



NORMAL HEIGHTS COMMUNITY PLANNING GROUP

4649 Hawley Boulevard San Diego, CA. 92116

Conducted via Zoom

<https://us02web.zoom.us/j/86163627338?pwd=N21ma25HRWN3bHAWckZiZke2MFBjQT09>

Passcode: 913640

Agenda for Tuesday, August 4th, 2020, 6:00pm until about 8:00pm

6:00 Call to Order - Start of regular NHCPG Meeting

1. Introduction of planning group members and audience
2. Agenda Setting/modifications (*Note: items may be addressed out of listed order*)
3. Approval of January meeting minutes – Adam Deutsch
4. Treasurer’s Report including use of City’s annual allocation – Alberto Foglia

6:10 Public Comment

5. Non-agenda public comment may be limited to two minutes per person
6. Social Media & other communications – Adam, Alison, & Alberto

6:20 Reports

7. Government Representatives
8. Community Groups
 - a. Adams Avenue Business Association
 - b. El Cajon Boulevard Business Improvement Association
 - c. NH Community Association and NH Urban Arts
 - d. Adams Rec. Advisory Group
9. Candidates for public office may address the group

6:35 Chair Report

10. Preferred Email: NHCPGchair@gmail.com

6:40 Working Group Reports

11. Transportation Group
 - a. Items from meeting notes attached in Appendix A
12. Parks
13. Undergrounding (to potentially be established)

7:00 Action Items

14. Feedback on Meade Bikeway lighting
15. Vacant Seat Election

7:15 Discussion Items

16. Community Planning Group Representation – Alison Flynn
 - a. VOSD report quoted/linked in Appendix B

7:45 Information Items

17. None scheduled

8:00 Adjournment

Appendix

A. Working Group Reports - Transportation Working Group Items (in no special order):

- Sidewalks are typically too narrow especially during our need for social distancing. Sidewalks should preferably be 10' wide.
- Adams Ave over 805 should widen sidewalk or continue to prohibit on-street vehicle parking to allow for pedestrian traffic to pass each other.
- Walking and bicycling routes - sidewalks and bikeways - should be contiguous; not have barriers, discontinuities, or breaks.
- Adams Ave business district would benefit from vehicle drop-off areas for customers to pickup products.
- Vehicle parking meters along sections of Adams Ave would encourage parking turnover and revenue for related projects.
- The intersections along Adams Ave at East and West Mt. View would be safer and easier to cross with installation of traffic signals or roundabouts.
- The intersection of 32nd St and Madison needs a ? Stop sign.
- Consider adding on-street vehicle parking on wide Hawley Blvd either angle parking, center of the road parking, or other treatment.
- Develop the proposed Urban Trail along 805 as previously investigated; consider the south side of Adams as an extension too.
- Install shoulder stripes among West, North, and East Mt. View Drive to calm traffic speeds and make the travel and recreational bicycling and walking/running more comfortable/safer. Re-orient Stop signs at 35th at N. Mt. View and redo the confusing intersection at 35th and Arthur - perhaps with a roundabout.
- Consider making Felton one-way; in conjunction with a SuperBlock treatment of the adjacent area ala Barcelona Spain's SuperBlocks.
- Make productive use of the open space created when the roads were re-oriented at Cherokee and Madison; garden? park bench? etc.?
- Tree removal at Arthur and 34th St.
- Research previous (or new) transportation proposals provided by Alan Hoffman.

B. Discussion Items - Community Planning Group Representation

- The city conducted a survey to get a better sense of who's offering the advice and found a stark demographic disparity. On the whole, Andrew Keatts reports, [the groups giving advice are older, whiter and wealthier than the city itself](#). They overwhelmingly own single-family homes.
Defenders of the community planning groups see themselves as [models of democracy on the front-line of self-government](#). Though the new study is unscientific, it's likely to give ammunition to transit and housing advocates who've [argued that the groups are not representative](#) and in need of reform.