

MINUTES

City of San Diego Park and Recreation Board
BALBOA PARK COMMITTEE
July 21, 2022

Meeting Location:

Online Meeting

Mailing Address:

Balboa Park Administration Building
2125 Park Boulevard
San Diego, CA 92101-4792

ATTENDANCE:

Members Present

Katherine Johnston
Howard Blackson
Allison Soares
Brer Marsh
William Aaron Jr
Micah Parzen
Makeda Cheatom
Sarah Dawe
Chris Eddy

Members Absent

Molly Chase - Chair
Dang Nguyen
Victoria Curran

Staff Present

Codi Vierra
Christina Chadwick
Victor Nava
Johnny Chou
Victor Johnson II

CALL TO ORDER

Vice-Chairperson Katherine Johnston called the meeting to order at 6:01 p.m. Johnny Chou read the statement listed on the agenda that this Committee meeting will be conducted pursuant to the provisions of the California Executive Order 29-20 which suspends certain requirements of the Ralph M. Brown Act.

APPROVAL OF MINUTES June 2, 2022

MOTION: MOVED/SECONDED MS. SORES / MR. EDDY

A motion was made by Mr. Aaron Jr. and seconded by Ms. Soares to approve the June 2, 2022 meeting minutes. The motion carried unanimously (8-0).

REQUEST FOR CONTINUANCES - None

NON- AGENDA PUBLIC COMMENT

Web Form - Bruce Dammann, I have been told in a recent e-mail from Park and Recreation Department staff that the Organ Pavilion restroom remodel will likely be coming back to the Balboa Park Committee as a workshop item in the fall. The project has had an extensive conceptual redesign and it is important to get public input into the process for this very important project in the historic center of Balboa Park. The Park and Recreation staff for the Balboa Park Committee has usually given only three days' notice before a workshop is held, which was the case of the original design in March 2021. Three days is inadequate time for the public to review the plans, visit the site, do research and make comment. Please give the public adequate time to review the project by notifying the public with project information at a Balboa Park Committee meeting the month before the project is scheduled to be a workshop item. By providing the project information and supporting visuals at that time, the public will have adequate time to review the proposal and comment at the workshop. Balboa Park does not need another onion for architecture.

Peter Cominsky, Balboa Park Cultural Partnership, San Diego City council has moved their first budget memo recommendations for council members from February to September it's

really important if you advocate for any issues within the park that you would normally work with your council member that they will be making decisions very quickly and they will be issuing their first budget memos in September or October of this year. Please keep that in mind as you work on your advocacy issues, thank you.

Daniele Laman, HPR International Cottages Liaison, First, thank the Park and Rec board, just today for allocating three hundred thousand for a design upgrade for the very old electric in the 1935 cottages. Secondly, I'd like to remind you that we're having lawn programs every week now. This coming week is going to be on a Saturday and then we're full up on Sundays and a couple Saturdays in August. Lastly, I have a question when there are special events, especially on the west side of the park that has parking on the east side of the park such as the recent parade and the St Patrick's Day parade, how come there is no traffic control on the east side of the park where everybody is parking? Thank you very much.

CHAIRPERSON'S REPORT – Chairperson Molly Chase – No report.

STAFF REPORT –

San Diego Police Department – No Report

City Council Third District – Codi Vierra – No Report

Assistant Deputy Director, Christina Chadwick, District Manager, Johnny Chou, and District Manager, Victor Nava reported.

Balboa Park Committee Dark in August – There will be no meeting of the Balboa Park Committee in August. The Committee will resume its monthly meetings in September.

Park Blvd. Redesign – The Balboa Park Committee voted last night in favor of a redesign of Park Blvd. to better accommodate bus and bike access. Option “D” was approved by a vote of 7-2. City staff will provide details on the implementation soon. Details attached.

State Funding for Balboa Park – Thanks to Mayor Gloria’s advocacy, the State budget includes \$1 million dollars for restorations at the Marston House and \$1.3 million for the NAT Museum. More information on these new resources will be provided soon.

West Mesa Restrooms and Security – Balboa Park restrooms at Nutmeg, Thorn and Juniper on the West Mesa are now locked from 8 p.m. to 6 a.m. Temporary restrooms and handwashing stations are available to the public within these hours at the Nutmeg location and armed security is on site. Signage has been placed at the Thorn and Juniper locations alerting people looking for facilities access. New lighting has been installed at the Nutmeg location to illuminate the area.

Grounds Maintenance Projects:

- Grape Street Dog Park – Parks and Recreation continues to work on the restoration of Grape Street Park. The project is scheduled for completion in August. Signage is posted at all main entrances to alert visitors. The park outside of the orange fence will remain open to public. Please keep blocked areas free from dogs so restoration work can be completed. Thank your partnership and patience!
- Parkwide Maintenance Efforts – P&R staff and volunteers are performing weekly group projects for key areas including Alcazar Garden, the Palisades and along El Prado.

Street Vendor Ordinance -- The City started issuing permits for sidewalk vending under new regulations aimed at protecting public health and safety. The City's Sidewalk Vending

Ordinance, which began on June 22, sets limits on vending activities within the public right of way. Vendors who currently participate in street and sidewalk vending within the City of San Diego will be required to obtain permits in order to continue operating. Food vendors are also required to obtain a San Diego County Health Permit and Food Handler Card. More information about permits is available on the City's sidewalk vending webpage. Free Speech Zone signage has also been installed for several areas.

December Nights -- The City is planning a return to the traditional December Nights format December 2nd – December 3rd. The event will adhere to Public Health guidelines. Event details will be provided to the public in the coming months.

Twilight Concerts – Join us for Twilight in the Park Concerts at the Organ Pavilion! We are celebrating 40 years of free concerts in Balboa Park. The performances are held every Tuesday, Wednesday, and Thursday until August 25. Performances are from 6:30 – 7:30 p.m.

Casa Del Prado -- Engineering and Capital Projects and Parks and Recreation staff were on site at the Casa Del Prado recently developing a scope of renovation work necessary for the site. This work includes identifying the existing conditions and reviewing engineering/architectural recommendations to upgrade the building. This work will help the future consultant provide a proposal to the City that includes the scope of services, fee proposal, a schedule of work milestones and final deliverables.

Forever Balboa Park / National Carousel Day – Forever Balboa Park will celebrate National Carousel Day on Monday, July 25 from 11 to 5:30 p.m. There will be remarks by FBP leaders, refreshments, free rides on the carousel and more!

Passing of Park Maintenance Manager Bill Overstreet -- It is with sadness that we share the recent passing of our colleague and friend Bill Overstreet. Bill passed away unexpectedly last Saturday night at his home. Bill spent 27 years serving our Department, with time spent in both Balboa Park and Mission Bay Park. Please keep his Bill's wife and family in your thoughts. This is a sad time for Department and our Mission Bay Park team, in particular.

Pride at Balboa Park – Mayor Gloria kicked off Pride celebrations in Balboa Park recently with a great ceremony in front of the Museum of Us! Make sure to check out the LGBTQ flag flying from the California Tower. The park was also lit in rainbow colors.

BALBOA PARK NON-PROFIT PARTNER UPDATES (Time allotted to each speaker is determined by the Chair; however, comments are limited to no more than three (3) minutes)

Forever Balboa Park – No Report

Balboa Park Cultural Partnership – No report.

Balboa Park Online Collaborative – No report.

Committee of 100 – No report.

Save Starlight – No report.

ACTION ITEMS

Consent

101. House of India-Dandiya Under the Stars. Presenter: Vijay Navani

MOTION: MOVED/SECONDED MR. JOHNSTON / MS. SOARES

A motion was made by Ms. Johnston and seconded by Ms. Soares to approve House of India-Dandiya Under the Stars. The motion carried unanimously (9-0).

Adoption

201. Park Blvd. Redesign Presenter: Everett Hauser, Program Manager, Transportation Department, City of San Diego

Web Form:

- William Keller, First admit: It's not working. Millions spent on bike lanes. The result an occasional cyclist. What's wrong with this picture? We're not reducing carbon emissions. Bike lanes alone have not created a San Diego bike culture. I speak as a cycling advocate. The problem: Bike theft is rampant. Next door is rife with stories of stolen bikes. Few people currently ride to and lock up their bikes in Balboa Park. Because they will get stolen. The one place you see lots of bikes is the chop shop near the War Memorial. A solution: For each auto parking space removed from Park Blvd create safe/secure parking for two bikes. Focus first on busy weekends when car parking is in high demand. A successful example was the two bike valet stations in Balboa Park on Earth Day. Encourage the SD Zoo to install safe bike parking. Realigning lanes alone won't result in more cycling. Discuss the current situation. Admit there's a problem. Develop short term and long-term solutions. Seek funding for safe/secure bike parking.
- Justin Schaberg, as a resident of the Balboa park area, I strongly support the adoption of class IV protected bike lane and bus-only lanes throughout the entire of Park Boulevard in Balboa Park. Not only will this make Park Boulevard a safer place to walk, bike, and roll, it would also significantly improve the on-time performance of the MTS 7 and 215 buses, allowing for greater reliability and access to the Balboa Park.
- Brandon Rigg, I am a resident of North Park with young children and enjoy cycling with my family around the greater North Park/Uptown communities. At the previous June 2nd meeting, concern was expressed by many about the potential loss of parking around World Beat Cultural Center and Centro Cultural de la Raza. Both of these centers have their own dedicated parking lots for loading and unloading of people and equipment. Removal of parking near these centers for dedicated bike and bus lanes would have minimal impact given they both have dedicated parking lots and are close in proximity to the underutilized inspiration point parking lot across Park Boulevard. I recently cycled to Balboa Park on the Sunday after July 4th to spend time with family on El Prado. My family drove and parked at inspiration point and I met them there on bike. When I arrived, I found that nearly the entire parking lot at inspiration point was empty! There were hundreds of available parking spaces on this busy peak summer weekend. I urge the city and committee to support and implement a safer, more environmentally friendly, redesigned Park Boulevard that includes both dedicated bus and bike lanes instead of prioritizing parking.
- Laura Ball, please support Alternative D. This is the only option that offers both a class IV protected bike lane and bus-only lanes throughout the entire of Park Boulevard in Balboa Park. Not only will this make Park Boulevard a safer place to walk, bike, and roll, it would also significantly improve the on time performance of the MTS 7 and 215 buses, allowing for greater reliability and access to the Balboa Park. I both bike and take the 215 for my commute between the College Area where I live and my job downtown so the proposed improvements would be a great benefit to me and other residents.

- Hilary Dufour, Park Blvd needs to be redesigned to be safer for bicycles. Alternative D will bring positive change to our community as well as make bus lines 7 and 215 more timely.
- Leo Carson, I support redesigning the park to maximize bike and bus travel options and minimizing private automobile traffic.
- Connor Proctor, I live on 4th Ave in bankers hill, and I'm writing in support of alternative D. I didn't even own a bike in San Diego until the 4th and 5th Ave bike lanes were put in, and after they opened, I started biking on many trips around town. To the park, restaurants, the gym, and other local business. I even road my bike to a barbecue in the park on the 4th of July. Each person that bikes or busses to the park instead of driving leaves more parking for the people who really need it, like disabled people or people driving from other neighborhoods. Even on the 4th of July weekend the parking lots in balboa park never filled up. There's an insane amount of parking in balboa park already and to show this I've created a map of all the parking and attached it to this comment. Park Blvd street parking mostly sits empty because there's huge and convenient parking lots all along Park Blvd. The city needs to prioritize bus and bike lanes over this small amount of redundant parking.
- Nicholas Adams, Hi, I am writing in favor of option D presented for Park Blvd to provide the most benefit for busses, bikes, pedestrians and micro mobility options through Balboa park. We need to make key investments, including option D to reduce VMT and allow more people to enjoy the park as well as increasing effectiveness of the 215 rapid bus. We are in a climate crisis and cannot delay critical investments to safety and preventing climate change. Thank you for your time and consideration of this important issue.
- John, against separate bike lanes against dedicated bike lanes in bus lanes do not destroy over 100 years of improvements to transit to cater to vocal extremists. I do not use taxes on vehicles and then take away access sorry separated bike lanes have changed four-lane bi-directional roads into single lanes even going uphill which backs up traffic do not cave in to the extremists save our ability to get around San Diego via car which is required for our poor poor mass transit due to topography of mesas and canyons the loudest criers should not dictate the smartest decisions.
- Spencer Hutchins, Option D. Please support separated bike lanes and pedestrian access. Please get parking off Park Avenue.
- Matt, Hello, I would like to support Alternative D, the alternative that provides the most efficient and pleasant alignment. Bus lanes along Park Blvd should have been added earlier especially with the small amount further north and the half-measure along El Cajon Blvd. Now more than ever we must move forward with accommodating more efficient and environmentally friendly options. More reliable transit will increase ridership and reduce car trip. And keeping a protected bike lane is vital for the corridor. A road between a developing neighborhood and downtown with a giant local and tourist site in between deserves trolley service. As that is not currently in development the existing local and rapid routes running on Park Blvd deserve priory. Remember, cars will still have a lane to access the park or other services in the area, or drive through if desired. We all pay for local roads, we should be implementing the most efficient and environmentally friendly option. Thank you.
- Trevor Van Leeuwen, I strongly support alternative D. Strong non-auto access to the park is important for safety, equity and the environment. The benefits to those strongly outweigh those of a small percent of parking spots on the central mesa. Strong non-car options for transport will help the most at the times that the park is busiest: letting people get into the park without needing to park a car. We're all proud of the work the San Diego Zoo in conserving species at risk, but somehow,

we're unwilling to take the absolute minimum steps to help at home if it could possibly mildly inconvenience drivers.

- Adam Deutsch, I'm writing in to support Alt D, a design for Park Blvd that prioritizes safety for pedestrians, those riding bicycles and other micro-mobility devices, and gives dedicated space to transit, which is so under-utilized with Park's current design. This is not just about creating safer travel options to Balboa Park; it's about serving those who live and work north and south Balboa, and the students who go to high school just south and to Roosevelt and other schools to the north in Uptown and beyond. This design takes back space for people, and those prioritizing more environmentally responsible ways of getting around. To help meet our Vision Zero as well as Climate Action Plan goals, please support Alt D for Park Blvd.
- Monica de la Cruz, I strongly support Alt D for Park Blvd. I rely on biking and public transit for all my transportation and I have years of personal experience using Park for commuting to work, getting to class at San Diego City College, and accessing Balboa Park. The current conditions on Park Blvd are not safe, nor are they responsive to the needs of the transit-dependent community, which includes seniors, people with disabilities, and very low income folks who do not have access to a car. Excessive speeds on Park often create highway-like traffic right by playgrounds, gardens, and recreational areas. Workers, local families, and tourists experiencing the park for the first time should be safe to explore the park on scooter, bike, or other low-speed mobility devices with protected facilities separate from cars. Transit riders, who are disproportionately lower income and people of color, deserve fast, high quality bus service on Park that doesn't get held up by car traffic. Please recommend Alt D for better park access and safer streets for all.
- Stephanie Slagle, I urge the committee to vote for alternative D to ensure that the redesign of Park Blvd. includes protected bike lanes and bus-only lines. Both my husband and I are avid bike riders who would feel much safer and go bike riding on Park Blvd. more often if protected lanes are in place.
- Leah Schaperow, it's really important to have separated protected bike lanes and bus lanes. Balboa park needs to be safer and more accessible. Our priority needs to be on protected bike infrastructure and dedicated reliable bus transit.
- Jeff Taitano, Abundant alternatives to personal motor vehicle transportation is an absolute necessity for San Diego moving forward. Park Boulevard Redesign Alternative D would support a robust transit system which is vital for growth in the region and is logical along Park Boulevard which connects several neighborhoods to Downtown. Increasing bus efficiency while providing a safe route for cyclists and other alternative forms of transportation will reduce the need for parking along this route and provide more equitable options for inhabitants of the region to move around the area unimpeded. Furthermore, providing a single moving lane for cars while removing street parking will reduce the interaction frequency between users, thus decreasing the possibility of accidents and collisions, ultimately strengthening the push towards Vision Zero.
- Kelsey Jones, please support "Alternative D" or "Alternative C-D" for the Park Blvd Redesign project. As a neighbor to the park I believe that this is a great opportunity to create safer bicycle access as well as better transit access on an important corridor through Balboa Park, which would help the city with its Vision Zero and Climate Action Plan goals. Thank you!
- Susan Patch, Dear Committee Members, please vote in favor of protected bike lanes along Park Blvd. I have lived on Park Blvd, immediately north of Balboa Park, for 15 years, and have increasingly been riding my bike as a regular mode of transportation during that time. Today, I ride everywhere that's feasible. Unsafe streets make riding my bike unfeasible, and this stretch of Park Blvd is one of them. I commute by bike, and skip that stretch. Park Blvd is a crucial link between Downtown and Uptown for everyone, but right now, it's only set up for cars.

Making it safe and accessible for people on bikes and scooters is crucial for both residents and tourists. The rest of Park is getting improved, please don't put up a roadblock to safety. Me and my bicycle thank you.

- Kellyn Sanderson, please support separated bike lanes on Park Blvd. Balboa Park is important recreational, cultural, and multimodal transportation space for residents in the surrounding neighborhoods, along with visitors. Please discontinue the practice of using the park as a freeway/parkway or parking lot. An opportunity to have a pleasant bike path on 6th was missed; please don't make the same mistake on Park.
- Zachary Thompson, please support option D (with both dedicated bike and dedicated transit lanes). This is a once in a generation opportunity to place sustainable infrastructure in an area that all San Diegans and visitors can enjoy and set a standard of excellent transportation infrastructure that the rest of the city can aspire to. With federal action on climate stalled it is up to cities like San Diego to both combat climate change and facilitate easy, affordable public transit for San Diegans. Thanks for your time.
- Jeff Motch, as a business owner in the park and daily cyclist, protected bike lanes on park would be life changing. Cycling to and from San Diego's crown jewel is far too scary. We need to make The Park easily and safely accessible by bike for the surrounding neighborhoods. Especially with the lack of parking. We also need better bike parking in the park. The current lack of racks in safe/lit areas is a huge problem for employees and visitors. Thanks.
- Katie Crist, I'm happy to see a separated bikeway in both Options D and C/D. As a Normal Heights resident, I use this route often and this infrastructure will improve safety and make this a feasible option for many more families visiting the park. However, Option D better prioritizes transit and provides a more equitable and sustainable choice, in line with our city's climate and mobility goals. We should not prioritize the preservation of ~2% of parking at the expense of robust transit connections that will transport many more people to their destination and reduce traffic congestion for all users. Please vote for Option D to create a gold standard mobility corridor to one of San Diego's best assets.
- Jill Green, I am supporting Plan D. In September of 2021, my son-in-law was killed by a wrong-way driver while riding his bike. He was a careful and experienced cyclist, always wearing his helmet and ensuring that his lights were working properly. If there had been a protected bike lane, we would be alive today. Please support Plan D and save lives!
- Bee Mittermiller, I support Alternative D, dedicated bike and bus lanes. Alternative C/D, is for protected bike lanes going in both directions, but only a one way dedicated lane for buses. I foresee rampant confusion where the parking ends and begins. I rode the bus during this year's Earth Day Fair at Balboa Park. It was packed! Locals know that despite the plentiful parking in and around Balboa Park, taking the bus is dependable and stress free, but a dedicated lane both ways would make traveling to the Park faster and more efficient.
- Jack Dodson, we need to shift away from car centric development in San Diego because it is bad for the environment and bad for people and the city, since car centric development makes it harder to get around. This is why we need to choose Alt D, which implements bus lanes and separated bike lanes. Alt D will make the city better.

Public Comment:

- Shane Harris, thank the staff for the work on this report, as I previously shared there are many concerns that I have pertaining to the space that Park Boulevard specifically by the two Cultural Centers has and my concerns that so many come from outside of the district, outside of Balboa Park community and I do understand that we're trying to make it work for everyone, so originally I was

- very opposed to the idea, however, you know I believe that there's a path forward and so I'm asking you to include the following amendments. Repair and replace meant a parking pavement within Central Cultural De La Raza expand the parking lot within Central Cultural and add additional parking between central and the bus stop. Add two marked handicap spots in front within Central, as well as have a designated loading zone in front of World Beat Center have one ADA parking in front of a World Beat Center and there's a number of other recommendations.
- Peter Cominsky, members of the Culture Partnership remain very concerned about the proposed changes to Park Boulevard. Thanks to Everett, Randy and Accessibility Department for meeting and listening to the needs of the frequently marginalized. World Beat Center and Centro and making great strides on solution. Though, I believe there remains some work to be done without a limitation that is not to become a CIP project these options are all guaranteed to be less than ideal, I trust the superior bike running solution proposed by Vicki Estrada may be developed in short time for the presentation tonight slide 13 shows the project will create three intersections that are unstable or forced flow ERF meaning jammed this is a challenging table that is a harbinger to the likely constriction on Balboa Park. I'm very concerned by the comment tonight that no intersections will go into failing that aren't failing already this is jarring. Slides 15 and 16 are exciting and welcomed, however, please don't independently set parking duration at four hours without appropriate surveys.
 - Anar, I'm speaking on behalf of Bike SD a non-profit focused on making San Diego a more bikeable and livable city we've been involved since the beginning of this project and are ecstatic about the direction that it's going San Diego has come a long way as a city where we are now giving equal consideration to alternative modes of transportation like never before just seeing the number of people with an active interest in this topic on this call alone warms my heart Bike SD has and continues to advocate for alternative d this alternative proposes a bold redesign for park boulevard where we give equal right of way to drivers transit users bicyclists and pedestrians this option proposes that we sacrifice a measly four percent of parking spaces in a park filled with seven thousand parking spots for the greater good of transporting over four thousand individuals every day on the over 300 buses that pass through it unquestionably alt c or d is dramatically better than the current state of park boulevard however we can do better vote option d.
 - Karl Aldinger, I'm speaking on behalf of Sierra club San Diego in support of alternative d. We are excited to see redesign on park boulevard include protected bike lanes, however, there is also a need for huge shifts away from the use of personal cars to public transit and a dedicated continuous bus lane is exactly how a world-class city like San Diego should improve its world-class park to embrace this global movement. We must put our public transit front and center if we expect everyone to work to adopt it must have a dedicated lane to keep his service responsive timely and functioning during special events. Please don't miss this opportunity to reinforce climate positive behavior of bus riders who are already doing the right thing by choosing a low impact mode. Excellent transit design brings more transit riders helping the city and everyone meet our climate commitments. The park already has ample parking spots and we do not need additional ones along park boulevard, thank you.
 - Nero Magnezi, I'm with Bike San Diego, we want to express our gratitude that the City and the board have incorporated a vertically separated bike facility as part of their vision for balboa park we do however want to speak in strong support towards alternative d, according to MTS data over 4,000 people ride the bus specifically through Balboa Park via park boulevard and roughly 330 buses per day when balboa park is congested a proper bus lane would allow more people to access balboa park more quickly especially those who drive and seek parking according to Nacto bus lanes such as those proposed under alt d can move 8 000

- to 16 000 people per hour street parking moves no one visitors in balboa park could park in peripheral parking and use the routes 7 or 215 or Balboa Park tram to access Balboa Park without impediment rather than circle endlessly for a parking spot I strongly encourage you to commit to alternative d.
- Zaccary Bradt, I live in north park and I work downtown and on normal day, I commute to work either on the 7 bus the 215 or I ride my bike along 4th and 5th in hillcrest but all three of these commutes can be made a lot safer and a lot more efficient by alternative d and only by alternative d I'm not the only one as previous commenters have stated MTS data shows that over 4,000 San Diegans ride the over 307 and 215 buses they go through Balboa Park every day getting from to and from work and school and many other trips and many mornings and evenings the bus is backed up in traffic I've experienced it myself many times forcing the bus to continue pulling in and out of traffic as proposed in the hybrid alternative will continue this injustice which affects low-income San Diegans the most. My bike commute is also needlessly and efficient along with many others who live in north park and university heights because of the lack of protected bike infrastructure through balboa park I'm glad the city's proposals under serious consideration all include a separated bikeway through the park and I look forward to when this will connect with the bike lanes on park boulevard university heights and the bike network downtown there's over 7 000 parking spaces in balboa park as many have mentioned including large lots directly across from the world beat center of the rasa center and all the other amenities that have been mentioned tonight it'd be much more efficient.
 - Jeremy Ogul, I wanted to provide a brief history of parking in balboa park because I think this is some important context that's been missing from the conversation so far in 2013 the city removed approximately 30 parking spaces from the plaza de panama in 2015 the San Diego Zoo added 650 parking spaces in their new employee parking structure and in 2020 the city removed 144 parking spaces at palisades plaza so do the math minus 30 plus 650 minus 144 equals 476. Balboa Park today has 476 more parking spaces than it had 10 years ago the proposed alternative c-d would remove 175 parking spaces leaving you with 301. For the past six years we've had more parking than we've ever had in the history of balboa park and even if you remove 175 parking spaces from the street you'll still have more parking than you ever had prior to 2015. The number one priority for park boulevard should be to facilitate the movement of people not to facilitate the storage of private property also known as cars.
 - Caiti Burruso, I am a resident of university heights and possibly the newest employee of balboa park as today was my first day working in the park I regularly take the bus to Balboa Park and through Balboa Park the 215 is my main link to the trolley system given that much of uptown is sort of severed from the trolley system obviously being able to bike safely to work would be a great boon to my health. In addition I just wanted to say that I think it's deeply embarrassing that the city during a climate crisis has decided to still possibly add in angled parking in other parts of the park instead of um accepting the sort of base reality that that were in the climate crisis and I just wanted to say that the combo of c-d is a deeply unserious combination, please consider option d as the only option, thank you.
 - Vahan, I live in university heights and I'm calling to voice my support for the alternate d plan. I appreciate the transportation department for trying to design a compromise, but I still want to advocate for plan d i mean that that right turn on Zoo place just does not look safe anyways. I take the 215 bus regularly to get to the airport to get to downtown get to the park I'm in favor of improving not only my commute but thousands of other riders with a dedicated bustling however I find this contention over whether we should remove a small amount of parking for bus lanes to be honestly ridiculous as others said there's already a large amount of

- parking at Balboa Park if we want to discuss parking in Balboa Park we should be talking about that if for plans for replacing the flat parking lots with a parking structure instead we're talking about preserving four percent parking when they're going to be replaced with bus and bike lanes thousands of people currently take the bus route through the park if we increase the incentive to take the bus that would mean less people driving to the to the park and there'll be more parking spaces so please consider alternative d, thank you.
- Paul Jamason, I wanted to just remind folks that even since the city first presented this in may the supreme court has removed the government's ability to regulate greenhouse gas emissions and also we lost any kind of climate legislation because a coal mining owning senator you know decided to stop that legislation so it's really up to the cities now to take action that's we're really the only hope left in the U.S. and here is a great example of a way that we can take action. I really support option d it's really the best way to take action here it prioritizes alternatives to driving which is exactly what we need to be doing given our climate crisis. I appreciate the city's work on the c and d option to try and meet all stakeholder needs but it still prioritizes free private vehicle storage on our public streets over public transit please support option d, thank you.
 - Sanjay Stone, thank you, Everett, for giving the presentation and the City and as well as the Balboa Park Committee for giving the public the opportunity to speak. I'm in support of option d. I bike commute to work from uptown to the navy base, my wife used to work at the hospital and she would bike commute to the hospital in balboa park and she could not take Park Boulevard because of how dangerous it was, that said, I think the bike park the bike lanes are vital for transit but also I think the bus lanes are important because they will allow for a significant increase in ridership on the 215 into north park as well as and I think that having car parking in the hybrid option is not ideal. It'll make things worse, but I really think that we should be supportive of option d and I thank you.
 - Andrea Caldwell, I'm from San Diego Zoo Wildlife Alliance, as San Diego Zoo Wildlife Alliance remains concerned the decisions to move forward on this project were made prior to completing a traffic study it's our understanding that the study continues to be in progress and that data would be really helpful in trying to avoid any unintended consequences to that end. The Zoo will be undertaking our own traffic study as we will have to mitigate for a diminished guest experience due to traffic impacts on Park Boulevard, we know that by and large zoo visitors arrive in vehicles loaded with infants, kids, family members, and related gear and there are already numerous days throughout the year that experience significant traffic impacts as noted on the study referenced in the PowerPoint. Our intersection is already at an f and they become a worse f, thank you for your consideration.
 - Norell Martinez, I am a board member of the Centro Cultural De La Raza and I'm here to represent the board. I just wanted to remind everybody first and foremost that Balboa Park is a regional park not a neighborhood park and also it would also be great if the committee took notes on demographics and income levels and the areas would that the supporters of measure D of the those who are supporting measure d. We have some concerns with the negotiated measure c-d and so our preferred option is a, however, we did send a statement to the City asking for some concessions. If c-d is passed, I did want to express that c-d would significantly reduce parking on the east side of the Central and the World Beat, that would push people that go to these Centers to Inspiration Point and that's really inaccessible for disabled people elderly people etc.
 - Ashanti Davis, I'm calling in in favor of measure c-d with the concessions for Centro Cultural De La Raza and the World Beat Center. I am a staff member who also works in Balboa Park and does frequent these spaces as well and I do often use public transit or walk when I can though there are some instances where I am

- forced to drive into the Park. I think it is really important to consider the needs of all of the people as Norell said who regionally visit the park not just the folks who live immediately in and around the space. I think it'd be really important for the City to consider accessible parking that's including ADA's parking specifically for Centro Cultural De La Raza and for the World Beat Center and for everyone to consider that there are still performers and others who attend these particular spaces. It is not acceptable for performers to have to walk with large instruments like tyco drums that are over 400 pounds in crossings that are also not accessible either but also consider more crossings on Park Boulevard for those of us who do use the bus because there are very few, thank you.
- Marisa M, I'm an uptown resident relaying strong support for alternative d, we all recognize how vital Park Boulevard is in connecting downtown with our densest most visited urban neighborhoods bus route 7 is consistently ranked as our region's highest ridership bus line with rapid 215 not far behind and both lines run nearly 21 hours each weekday, which to me warrants a safer more convenient street design that helps people of all ages and abilities get where they need to go. I think we can creatively adapt strategies from other cities in terms of enabling emergency vehicle access within dedicated bus lanes on both sides of the street. I'd really like us to live up to our big city energy mantra by demonstrating how we can prioritize the movement of people over on streetcar parking particularly since plentiful parking exists on either side of the street, thanks for listening.
 - Steven Shinn, my wife was Laura Shin she was killed in Balboa Park as she cycled to work on Pershing Avenue one year ago yesterday, you need to develop safer streets to protect your visitors and you should be recommending alternative d. You emphasize Balboa Park's environmental sustainability including your lead for community certification which promotes a high level of conductivity to encourage walking biking and transit use really to really reduce pollution and reliance on personal vehicles. Balboa Park has over seven thousand parking spaces but zero dedicated bus lanes and zero protected bike lanes, my wife was a strong advocate for sustainability livable communities and complete streets, if she was alive today she would tell you to walk the talk pursue alternative d to provide safe equitable and accessible streets and to align with your vision and statements to be an iconic civic landmark showcasing sustainability, thank you for listening to those who could not speak today.
 - Carl Gehrman, I continue to support alternative d. I don't believe that the benefits from retaining parking in the locations shown would outweigh the loss of time for bus riders parking issues for World Beat and Central Cultural could be handled by adjusting the crosswalk inspiration point to allow crossings on the south side and if possible by adding a hawk in front of world beat in order to better connect to the large underutilized parking lots across the street. The War Memorial segment also abuts a section of the zoo lot which is rarely if ever full. Park Boulevard is an important transit connector and transit should be given deference over the relatively small number of parking spaces in c-d. I also implore the city to use something more substantial than flex posts to separate bikes from cars and to follow nakto's best practices for a protected intersection design, that said, I do believe c-d would be an improvement over the status quo, if implemented. I encourage the City to evaluate parking utilization and bus performance along the route periodically and to remove parking when appropriate, thank you.
 - Will Rhatigan, speaking on behalf of the San Diego County Bicycle Coalition, I want to start by thanking Everett for another great presentation. I am so proud today that San Diego has reached the point where a separated bikeway is considered a basic safety requirement on a high-speed, high-volume street like Park Boulevard. We need to take this approach when resurfacing every road in San Diego. However, I was extremely distressed to see that in the illustration of the intersection of Park Boulevard and Zoo Place in alternative c-d. The separated

- bikeway appears to disappear prior to the intersection to be replaced by a right turn pocket with a share road. The majority of bicycle crashes occur near intersections and it is absolutely unacceptable to leave cyclists unprotected at these most dangerous locations. The National Association of Transportation Officials newest bikeway design guide is titled, don't give up the intersection for exactly this reason. We encourage the board to select alternative d, while ensuring that separated bikeways continue all the way into the intersections, thank you.
- Gail Friedt, one of those extremists who wants to bike safely to one of the only parks in uptown. I'm a 60-year-old woman who values safety after being involved in a fairly serious bike versus auto accident last year in the share roads. I strongly support option d and I hope you will too, please also push for secure bike storage and lastly with option d emergency vehicles will have a clear path and a dedicated bike lane, thank you for your time.
 - Ramon David, I'm calling in support for alternative d, given the fact that we're in a climate crisis we need to implement measures that are commensurate with the climate emergency that we find ourselves in. We are experiencing a huge drought; Lake Mead is literally gone almost, and we've been in a heatwave for the past month or so across the entire country and in Europe. Balboa Park has ample access for cars already and we really need to remove vehicular access and give some of that roadway towards rapid transit. The 7 and the 215 on top of implementing cycle tracks, separated cycle tracks for bicyclists to lower vehicle miles traveled and improve our overall quality of life. Given the fact that you know we're in a climate emergency, so we have to go with alternative d, c-d is unacceptable.
 - Matt S, I'm voicing my support for alternative d, bike riders and bus riders commute through the park to work to errands recreation drop kids off at school they deserve their own separate lanes through the length of Balboa Park for both efficiency and safety. Alternative c-d is better than existing conditions, but it will still slow down buses and cars when buses merge into traffic and when cars parallel park it will also slow down emergency response vehicles. The bus only lane through the entire length of Balboa Park will be the best option to ensure quick emergency response times. Lastly, about parking, I've been through the park, along Park Boulevard on recent Saturdays with nice weather and the inspiration point parking lot was never near full, never even half full. There are thousands of parking spaces in and around the park giving complete bus and bike lanes along the entire length of the Park Boulevard is the bare minimum we can do to meet our vision zero and climate action goals given how car centric everything else is in this city, one bike lane, one bus lane, one car lane, we deserve alternative d.
 - David Pierce, I live in Carlsbad, I support option d because of basically all the reasons everyone else has said. If there is any necessity for on-street parking it should only be for ADA spaces and I seriously doubt 40 ADA spaces are needed in front of the War Memorial, so that number could be cut down. If such a thing is even completely necessary, and a couple of things I noticed about the measurements of the roadway, 11 and a half foot wide through lanes are completely too wide. I've been told that 10 or 10 and a half feet is better for safety reasons, so drivers slow down and perhaps the corners people drive around could have 10 instead of 30 foot radiuses so they have to slow down at conflict points, thank you.
 - Corinna Conteras, I'm speaking on behalf of climate action campaign; thank you chair and committee members for the opportunity to speak. Well, the only option that is going to help us get to our climate action plan goals and help support vision zero is alternative d. We want to ensure that people are safe when they're walking Balboa Park is an incredible treasure that we have here in San Diego County and there are a lot of individuals who want to be able to enjoy a bike ride

- or a walk and public transit either through that area or to get there and the many different destinations present at Balboa Park, so, I strongly encourage that we move in the direction of adopting option alternative d, thank you.
- Patricia PC, I'm a community member, my family and I frequent the Centro Cultural De La Raza and the World Beats Center and my kids are both enrolled in the summer program at the Centro we're frequently there and just want to continue to advocate for the voices of our community who show up to the Central and to the World Beat Center for ongoing consideration and for the additional requests that the Central and World Beat Center have in place and have submitted to the City and in discussions of both and in writing as well this is a community space for our children for our young ones. We want to make sure that access is equitable and I also want to ensure that our young people have a space that is safe for them to also attend, that parking is accessible and available and that the people that show up to these Cultural Centers don't just come from a bike right away they come from all parts of San Diego County and we need to be mindful of those things as we're making decisions, thank you for your time.
 - Laura Keenan, I've spoken at this committee before as a proponent of protected bike lanes on Park Boulevard. My husband Matt Keenan was killed on a road without a protected bike lane and I wholeheartedly believe he would be alive today if the road he was on had a protect a bike lane. Matt was an experienced and defensive cyclist who chose the safest routes available to him, but no matter how safe you are as a cyclist you never know what the driver will do. Park Boulevard is a central corridor in San Diego to create a network of connected and protected bike lanes. Thank you for prioritizing lives by building an uninterrupted protected bike lane on Park Boulevard through the entire length of Balboa Park. I also want to support alternative d, to ensure that buses traveling during high traffic times stay on schedule and get riders to their destination on time and in a reasonable amount of time. If the city is going to adhere to climate and vision zero goals, they need to allow easy driving alternatives and that's the only way to make buses alternative options for drivers, thank you.
 - Estie Palomino, I just wanted to support alternative d and in regard to implementing change on Park Boulevard, all businesses and all bus drivers need to be informed of what they do when confronted with a cyclist on the road. I've been confronted and almost ran off the road by so many bus drivers and a lot of the tourist Trolley cars I really feel that if we continue to make changes on infrastructure we really need to educate everyone that is going to be responsible on the roads because it doesn't feel like a complete just disconnected community on infrastructure and I try to continue to implement and respect the flow of the traffic, give everyone courtesy, we all want to get to our destination alive and that I think this is very important, so I do support alternative d, but I do think that it's very important to educate everyone that is licensed to be on the roads, thank you.
 - Nicole Burgess, I'm calling in to support alternative d, for safe protected bikeways efficient transit and safe options for mobility for all of us. I also sit on the City's San Diego mobility board and chair the parking and subcommittee where we discussed this in length and as a subcommittee we supported alternative d for those reasons, I asked this board to really consider the voices here, all the reasons that it makes sense to create efficient transit throughout this corridor and appreciate the safety for all users, thank you for your time and your support.
 - Holly Murphy, I was born and raised in University Heights and I went to Roosevelt Middle School and San Diego High School and I always wanted to bike to school but I never thought it was possible just because the bike lanes were just or the lack of bike lanes was just too unsafe for me. I definitely support measure d for the bike lanes and I also believe that more efficient bus lanes will just get everyone to the destinations faster and I think it's extremely important to prioritize public transportation in that way. I also want to recognize those

- concerned about access to the World Beat Center and I think increasing the amount of pedestrian crossings and utilizing the existing parking areas and increasing connectivity to help those that went to the World Beat Center. Those from coming out of town because it is important to recognize that this is a regional park, so thank you for your time, it's important to me, everyone have a nice day, thank you.
- Alex Hernandez, I'm a resident of university heights and I just wanted to support option d because it promotes bikes micro mobility and public transportation. I really wanted to emphasize that we've run out of time to deal with our climate crisis and we need to act now to prevent further damage to our climate here we have the chance to do that by reducing the emphasis on cars in Balboa Park by taking away a little bit of parking on park as many people have said there's a very small percentage of parking that would be eliminated and with reference to World Beat and Central Cultural, Inspiration Point is less than a five minute walk from there, it's just across the street so they would still have sufficient parking. People coming from all over San Diego would be able to park there and still have access to those Centers, I also wanted to emphasize that the buses running through park are some of the most heavily used and it makes sense to promote those buses that are more used than the people parking on park, thank you.

Committee Comment:

- Howard Blackson, thank you for the community people who spoke, and I appreciate this discussion. Everett, what are the criteria or how did you determine these curbside key locations for hybrid c-d for the curbside parking? Slide six says curbside parking at key locations, what was determination by that?
Everett response, you've heard a lot tonight from the institutions central and world beat and they don't have much off street parking near them so they're they were reliant on the street parking on Park Boulevard, so that was the beginning point. Continuing up that along the other extent on the west side serving the playground was another stretch beyond the center of the park where there's the more bus stops closely spaced intersections that would need for the buses to get in and out and then on the east side near the rose garden, not much there because the bridge providing access across there isn't fully ADA compliant and then the lastly up near war memorial an entry into that transition zone serving that green space around there so that was the logic, generally.

One of the speakers said listen to the demographics on the on the call or the people that called in or wrote in and a majority of them were from University Heights and in North Park and also the overwhelming majority was in support of very safe bike lanes with alt d. Alternative d to me is an amazing alternative, I didn't even think was possible when we first started talking about this because it does everything it makes every facility safe and complete it makes the sidewalk safe and complete for the pedestrians that are coming very close from one mile three miles away, it makes the bike lane very safe very complete for people going uh from three to five miles away down north and south and it also makes the bus lane very complete and one thing that wasn't mentioned all night that surprised me is that our city is and the state is promoted as pushing um our cities to be transit priority transit oriented developments and this 215 and this and the 7 the park bus way connects all of the mesas from north park university heights um to city heights all the way to out of town all the way even up to Escondido with the 215 bus rapid and so having our city future being guided by transit development and then having an incomplete transit line through our Balboa Park segment to me is false, is a bad way to go because that is important for everybody and then the point of the demographics of people from university I said I think is very

dangerous to ride a bike out with a shared bus with a shared car and i find it amazing that 131 parking spaces on the street will keep us from having a complete bus system with a 10 with the median that's still in place with just a slurry sill we can do so much better for the entire region locals and the park with this one with this paint job change that it's remarkable and I would also recommend that we have safety barriers than the plastic bollards for the parking lane so I'm going to support alternative d because it does everything correctly and that there's less car importance or prioritization doesn't mean that there isn't a complete car system, with the complete car access, with complete car parking, it's just like seeing a complete bus system, a complete bike system, and a complete pedestrian system, so thank you.

- Brer Marsh, I do want to follow up on Paul and Katie's comments about the climate crisis because that really resonated with me. Either, Everett or Alyssa can you talk a bit about what our climate and transportation goals as a City are, perhaps in the context of the climate action plan and what it might look like if we were to translate that into a design for park boulevard.

Everett response, generally what you're alluding to is the cap has goals for the cap update is moving towards all trips not just commuter trips and those of course are attempting to shift towards less greenhouse gas intensive modes. Transit, biking, walking, ride sharing, micro mobility devices and electric vehicles as I shared in the in the slide with the inverted triangle, we're just trying to do it one street at a time, take advantage of every opportunity and balance the needs of institutions stakeholders and users.

I think there was a lot of great comments tonight and in the previous meetings about the different options and I think it's important for the board or this the committee to indicate what its preference is. I think it would also be beneficial for the committee to provide direct feedback on the things we've seen tonight, since that may or may not you know be what we would vote on for an option and perhaps there's some in between space that we may get to through conversation which is to be seen.

Chris, your suggestion is exactly what I mentioned at the last meeting, I think there's a real need to provide for World Beat Center and Central Cultural De La Raza. I would support specific measures on street or off street or even as I mentioned before a properly designed pedestrian crossing that is signalized and that is benched so that there is no change in grade between a person leaving the sidewalk and crossing the street and that would also operate as traffic calming as cars would be forced to bump up over a speed table there are examples of these speed tables in Encinitas and Acadia where they've deployed them across pacific highway to great with great success I've used them and taken pictures of them and I can share them with anyone who wants to see them I also share your opinion that the parking heading north up park boulevard seems kind of superfluous I understand that it's invaluable in the eyes of the park institutions but I would just like to make the quick point and I can expand on it more later that you know a bus service that can access the park unimpeded by traffic on busy days has the potential to move up to 8,000 people per hour through and into the park and i'm pretty confident that the public knowing that direct fast bus service exists would choose that option over trying to come in their car for people that are within bus distance. The 215 for example goes directly to city heights and college area.

- Chris Eddy, are electric scooters and bicycles interchangeable? I see you we have labeled electric and bicycles as if it might be interpreted as they are separate lanes.

Everett response, yes, they are allowed in bike lanes, separated bike facilities, scooters and e-bikes.

- I'm wondering what that in between space might be and let me just suggest, I can understand World Beats concern and having cutouts in the curb for parking unloading or offloading. For Centro Cultural De La Raza makes perfect sense that they would, but those are 15 parking spaces eight for one and seven for the other, I think we should have been thinking about how we might create those loading offloading parking zones that accommodate them and take the parking issue out of the question all together as it relates to just those parking places and then personally, I have an issue with all of the other parking spaces and this is the first time that I heard that the pedestrian overpass bridge to the Rose Garden was not ADA compliant, so that would become another issue. It seems to me that if we could have curb cutouts for those two institutions on the west side of the street and if we could make that bridge compliant that we wouldn't really need all those other parking spaces and both of those things combined would eliminate the need for a c-d combination and we could go with the d, which seemed to be the preference not only for us in our previous discussions, but for the public at large.
- Makeda Cheatom, some of my staff were online and they weren't called, a lot of different people, a few different people, so I don't know what happened. I've been listening to all of you, I'm so glad that a person of color is on this board because not everyone lives in this demographics you have to consider that you have to consider people of color. We've been so selfish, I want to thank some of the people that were thinking about Central Cultural De La Raza and World Beat Center we do a lot for this city and we sacrifice a lot for the city, the people they don't even have bikes down there. I just did a park takeover with 30 or more people, black people and then I had ethnic studies from central and they came over to World Beat Center with people of all different nations and mostly of Latin descent, I mean you have to listen to us sometimes you know, that's all we asked, it wasn't easy putting Central Cultural De La Raza in a water tank it wasn't easy putting World Beat Center in a water tank. we didn't get a lot of the grants that the dominant cultural institutions received we had to prove ourselves, so we can sit there and be talking heads and not listen in the heart and change consciousness of our nation, of our city, we talk the environment. It's going to take more things to change this environment. What are you eating, that's a big part of it, we're talking about environmental justice, we're talking about what's happening in Barrio Logan. Also, the quality of the air, we're talking about an imperial beach, you know what's going on we're talking about all over, we have to be together in this, we cannot be a divided city or divided nation. I've been here all my life, I grew up in San Diego and it's not been easy for people of color so we're about changing this dynamics and not everybody rides the bus since Covid. The bus is scary sometimes, it really is, and it's not in our area, Encanto, going out to national city. I see c and d, I was looking at and if we could make some concessions to Central and to World Beat Center, but for my brothers and sisters out there, a person of color, you need to listen to Central and you need to listen to World Beat Center. We bring a lot of people of color and your weapon is arts and culture, without art and culture, I don't know where we would be without music, we're people of music, we're people of dance, we're people of food and we bring that to the park. We're just asking for loading zones, we're just asking for parking on our side of the street, that's not very much and I'm telling you right now it gets packed there on the weekends. Our people they cross the streets they jaywalk, the park is regional and the c-d, I'm glad that Everett thank you for the consideration but the way this is looking is that there's no respect for Central Cultural De La Raza and the World Beat Cultural center's needs, and that's sad because it's causing division and that's what I do not want to see. I worked in the City a long time to bring us all together through a lot of trials and tribulations, when people didn't listen to people of color, but we've gone to another level of consciousness, so I hope you're listening, thank you.

- Allison Soares, Makeda, I really appreciate your comments and really consider them. My big concern with this is those eight and seven spots they're not reserved, so, I have a tendency to agree with Howard because we're not guaranteeing that those parking spots are going to be used for people that are going to those two Centers, so I agree with Brer's original thought process, we need to have better crosswalks, we need to have better lighting and those seven and eight spots, I feel, unless they were reserved, I agree we should have a better loading zones, we should have more access for people dropping off their information, their supplies all of their instruments, I completely agree with that. I think changing the format and changing the setup is not going to get us to that solution, so I really do listen to you and I really do want us to all have this open conversation but I don't think that's going to be the solution by adding 15 spots, thank you.
- Katherina Johnston, I have a couple questions, one is, why does the general comment I've been on this committee now five years and we've never had any sort of discussion on a comprehensive mobility plan, what is the long-term strategy for improving mobility in the park and to the park. We've had some aspirational conversations, this just feels in general a little piecemeal, it's just one piece of a bigger puzzle and there's probably that for me impacts my decision making. I want to ask Makeda, about Inspiration Point and why that's not something that your patrons utilize frequently.

Makeda response, well on a lot of days it gets, especially the weekend, it's full and then we have events on weekends and sometimes we sell out at our events. They jaywalk a lot and most of the families they come from Emerald Hills, Chula Vista, San Ysidro, National City, so I'm just looking at a compromise. The c-d with its provisions would be a compromise.

I understand that and I'm somewhere probably with Howard, that my aspiration is for d but I'm understanding that, I want the institution in the park to thrive. They're central to the success of the park and that your institution in particular serves a very unique and important need in the park and it's important to have that presence there and it's important for you to feel welcome within the park, so balancing those two considerations. To Allison's point though, it's not reserved parking and so you know we've all been on the park on Saturday it is packed, parking is challenging to find at times, but that's going to be an issue regardless because those spots aren't reserved. I do share the concern around the crossing having better crossing facilities would be better and then just on a general mobility point. I would like to see the shuttle route extended, it doesn't really go up towards the Cultural or these two institutions it certainly doesn't go up to the Zoo and so if we are trying to alleviate some of the congestion of that intersection park and zoo place, one alternate might be people park an inspiration point to take the shuttle up to the zoo. That would need to be discussed for stakeholders to identify the most effective route it's a pretty limited route, so that's also one thing as it you know we're trying to funnel everyone to park into inspiration point, especially for people with mobility challenges there's a whole section of the park, the west side there's all sorts of areas in the park that really aren't accessible with the current shuttle route, so just wanted to bring that up as well.

- Micah Parzan, thanks to Everett and the rest of the City team for all the work you folks have been doing to try to find a solution, I know you've had a lot of stakeholder meetings and really appreciate the changes that you've incorporated in. I don't think there's anyone who's against bike safety and wanting to find the right path for how we get there I really share your frustration Katherine, that you brought up regarding a comprehensive mobility plan and this sort of repeated piecemeal project that doesn't take into account the sort of larger ecosystem and the impacts and until we really commit to a comprehensive understanding it's really hard to find the yes and solution. I think in the workshops which were very

productive we had some very creative alternatives that were presented but they were sort of dismissed out of hand because you know they weren't positioned to opportunize on city funding that's immediately available and to sort of hitch a ride with the pipeline project. I just think that's really short-sighted you know there's got to be yes and solutions here but we've got to pause at times and really think comprehensively think holistically and find the path through and I feel like as often as the case you know the city will identify a project that's important, start to have stakeholder meetings and maybe make some adjustments but the decisions have already really been made and they are sort of streamlined through and they become a reality and you know we end up sort of living with the negative consequences of that for years to come and I've been kind of you know banging this drum and enchanting this launcher for a long time that we really need to focus our energies on these comprehensive solutions that give us a real framework when there are opportunities to make positive changes to kind of hooks to hang our hat, so I hope we'll continue down that path I can't in good faith support this motion, for those reasons and I'm hearing a lot of sort of promises about what the city is going to look into and the efforts to angle parking on Balboa Drive and other sort of efforts to try to mitigate parking but unless there are some meat on the bones associated with accountability for those kinds of promises that we're going to be looking at these parallel efforts, again, I just can't in good faith support the effort, if we do end up recommending one of these plans, I think it should be the hybrid one and again I just feel like we're in a situation where even if this Balboa Park Committee said that it was against the plan, any of the plans altogether, that the City is going to move forward and effectuate the plan that it thinks it should do, which I think is really indicative of a major flaw in this stakeholder input process, thank you.

MOTION: MOVED/SECONDED MR. BLACKSON / MR. EDDY

A motion was made by Mr. Blackson and seconded by Mr. Eddy to support alternative D. The motion passed to support alternative D (7-2) with Ms. Cheatom and Mr. Parzen not supporting the motion.

Special Events

301. House of India-Dandiya Under the Stars Presenter: Vijay Navani

MOTION: MOVED/SECONDED MS. JOHNSTON / MS. DAWE

A motion was made by Ms. Chase and seconded by Ms. Soares to move Item 301 from Special Events to Consent. The motion carried unanimously (8-0)

WORKSHOP ITEMS (No action taken; subject discussed by the committee and staff.)

401. None

INFORMATION ITEMS

501. None

SUB-COMMITTEE REPORTS – None

COMMITTEE MEMBERS REPORTS – None

ADJOURNMENT

Notice of Next Balboa Park Meeting: July 21, 2022
6:00 P.M.
Virtual Meeting

Respectfully submitted,

Victor Nava
District Manager