## PROJECT INTRODUCTION

## The Palm Avenue Revitalization Plan:

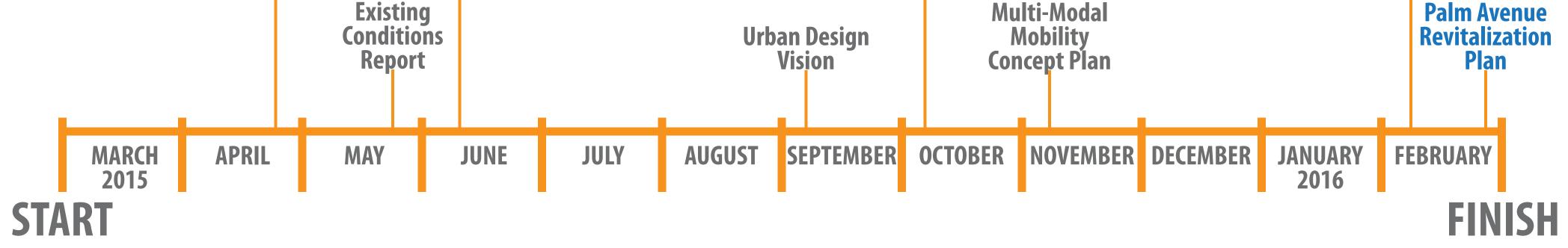
## A blueprint for guiding future urban design, streetscape, and mobility improvements.

## **Project Schedule & Key Components:**

Walk and		Community		
Bike Audit		Workshop #1		
		Evicting		

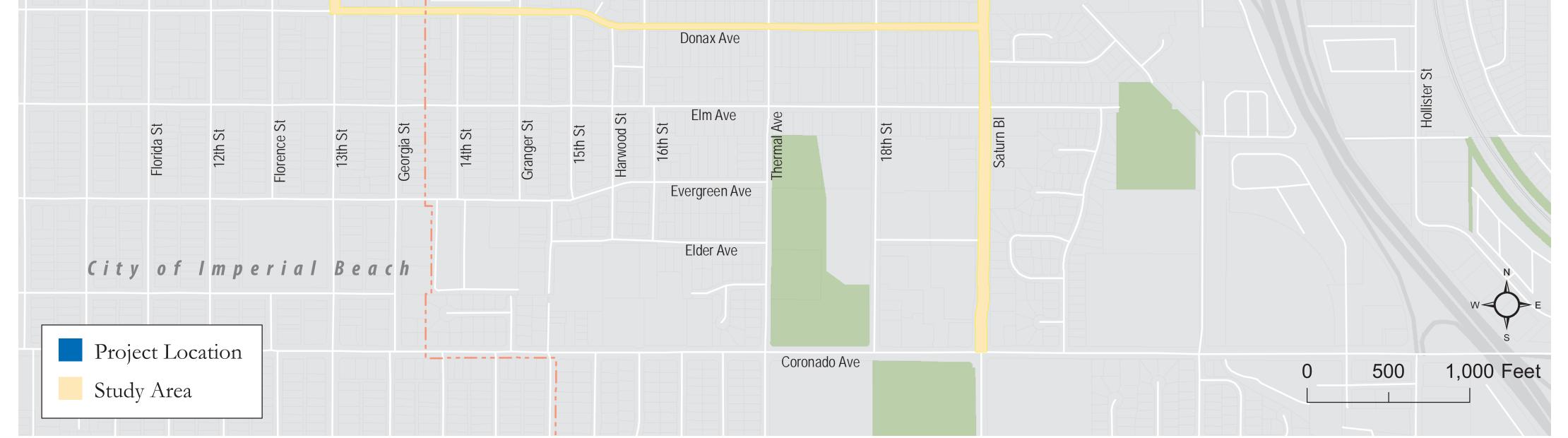
Community Workshop #2





#### **Project Location & Study Area:**

Cypress Ave	5	
Calla Ave		
	Palm Ave       Dahlia Ave	



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# PUBLIC OUTREACH SUMMARY

## **Surveys and Project Advertising:**

- **Imperial Beach Farmer's Market**
- South Bay Swap Meet
- Along Palm Avenue and Hollister Transit Statation
- South Bay Recreation Council
- **IB** Collaborative
- **Otay Mesa-Nestor Community Planning Group**

Shopping/visit busir

Leisure (bike, run, w

2. What is the near

Intersection:

Zip Code: 3. How did you ge Car... Walk... 4. Where does yo Beginning intersection Ending intersection 5. How long is you

Minutes

6. What do you like (select up to three

Access to public tran

staurants and fo

Stores and shopping

Sense of communit Other (please specify

7. What mobility-r

Less vehicle traffic.

Slower vehicle spee

Faster vehicle spee

Improved sidewall

Safer street crossing Improved bike lanes Safer street crossing Improved transit sto More frequent tran

changed? (select

Jobs and employ

Easy to walk aroun

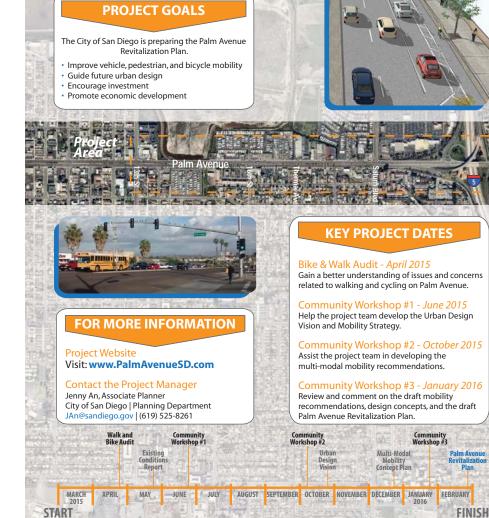
Use for bike rides Connects to the free

where you live





Palm Avenue Revitalization Plan Multi-Modal Mobility Questionnaire

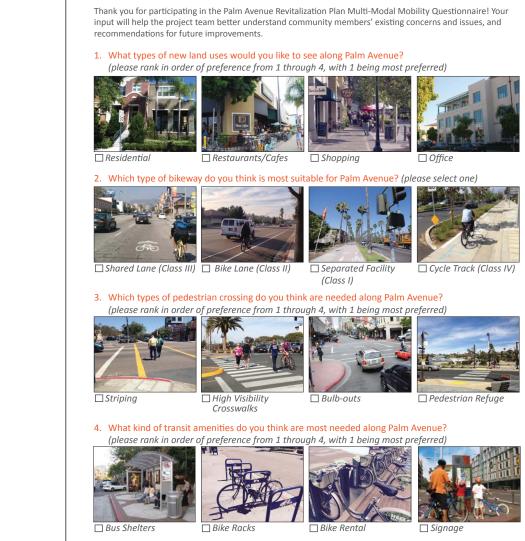


**Project Fact Sheet** 

	more often on Palm Avenue?
🗆	Better sidewalks
sses 🗆	Better bike lanes/bike facilities
	Slower vehicle speeds
lk. fun)	Safer street crossings
	Nothing should be done
est major intersection and zip code	
est major intersection and zip code	9. What land use and design features would you like to see
	· · · ·
	changed? (select three)
	More plants, trees, and landscaping
	More housing
to Palm Avenue today?	More stores and shopping
Bike Transit	More restaurants and food options
	More plazas and park space
trip begin and end today?	More industrial space
	More office space
	Other (please specify)
Zip code	······································
	10. How tall should the tallest building be along Palm
Zip code	Avenue?
zip coue	
trip in minutes and miles?	Low-rise buildings (1-2 stories)
trip in minutes and miles:	Mid-rise buildings (3-4 stories)
	Tall buildings (5-6 stories)
Miles	As tall as they want to build
portation	walking, biking, or driving along Palm Avenue. Specific location(s):
	Reason(s):
ay	
options	Unsafe for who:
options	12. Please share any additional comments related to Palm
	Avenue:
ted features would you like to see	
ree)	
	Optional Questions
	13. Your gender? Male Female
	14. Your age?
for pedestrians	·
bike facilities	15. Which of the following describes you?
for bicycles	Hispanic
s	
s	White
	Black
	Asian
	Other (please specify)

Intercept Survey

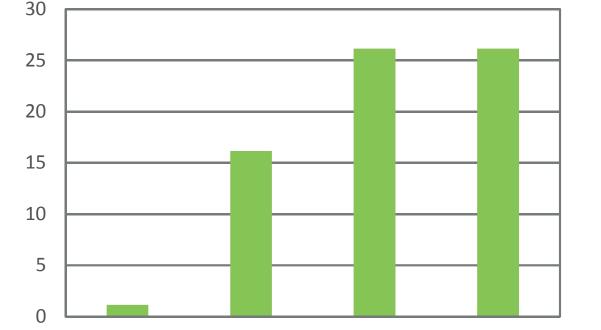
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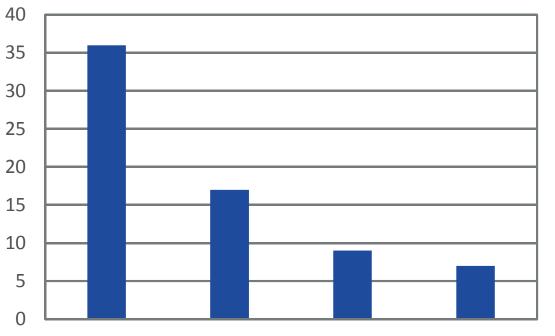
**Event Survey** 

## **Sample of Survey Results:**

Which type of bikeway do you think is most suitable for Palm Avenue?



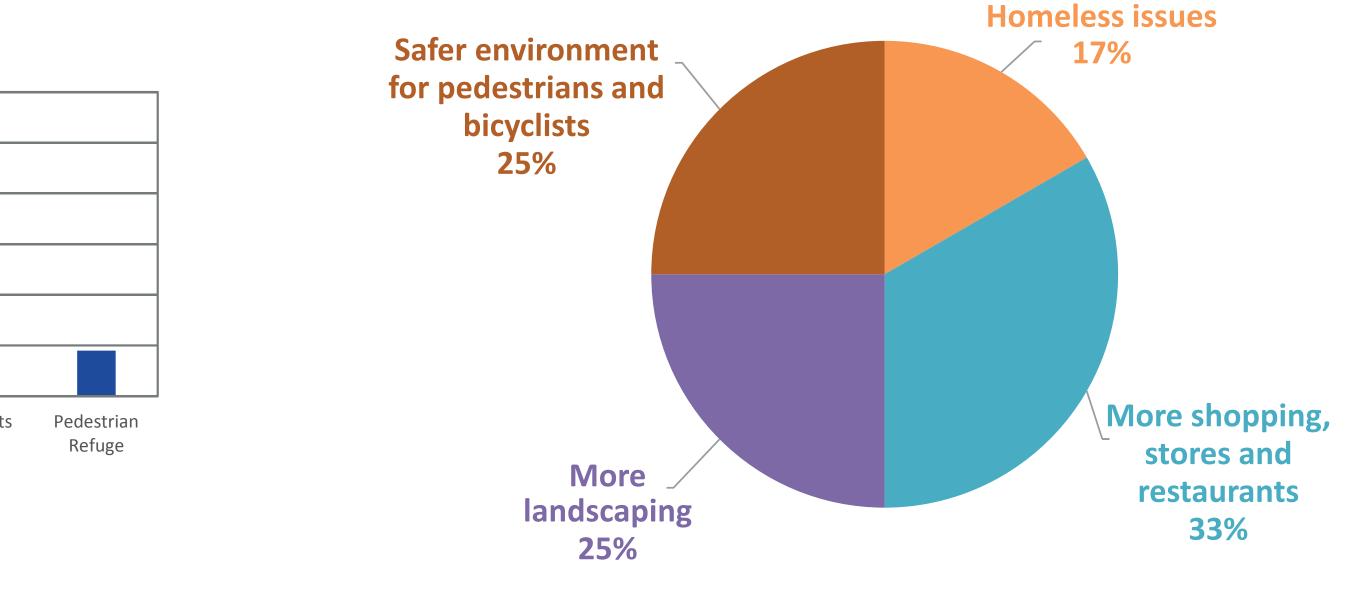
Which kind of streetscape design features would you like to see along Palm Avenue?



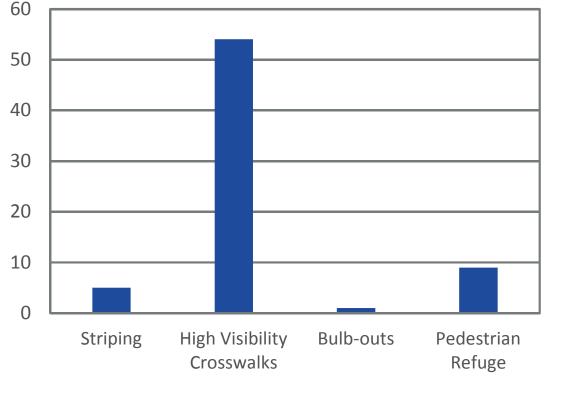
Shared Lane	Bike Lane	Separated	Cycle Track
(Class III)	(Class II)	Facility (Class I)	(Class IV)

Landscaping	Street	Wayfinding	Identify
	Furniture		Signage

#### **Additional Comments:**



Which types of pedestrian crossings do you think are needed along Palm Avenue?

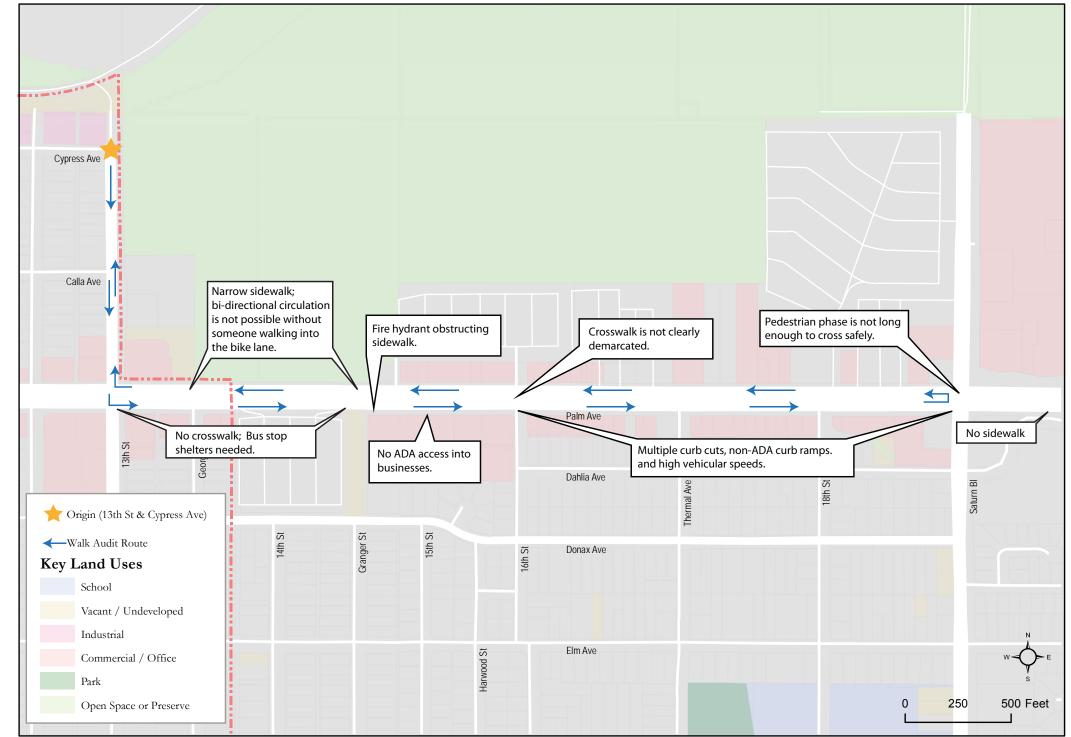


## PUBLIC OUTREACH SUMMARY

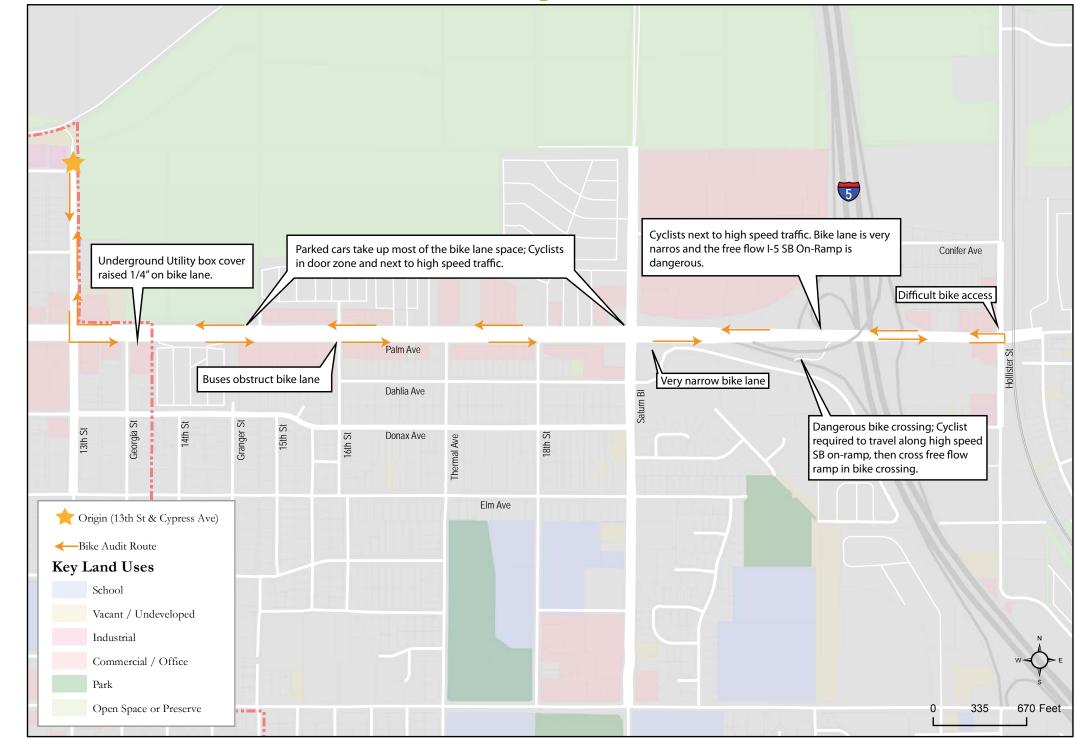
## Bike & Walk Audit:

Audits were held with the project team and community members to gain a better understanding of existing mobility issues along the corridor from the perspecitve of bicyclists and pedestrians.

#### Walk Audit Summary



#### **Bike Audit Summary**









#### **Project Website:**

www.PalmAvenueSD.com



#### Available information includes:

- Background project information
- Project fact sheet
- Online surveys
- View draft deliverables
- Opportunities to participate
- Contact information

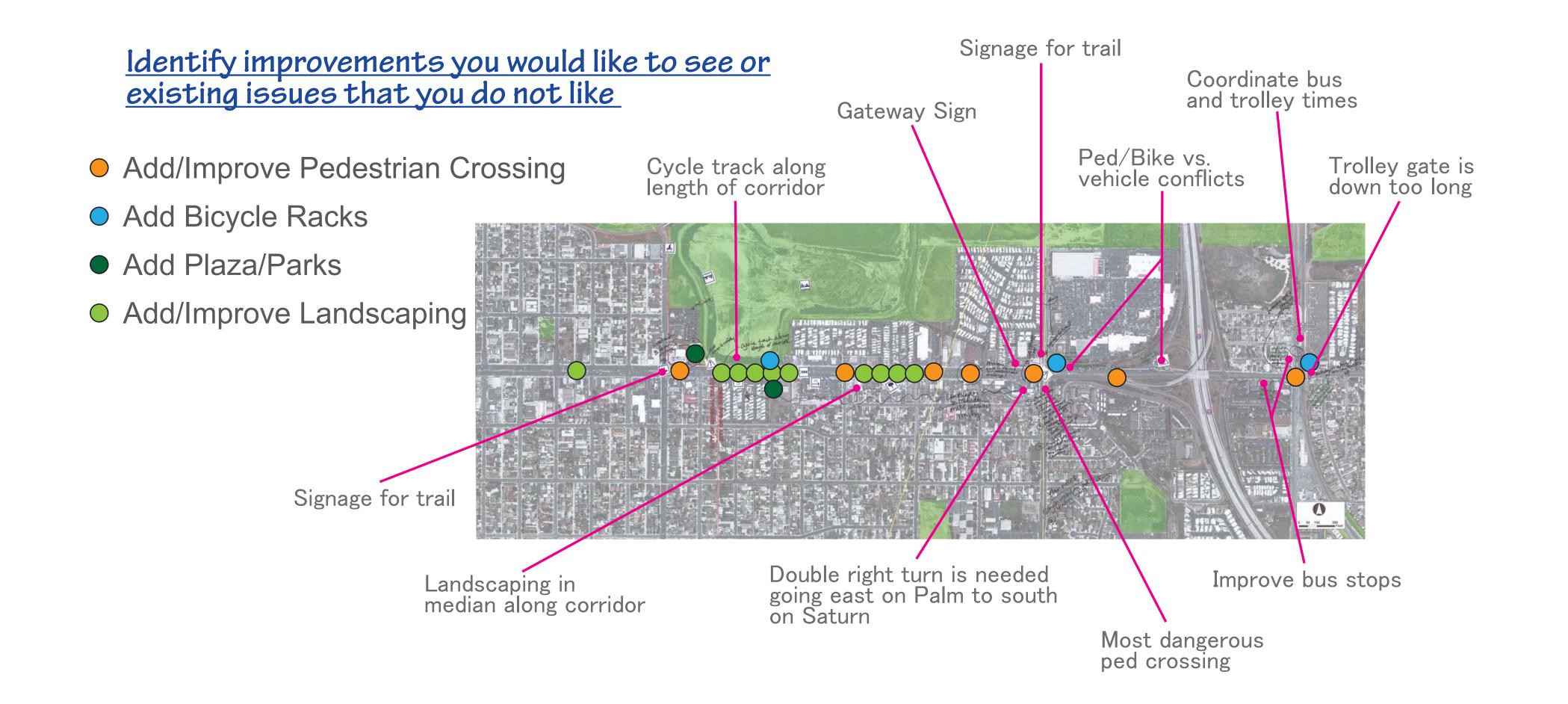
nning Department Home • Community Plann	ning • <u>Community Profiles</u> • <u>Otay Mesa Nestor</u> • Palm Avenue Revitalization	n Plan	
Community Planning Community Planning Home Overview & Background Community Planning Groups Community Planners Committee	Otay Mesa Nestor Palm Avenue Revitalization F • Otay Mesa Nestor Community Profile Home	Plan	Additional Information <ul> <li><u>Community Planning</u></li> <li><u>Group Contact List</u> (PDF)</li> <li><u>Demographic Information</u></li> <li>(PDF)</li> </ul>
Community Plans Community Profiles Community Plan Updates Community Planning Resources Contact Information Planning Department 1010 Second Avenue, Suite 1200 East Tower, M.S. 413 San Diego, CA 92101 Phone: (619) 235-5200 Fax: (619) 533-5951 Email: planning@sandiego.gov	The City of San Diego is preparing the Palm Avenue Revitaliz Improve vehicle, pedestrian, and bicycle mobility Guide future urban design Encourage investment Promote economic development		• <u>Otay Mesa Nestor</u> <u>Community Map</u> (PDF)
OTAY MESA NESTOR FACILITIES FINANCING PLAN PALM AVENUE REVITALIZATION PLAN	Palm Avenue Corridor Project Area (PDF)     Palm Ave Fact Sheet - Spanish (PDF)     Palm Ave Fact Sheet - English (PDF)		
	<ul> <li>Upcoming Events <ul> <li>Workshop #3 February 10. 2016 (PDF)</li> </ul> </li> <li>Past Events <ul> <li>Survey and Workshop #1 Summary (PDF)</li> <li>Workshop #2 Summary (PDF)</li> </ul> </li> <li>Multi-Modal Mobility Questionnaire (English)</li> <li>https://www.surveymonkey.com/s/RCBQHP8</li> <li>Cuestionario Movilidad Multi-Modal (Español)</li> <li>https://www.surveymonkey.com/s/TLFHCXP</li> <li>June 4th Workshop #1 (PDF)</li> <li>April 25th Walk Bike Audit (PDF)</li> <li>Join the Interest List!</li> <li>Want to stay up-to-date on the Palm Avenue Revitalization Plan? Send us an email: nhgraham@sandiego.gov</li> <li>You will receive emails of all of the meeting notices, material distributions, and minutes. Please include:</li> </ul>	<page-header></page-header>	

# SAMAR DIRM SAMAR DIRM

## PUBLIC OUTREACH SUMMARY

## **Community Workshops:**

Workshop #1 - June 4, 2015 Develop a vision for Palm Avenue and collect ideas for making walking and biking safer, improving traffic, encouraging investment, and making Palm Avenue more attractive.



#### Workshop #2 - October 28, 2015

Proposed operational improvements, urban design framework and three conceptual street design alternatives were presented to community members to solicit feedback.



#### COMMUNITY WORKSHOP #2

#### Welcome!

The City of San Diego's Palm Avenue Revitalization Plan is looking at opportunities for improving vehicle, pedestrian, and bicycle mobility. The Plan will also guide future urban design, encourage investment along the corridor, and promote economic development.

Community Workshop #2 is being held to provide you with an update on progress that has been made on the project, share work that has been completed, and get your feedback on concepts that have been developed.

Please provide your input and comments on this comment card by answering the 5 questions on the following pages.

Thank you for participating in Community Workshop #2!





We have identified many ways to improve Palm Avenue based on feedback we received in Community Workshop #1 and our analysis of existing conditions. Operational improvements include a wide range of projects that can be implemented to make it easier and safer to drive on Palm Avenue and that will improve the mobility for people that bike, walk, take transit, and/or use a wheelchair. Operational improvements can be implemented regardless of what concept is proposed for Palm Avenue.

- Proposed operational improvements include:
- High visibility crosswalks at all crossingsExamine pedestrian crossing time
- Consider widening crosswalks at Saturn Blvd to help with pedestrian volume
- Install ADA curb ramps at all crossings
- Create a continuous, level sidewalk by reconstructing driveways concurrent with other street improvements and/or subsequent development.
- Reconfigure intersection at southbound Interstate 5 on-ramp and westbound Palm Ave to eliminate conflicts between pedestrians/bicyclists and vehicles.
- Consider either a pedestrian/bicycle activated or full new signalized intersection at Thermal/Palm
   (subject to further study)
- Traffic signal synchronization and optimization to improve traffic flow

Are there any other operational improvements that we should consider?



#### Rank each of the conceptual design alternatives.

Please rate the conceptual street design alternatives presented during Community Workshop #2 based on the categories identified below.

Concept A - Frontage Road	Best			Worst
Walkability	1		 	
Bikeability	1	<b>@</b>	 	
Transit Access	1	<b>@</b>	 (4)	
Vehicle capacity	1	<b>@</b>	 ( <b>4</b> )	
Placemaking opportunities	1		 	
On-street parking	1		 	
Private investment opportunity	1	<b>@</b>	 	
Comments:				

#### Concept B - Lane Re-Purpose

	DOSE
Walkability	(1)
Bikeability	(1)
Transit Access	(1)
Vehicle capacity	(1)
Placemaking opportunities	(1)
On-street parking	(1)
Private investment opportunity	1

#### **Concept C - Raised Cycle Track** Walkability 1)--(5) Bikeability 1)-----(5) ----a)-----(H)-----(3)----Transit Access 1)--------a-----(4)-----(5) Vehicle capacity 1)------(a)---Placemaking opportunities 1)------(a)-------(4)----(5) On-street parking Private investment opportunity 1 ----(a)-------(**H**)----Comments:

#### 3 Overall, which conceptual design alternative do you think is best for Palm Avenue and why?

#### Do you have any other thoughts, suggestions, or ideas about the conceptual design alternatives?

Please share any other comments below.

#### 5 Provide your contact information to receive updates.

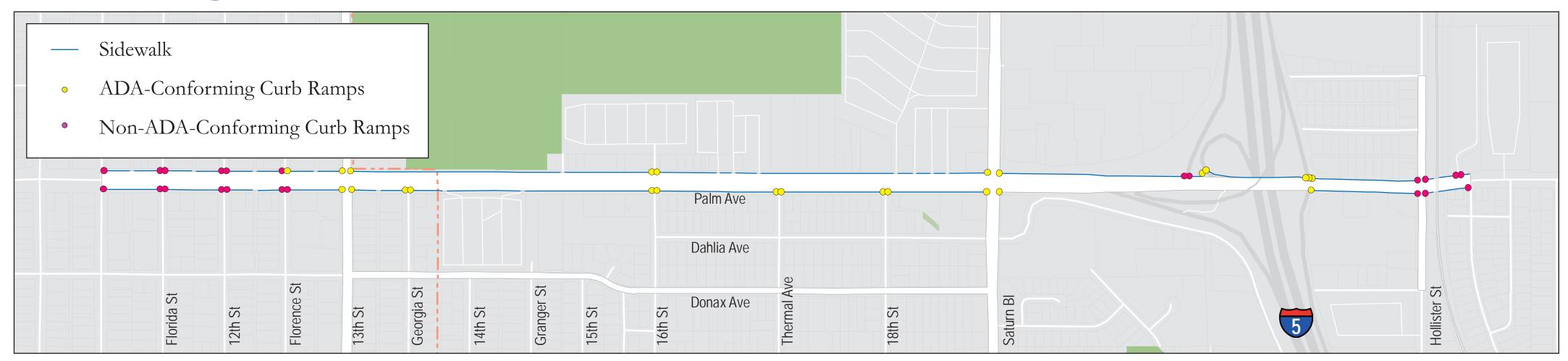
Name (Optional):	
E-Mail (Optional):	

\_\_\_\_\_ Zip Code:



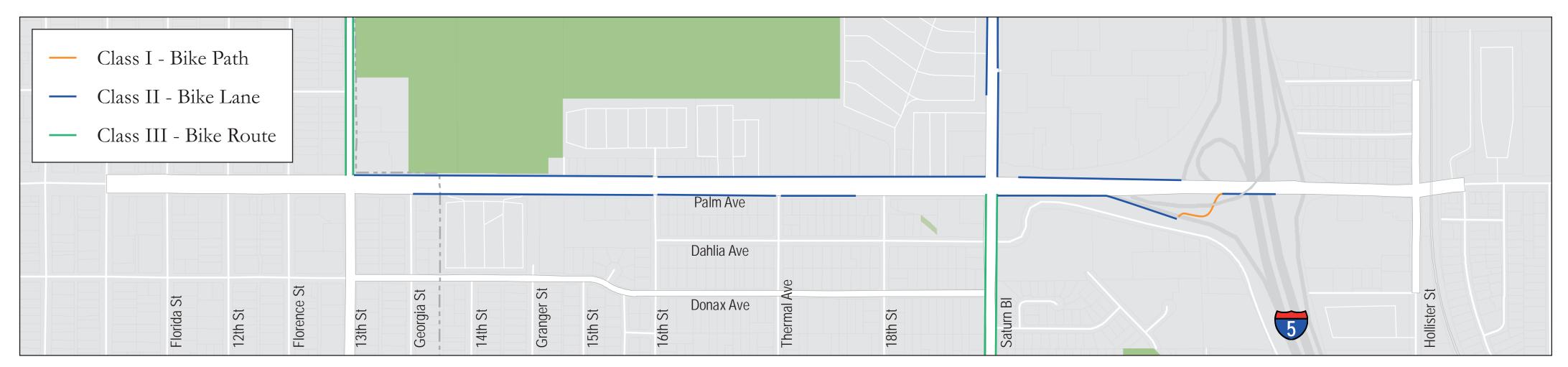
## **EXISTING FACILITIES**

## **Existing Pedestrian Facilities:**



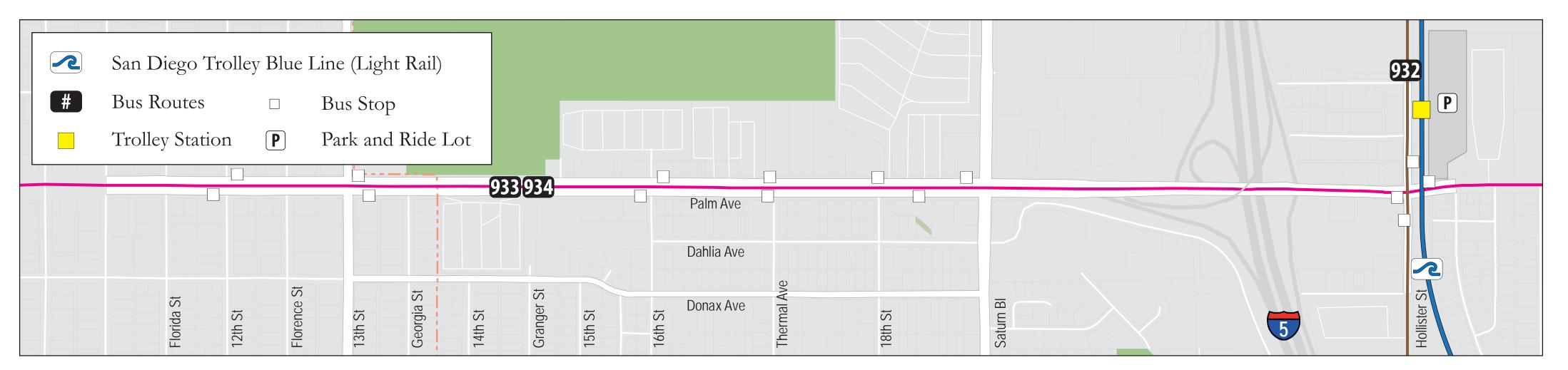
- Sidewalks are continuous, except on the south side of Palm Avenue, from Saturn Boulevard to the I-5 northbound off-ramp.
- Wide sidewalks (>15') are present along the south side of Palm Avenue, from Thermal Avenue to Saturn Boulevard.
- 22 of 49 curb ramps were identified as non-ADA-conforming.

### **Existing Bicycle Facilities:**



- Bike lanes are present from City limits to I-5, with a gap on the south side of Palm Avenue from 18th Street to Saturn Boulevard.
- From Saturn Boulevard to 15th Street, the facility is a shared parking/bike lane.
- Eastbound cyclists must cross a free flow I-5 SB on-ramp.

## **Existing Transit Facilities:**



Public transit within the project area consists of light-rail (Blue Line Trolley) and local bus (routes 932, 933, and 934).

# **COMMUNITY PREFERRED ALTERNATIVE**

## **Identification Process:**

#### **Workshop #2 - October 28, 2015**

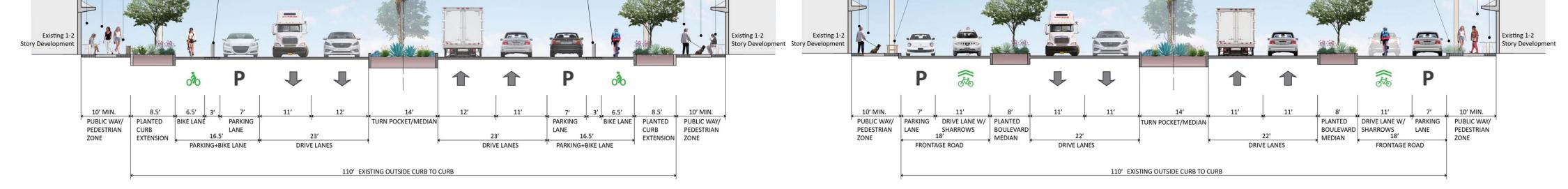
The following three conceptual street design alternatives were presented to community members during Workshop #2 to identify the preferred design. Concept C: Raised Cycle Track was identified as the community preferred alternative.

**Concept A - Frontage Road** 

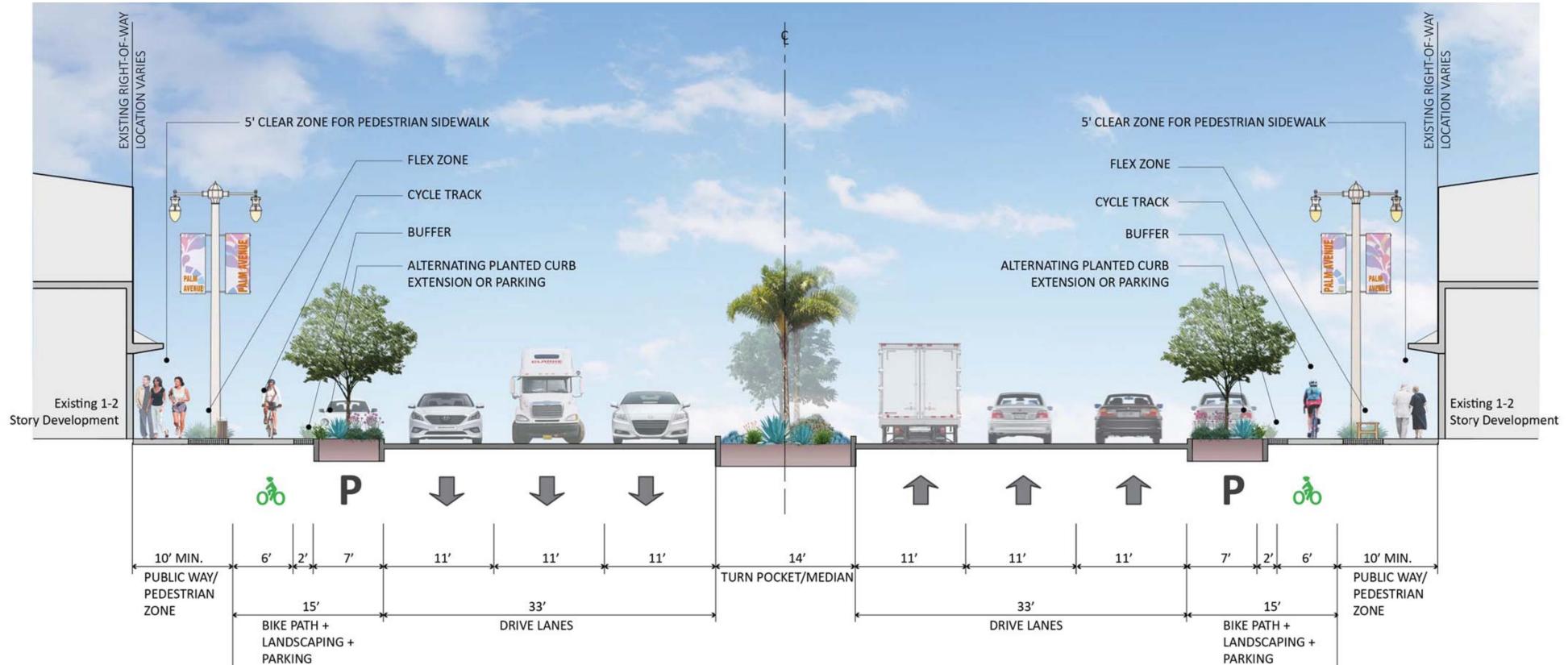


#### **Concept B - Lane Re-purpose**





#### **Concept C - Raised Cycle Track**



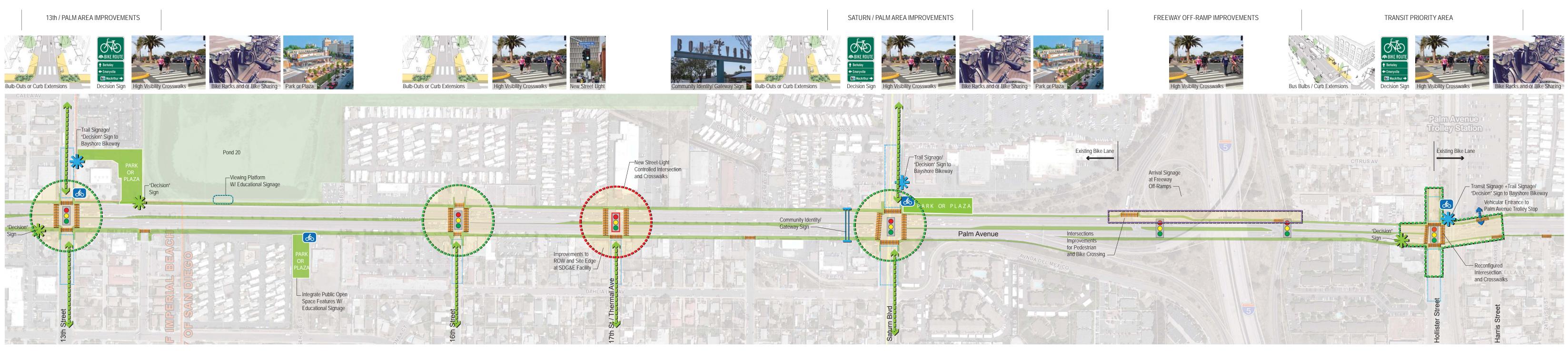
## Key Components of Concept C - Raised Cycle Track:

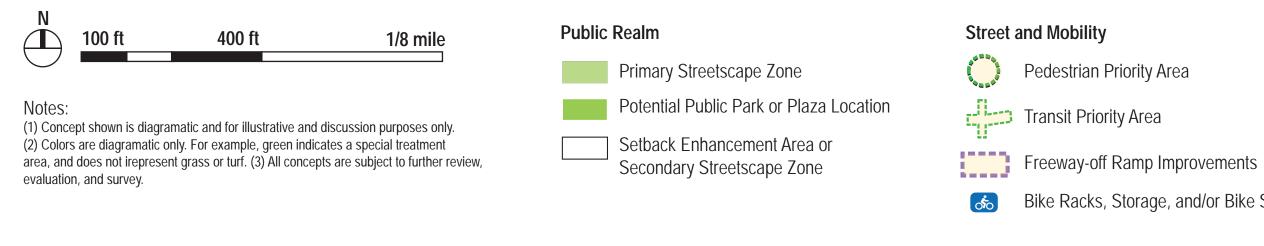
- Maintains existing number of travel lanes
- Provides on-street parking that does not conflict with cyclists
- Raised cycle track provides for a more comfortable environment
- Expanded pedestrian-realm separates pedestrians from vehicles
- Provides more area for landscaping and pedestrian amenities
- Reduces the crossing distance for pedestrians

# a that have been a bight

# **URBAN DESIGN FRAMEWORK & OPERATIONAL IMPROVEMENTS**

## **Urban Design Framework Purpose:** The Urban Design Framework Plan is intended to provide a long-term vision for the evolution of Palm Avenue into a walkable, pedestrian-friendly, mixed-use corridor, and a complete street.





## **Near-Term Operational Improvements:**

- Consider widened crosswalks at Saturn Boulevard

- Signal synchronization and optimization to improve traffic flow

Pedestrian Priority Area

Bike Racks, Storage, and/or Bike Share

High Visibility Pedestrian Crosswalk

Improved Signalized Intersection

New Signalized Intersection

On-street Parking along Side Street (Diagonal where feasible)

#### Signage

Gateway/ Community Sign

- 🗮 🛛 Trail Signage/ Decision Sign
- Decision Sign

Install high visibility crosswalks and ADA curb ramps at all crossings Create a continuous / level sidewalk by reconstructing driveways concurrent with other improvements

Reconfigure southbound I-5 ramps and westbound Palm Avenue intersection

# CATALYST PROJECTS

The following Catalyst Projects demonstrate how small actions by individual property owners, with support from programs such as the City of San Diego Storefront Improvement Program, can transform the character and promote reinvestment along the corridor.

### Catalyst Project #1 - SDG&E Site Wall:

The City should work with SDG&E to support implementation of the following improvements by SDG&E:

- Construction of an 8 foot masonry wall around the facility
- Paint the wall and screen with landscaping
- Add sidewalks adjacent to the facility along Thermal Avenue



### Catalyst Project #2 - Site Wall Improvements:

Where they exist, site walls should be painted and screened with landscaping to soften their appearance, and add interest to the public realm.





# SAMARY DISTANCE MARY DISTANCE

## CATALYST PROJECTS

## **Catalyst Project #3 - Facade Improvements:**

New awnings, paint, planters, etc. can dramatically improve the character of the right-of-way. The example is for visualization purposes only, and is not intended to represent a project. Interested property owners, where eligible, should work with the City to apply for funding opportunities, such as with the City of San Diego Storefront Improvement Program.





**Catalyst Project #4 - Vacant Sites and Redevelopment:** As sites become available for redevelopment, there is the opportunitity to plan for active uses and site designs in support of the vision. The following uses were identified by community members:

- Cafes and restaurants, including outdoor seating
- Neighborhood mixed-use
- Small-medium grocery store
- Housing or offices in a mixed-use setting

# CANAR DIRING CONTAINS

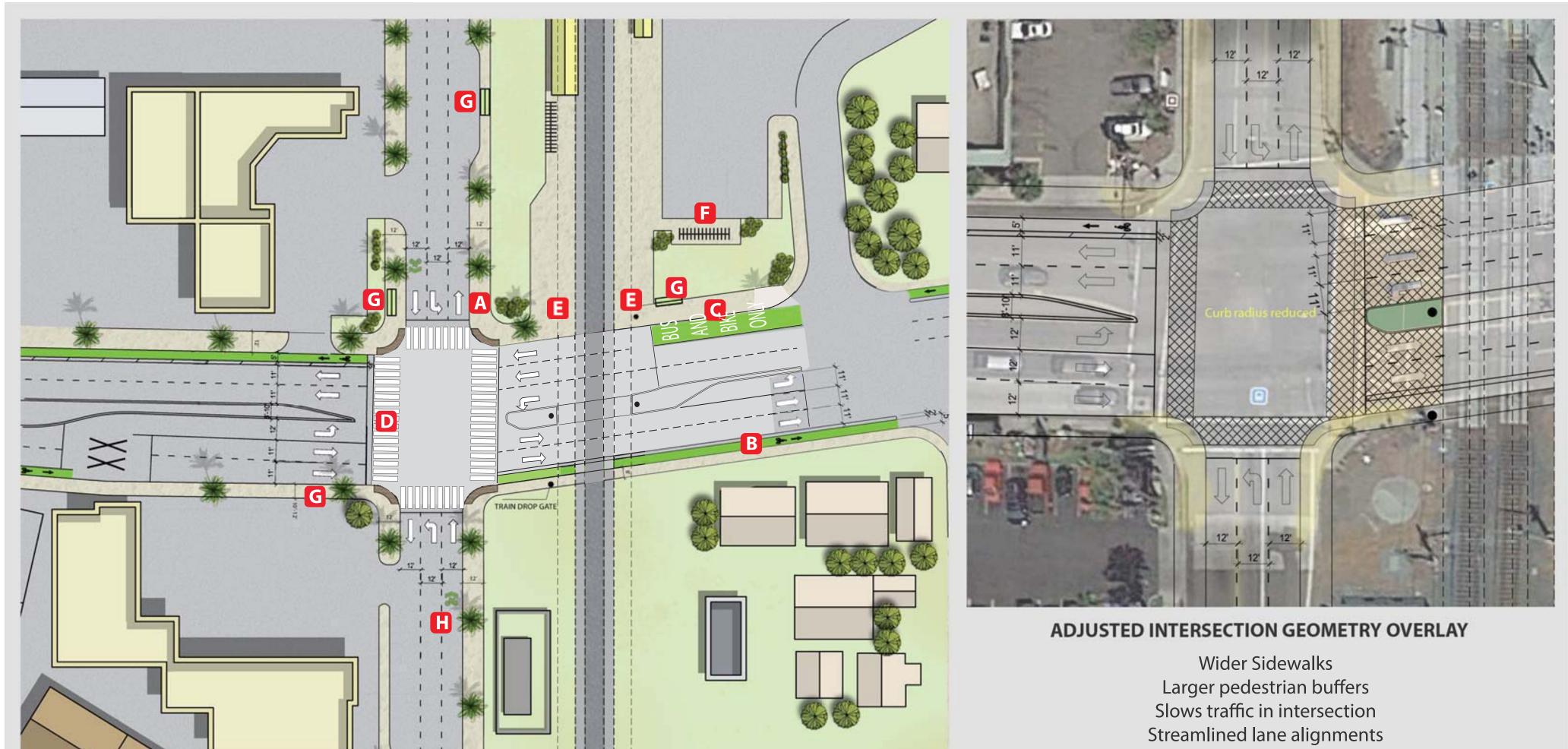
# FOCUS AREA PROJECTS

## Focus Area Project #1 - Palm Avenue / Hollister Street:

Proposed improvements include the following:

- Street trees and landscaping
- Extra-wide, high visibility crosswalks
- Street furniture (benches, bike racks, trash receptacles, etc.)
- Pedestrian lighting
- Public art
- Study feasibility of diagonal on-street parking on Hollister Street
- Consider a shared bus/bike lane to continue westbound

#### bicycle facility



#### PROPOSED INTERSECTION DESIGN

#### More room for transit amenities Same number of drive lanes

#### INTERSECTION LOCATION





High visibility crosswalk clearly indicates pedestrian activity



Train crossing is clearly demarcated as a separate area from pedestrian crosswalk

- A Wider Sidewalks
  B Buffered Bike Lane
  C Demarcated Bus Stop
  D High Visibility Crosswalk
  E Signage for Ped/RR Interaction
- **Bike Racks**
- **G** Improved Bus Stops
- **H** Bike Sharrows



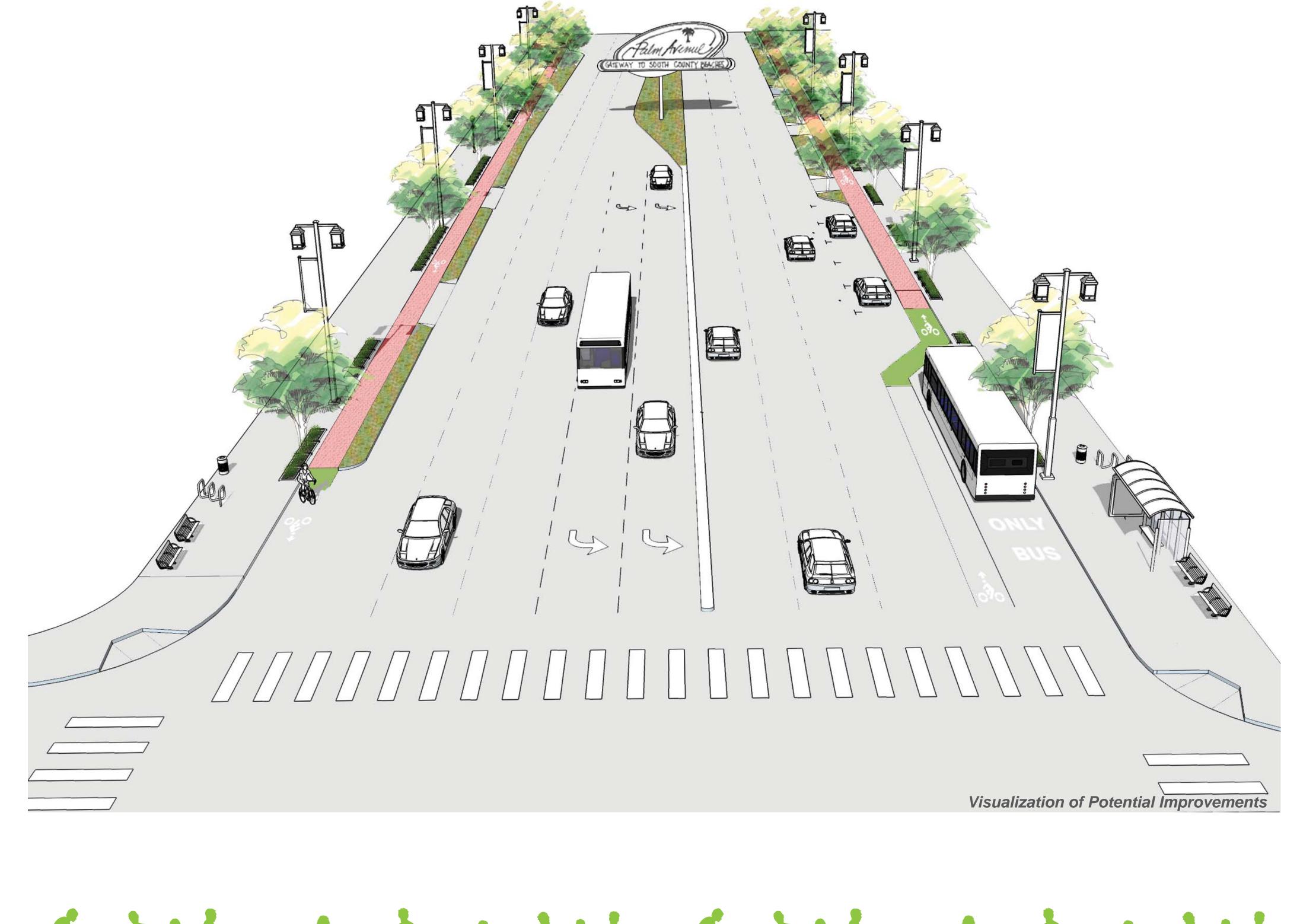
# FOCUS AREA PROJECTS

# Focus Area Project #2 - Palm Avenue / Saturn Blvd:

Proposed improvements include the following:

- Gateway sign
- Street furniture
- Pedestrian lighting
- Street trees and landscaping
- High visibility crosswalks
- Public art





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