMMENTS

RESPONSES

Q1
cont.

be reduced by this action. It will limit the types of business that wish to locate and operate in our commercial corridor. The last thing we want is a district made up solely of entertainment venues, to the detriment of small retail and service establishments. This plan may amount to, in my opinion, the taking of value of private property owners through city action.

This issue was brought up at the meeting and city staff had little response and suggested that the City Council would have to take action outside of the UAMP to address the lack of mitigation. With all due respect to the city Council, I do not have much faith that they will have the motivation or funding to do so anywhere in the near future. I believe that this plan needs to be modified prior to EIR approval to provide more mitigation across the district. While I am in no way qualified to suggest possible locations to install angle or "front-in" parking, I do believe there are multiple areas along the commercial corridor's side streets to do just that. And I believe that, in including this additional parking in the UAMP, the plan will be successful and actually benefit all small businesses along the University Avenue corridor. I would respectfully request that city staff and planning groups revisit the parking mitigation issue and return a solution to the business community that offers a less drastic/impactful reduction in street parking.

Trenton Riley

Trenton Riley
San Diego City Homes, Inc.

Q2

Q1
cont.

to provide approximately 15 angled parking spaces. Additionally, on-street parking capacity along neighboring side streets is underutilized (refer to Tables 5.2-4 and 5.2-5 in the Draft EIR). Additional angled side street parking would be provided on four other side streets in subsequent phases of the project; however, all of these streets are located outside of the business district. As discussed in Section 5.2.3 in the Draft EIR, the loss of parking is not considered significant due to the provision of additional side street parking spaces (in Phase 1 and subsequent phases) and availability of parking at the nearby North Park Public Parking Garage and on currently underutilized neighborhood side streets. For this reason, no mitigation is required.

Pursuant to Section 15131 of the State CEQA Guidelines, economic and social impacts of a project are not to be treated as significant impacts on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. Implementation of the project would not require acquisition of private property and thus, no direct physical impacts to businesses would occur that would affect property values. Indirect economic and social effects associated with loss of customer parking directly fronting businesses would not be considered significant under CEQA. Although the number of affected parking spaces would be offset or accommodated as described above, the project would remove on-street parallel parking directly fronting businesses along University Avenue, which are often utilized by customers of these businesses. While access to the businesses would remain, the distance between the parking location and the businesses could increase. Customers who currently park in these parallel spaces would have to park along side streets or at nearby parking facilities a greater distance away from the businesses. Removal of on-street parking directly in front of businesses could affect customers' willingness to park a little further away and walk a little further to frequent the business; however, the resulting economic and social effects of this would not cause physical changes due to disinvestment and business closures that leads to long-term vacancies and physical deterioration of vacant buildings and neighborhoods.

COMMENTS

RESPONSES

Q2 As stated in Section 3.4 of the Draft EIR, provision of angled parking on residential streets requires approval by the City Council. As discussed in response to your comment Q1 above, no parking mitigation is required of the project because no significant parking impacts are expected to occur as a result of the project.

COMMENTS

RESPONSES

From: Randy Van Vleck [mailto:randyvvanleck@gmail.com]

Sent: Tuesday, July 31, 2012 3:18 PM

To: DSD EAS

Cc: andyhanshaw@sdsdbc.org; S. Ollinger; Kathleen H. Fernier

Subject: Uni Ave (North Park) Mobility Plan EIR Comments - Project No. 115295/SCH No. 2010031029

To whom it may concern at Development Services Dept.,

Congratulations on the University Avenue Mobility Plan for North Park. I attended the recent joint NPPC/Main Street meeting where this item was presented and I was impressed w/ the plan.

However, I was disappointed to learn that during the 10 year timeline of this project, bicycling accommodation was not considered a goal of the plan (Source: Presentation to NPPC/Main Street). According to a SDSU Masters in Urban Planning student I spoke with who is studying bicycle transportation, University Ave is the region's most popular bike corridor. I am not surprised considering that Uni Ave functions as a key connection between Uptown area and North Park/South Park/City Heights-area. In terms of grade and traffic volume, Uni Ave is the easiest way to get from North Park to Hillcrest on bike and the Uni Ave Mobility Plan for North Park should incorporate this fact.

R1

Despite not being a goal of the plan, the shared bus-only/bike-only lane that is being proposed should accommodate bicyclists well. In order for bicyclists to be accommodated well, it is absolutely imperative that the lane-marking read "bus bike only" or "transit bike only." Currently, the plan states the lane will read "transit only" or "bus only." Verbally, the lane was referred to as "transit only" at the NPPC meeting I attended.

R2

If the lane-marking does not specify that bikes, in addition to transit, are allowed to use the right-most lane then this could expose bicyclists to avoidable legal/enforcement problems and further subject bicyclists to greater harassment. Please have the right-most lane read "bus bike only" and not just "transit/bus only."

R3

On that note, please consider painting this lane blue as originally planned to demarcate this lane from a normal travel lane.

R4

Finally, please make sure that the bus/bike only lane serves all of North Park rather than having a missing section in the middle of the corridor as currently planned.

Thank you,

Randy Van Vleck
SD County Bike Coalition Board Member
30th Street Resident

--
Randy Van Vleck, League of American Bicyclists Certified Instructor
Office of Traffic Safety, Bike and Pedestrian Safety Certified
UCSD Honors Alumni, Sociology and Urban Studies & Planning

R1 It is acknowledged that University Avenue is widely used by bicyclists. The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that the transit-only lanes would also be available for use by bicyclists and signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes.

R2 As discussed in Draft EIR Section 5.2.4, the transit-only lanes would be properly signed to indicate bicyclists are allowed to share the transit-only lane. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process.

R3 The proposed transit-only lanes would be clearly marked and signed to delineate them from the mixed-flow lanes, as discussed above in response to comment R2. The use of color treatments for the transit-only lanes will be considered during the design process, but use of color could create maintenance issues for the City, such as frequent repainting and color matching during street repairs.

R4 In regards to the eastbound transit-only lane, please refer to response to comment C3.

COMMENTS

RESPONSES

From: Dianne Yee [mailto:dy8k.yee@gmail.com]
Sent: Saturday, July 21, 2012 6:18 PM
To: DSD EAS
Subject: Project No. 115295/SCH No. 2010031029

Hello,

I am writing to share my thoughts on the North Park Mobility Plan.

Thank you for this plan; it is quite good and will definitely make the area better for all road users. However, I have qualms about the shared bus/bike lane.

1. Clear signs and paint on the road is needed to properly let drivers and cyclists know which lane to take, and to make sure car drivers do not drive in the lane. Police need to enforce that cars do not drive or stop in the bus/bike lane. This has been a problem in San Francisco, and solved when SFMTA installed cameras on buses to capture the license plates of offenders.
- Green paint and bike symbols should be used in conflict areas to encourage caution. For example, at the end of blocks and lanes so drivers from perpendicular streets know not to turn into the bus/bike lane.
2. The lane will still be dangerous for cyclists when they are forced to go around stopped buses and into the other travel lane, likely making those motorists mad.
3. As University Ave. is a heavily traveled thoroughfare not only for cars, but cyclists, too, I expect cycling rates to increase on this route, producing greater demand for better bicycling facilities in the future. University Ave. links the neighborhoods of Mission Hills, Hillcrest, North Park, City Heights, and further to Lemon Grove. Thus, it is pertinent to improve the North Park area, especially where there is significant hilly terrain. I would recommend a physically separated cycle track for the uphill (eastwards) for when cyclists travel very slowly, and sharrows (shared lane markings) for the downhill when cyclists are at the same speed as cars.
- On San Francisco's Market Street, the city's biggest thoroughfare, there are bus only lanes shared with cyclists and taxis. But currently, there is a new plan to improve the street with cycle tracks. I suspect later in the future, this same thing will happen on University Ave. If cycle tracks were installed on University Ave., San Diego would be skipping a step and saving money and time, rather than making another plan and redesigning the street in the future.
- Even if it is not possible to build cycle tracks on the whole project stretch of University Ave., I ask that you seriously consider them in areas where the road is wide enough for them on the uphill side. Cycle tracks should be at least 8 feet wide, to allow faster cyclists to pass slower cyclists, and with a 2-3 feet buffer from traffic.
4. I am also concerned about pedestrian safety. As it is now, it is very dangerous to cross University Ave. I would like to see raised crosswalks included in this plan, as they slow cars down (but are flatter than normal speed bumps) and can raise awareness that they are in a residential area (between 30th and Hillcrest), that people may be trying to cross the street.

Thank you for your time, and I hope this project will be improved and implemented soon.

1

Dianne Yee
 citymaus
 UCSD Urban Studies & Planning
 WalkSanDiego Intern

S1 The Draft EIR, in Sections 3.2.2 and 5.2.4, discloses that signage would be provided to indicate that bicyclists are allowed to share the transit-only lanes. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts. This could include both signs and pavement markings within the transit-only lanes, the details of which will be determined during the design process. Enforcement of the transit-only lanes would be the responsibility of the San Diego Police Department as part of their traffic patrol operations. Unauthorized use of the transit-only lanes would be subject to traffic citations and fines.

S2 While bicyclists would be allowed to utilize the transit-only lanes, they would be required to share the road with transit vehicles. The inclusion of signage that identifies transit-only lanes as areas for the use of buses and bicyclists would alert motorists to the presence of bicyclists in the area. The bus routes that are planned to utilize the proposed transit lanes along University Avenue currently run on 6- to 15-minute headways. This leaves time in which the transit lanes would be solely available to bicyclists, except at intersections where motorists making right-turn movements also would be permitted to use the lane. The signage would alert motorists at intersections making right turns of the potential presence of bicyclists thereby reducing potential automobile/bicycle conflicts.

S3 It is acknowledged that University Avenue is widely used by bicyclists. As stated in responses to your comments S1 and S2 above, bicyclists would be permitted to share the transit-only lanes, but no dedicated bicycle facilities, such as cycle tracks, would be provided within the roadway because the proposed improvements would be constructed within the existing roadway and the existing right-of-way width along University Avenue is not wide enough to provide separate bicycle facilities.

COMMENTS

RESPONSES

S4

As discussed in Section 3.1 of the Draft EIR, two of the project objectives include (1) improve mobility within the project site for pedestrians and transit users, and (2) reduce automobile/pedestrian conflicts at numerous street crossings within the project site. While the proposed project does not include raised crosswalks, the project includes several components that would serve to improve pedestrian safety in the project area, as described in Section 3.2.3 of the Draft EIR. These components include: installation of four enhanced pedestrian crossings across University Avenue and four across abutting side streets; re-striping of existing pedestrian crosswalks within the project site (both along University Avenue and side streets) with highly reflective paint; installation of a raised median in the center of University Avenue for the length of project site; and installation of curb extensions to reduce the distance between sidewalks on either side of the street and limit time taken to walk across the street.

COMMENTS

RESPONSES

From: Dalour Y [ydalour@yahoo.com]
Sent: Sunday, June 24, 2012 7:11 PM
To: DSD EAS
Subject: Project No. 115295/SCH No. 2010031029

Hello,

My name is Dalour Younan. I own property on the corner University ave. and Alabama st. I have looked at the University Mobility Plan for the specific area around University and Alabama. The plan is a positive step in the right direction. The objective is to promote safety, walkability and to improve the area's transit and infrastructure. I have three main issues I like to address concerning this plan. The first issue is a traffic light on University Ave. and Alabama. My second concern is the removal of existing parking on the south side of University, and the final issue is the alley west of my property and south of University.

I have worked on the corner of University and Alabama since 1978. I have owned the property on University and Alabama since 1988. I am very aware of all the areas issues and problems. One of the major concerns for this intersection has always been the lack of a traffic light. In over thirty years I have seen many people killed and much more people injured trying to cross the street or simply being mowed down by an out of control vehicle traveling in both directions on University Ave. The problem is this intersection is in a low lying area. Cars traveling in both directions on University tend to accelerate and reach high speeds when they reach this corner. I had a vehicle traveling west on University lose control and plow into my property damaging an entire fence and City sign. The policeman assigned to the case estimated the vehicle's speed at 50 miles per hour. Twice the posted legal speed. This accident and many more can be avoided by simply placing a traffic signal in both direction on University and the intersection of Alabama. Current plans call for the placement of a crosswalk on University and flashing yellow light. I think this system will create more problems because individual persons would be crossing one by one at different times creating a huge vehicle traffic. A normal traffic light would force vehicles in both direction to slow down and stop and pedestrians will wait for green light to cross the street en mass as oppose to one person at a time.

The other major issue for me is parking. My building has four businesses including a convenience store that has been in existence prior to World War Two. These businesses rely on seven street parking in front of the building for the majority of their business. The new plan calls for the removal of all these parking spaces without addressing the needs of these businesses. Parking is and always has been a major issue in North Park and this corner is not different. The removal of these parking spaces which doesn't contribute to safety or walkability will certainly result in the demise of all these businesses. Our area has it's own share of blight and my wish is not to add my building to the list of abandoned property. I strongly encourage the City to revisit this issue. I hope the City keeps these parking spaces intact.

The final issue is the ally west of my property. This ally is between Florida street and Alabama street south of University. In the last few years, two huge residential buildings have been built on Florida street near this ally. Pedestrian traffic from the ally to University has increased many folds. The problem is all this traffic is going through my property to reach University. All of this pedestrian traffic will use the ally to access University Ave but the ally is not accessible due to tall weeds that had infested the ally. The weed is a fire hazard. I contacted the City many times in the past to clean the ally to mitigate the possibility of potential fire. My plea have been ignored time and time again. I encourage the City to remove the weeds and install stairs or some kind of access system from the ally to University. I am surprised the City didn't force the new developments on Florida to upgrade the ally and create the pedestrian access through the ally. I hope my issues and concerns are addressed in the context of the new University Mobility Plan. I will make myself available to help in any way possible with this new plan.

Sincerely,

Dalour Younan
 Property Owner
 2035-45 University Ave.
 ydalour@yahoo.com
 619-249-1618

T1 This comment summarizes issues discussed in detail in your letter. Specific comments pertaining to these issues are individually discussed below.

T2 The project does not propose to install a traffic signal at the intersection of University Avenue/Alabama Street. It should be noted that safety improvements will be constructed at this intersection as part of a separate City capital improvement project (CIP), University Avenue at Alabama Street Bicycle and Pedestrian Improvements. This project is a fully funded CIP project that will improve the pedestrian crossing facilities at University Avenue/Alabama Street intersection, construct a raised median along University Avenue between Florida Street and Mississippi Street to restrict left-turn and through movements at the University Avenue/Alabama Street intersection, and construct an eastbound left-turn pocket at the University Avenue/Mississippi Street intersection.

T3 Consistent with your comment, all on-street parallel parking along University Avenue within the project site would be removed as a result of the project. Specifically, the seven parking spaces adjacent to your building near the University Avenue and Alabama Street intersection would be removed during subsequent phases of the project (and not during Phase 1). Additional components of subsequent phases of the project include the provision of on-street angled parking on Alabama Street, between University Avenue and Lincoln Avenue. Additionally, parallel on-street parking is available on Alabama Street between University Avenue and Wightman Street. While there would be loss of parking directly adjacent to your property on University Avenue, existing parking and parking proposed as part of the project on surrounding streets would provide parking for patrons of your business. Refer to response to comment Q1 for additional detail regarding proposed parking modifications and resulting economic and social effects.

T4 The proposed project entails surface transportation improvements within the existing right-of-way along University Avenue. No improvements to the alley would occur as part of the proposed project.

