



3916 Normal Street
San Diego, CA 92103

April 25, 2013

Green Team #3 – Meeting Minutes
Meeting Date: April 24, 2013
Meeting Location: City Heights Library

Attendees:

Megan Burks – Speak City Heights/KPBS
Patty Vaccariello - CHAPC
Mike Hancock – SD Canyonlands
Beryl Forman – The Boulevard
Jim Varnadore – Resident
Sandra Weeks – City Heights Resident Leadership Academy

Project Team

Michael Prinz
Jenny An
Mark Carpenter
Mike Singleton
Juan Ramirez

Meeting Minutes

Summary of Workshop Presentation:

Green Team Meeting #3 started at about 6:10 PM. Jenny An from KTUA began with introductions for the team and an introduction for Juan Ramirez (Walk San Diego). After introductions, Jenny An began with a review of the agenda and then moved onto a review of the CHUG #1 results. Jenny explained that there were four different input components: the CHUG bike input and pedestrian input, Hoover High student survey, and data analysis based on existing conditions. The first part of the presentation included a summary of the bike use and pedestrian use in City Heights. The first graphic highlighted all the streets and listed them as well. The next graphic summarized bike and pedestrian barriers and streets that are difficult to travel on and listed the streets. The initial look gave the Green Team a larger summary and then the Green Team was presented with break out slides that identified the input received from the CHUG #1, Hoover High surveys, and existing conditions based on the number of input. For the CHUG #1, the input quantities ranged from one to eight. For the Hoover High surveys, the input ranged from one to ninety. The existing conditions were based on eight different criteria. The overlaying of these graphics helped from the basis for a summary of the commonly traveled corridors. When these input were combined, there were a total of 84 streets that were identified as streets that support bike and pedestrian use. Mark Carpenter then presented a subset of these streets that would be identified as commonly traveled corridors. Based on the consultant team’s professional assessment, from these 84 streets, a subset based on the four elements of urban forestry, stormwater, connectivity, parks and open space were used to generate approximately 62 commonly traveled corridors. The Candidate Corridors are listed below.

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|-------------|--------------------|---------------|
| 35TH STREET | CHEROKEE AVENUE | MYRTLE AVENUE |
| 37TH STREET | CHOLLAS PARKWAY | OLIVE STREET |
| 38TH STREET | COLLWOOD BOULEVARD | ORANGE AVENUE |
| 39TH STREET | CORLISS STREET | OTILIE PLACE |
| 40TH STREET | DWIGHT STREET | PARROT STREET |
| 41ST STREET | EL CAJON BOULEVARD | PEPPER DRIVE |
| 43RD STREET | EUCLID AVENUE | POLK AVENUE |

44TH STREET	FAIRMOUNT AVENUE	POPLAR STREET
47TH STREET	FEDERAL BOULEVARD	QUINCE STREET
51ST STREET	GATEWAY DRIVE	RALENE STREET
52ND STREET	HIGHLAND AVENUE	REDWOOD STREET
54TH PLACE	HOME AVENUE	SALTA PLACE
54TH STREET	JAMIES WAY	STREAMVIEW DRIVE
ALTADENA AVENUE	LANDIS STREET	SWIFT AVENUE
ASH STREET	LEMONA AVENUE	THORN STREET
AUBURN DRIVE	LEXINGTON AVENUE	TROJAN AVENUE
CACTUSRIDGE STREET	LINCOLN AVENUE	TULIP STREET
CEDAR STREET	MAPLE STREET	UNIVERSITY AVENUE
CENTRAL AVENUE	MENLO AVENUE	VAN DYKE AVENUE
CHAMOUNE AVENUE	MIDVALE DRIVE	VIOLET STREET
	MINA STREET	WIGHTMAN STREET

During this discussion, the Green Team commented on the importance of certain streets. These streets were:

- El Cajon Boulevard,
- Euclid,
- University,
- Orange,
- Tuberose,
- Chamoune.

There was a question as to why Wightman was left out. Mark explained that the strategy was to identify the best streets to move forward rather than every street. Since Landis and Orange are stronger east west connections, it makes sense to improve those corridors. There was also a question about Federal and Ash. Those are two streets that are identified in end of City Heights and Mark emphasized the importance of connectivity through City Heights as well as connectivity within City Heights. There were two major problems that were identified. One problem area was the intersection at University and Highland. Several Green Team members felt that this pedestrian crossing should have been made at 44th Street rather than Highland. In addition, there was concern about the Dwight and Fairmount intersections that this area is a heavily used pedestrian area and cars travel faster than they should as well. Mark explained that additional analysis would be complete for the CHUG #2 to determine about 30 streets that were prioritized community corridors. These corridors would be voted on by the community and online voting to determine which streets were highest priorities.

Mike led the Green Team through the next portion of the presentation which included “Creating a Toolbox.” The idea is to show a street section that highlights different solutions for the parts of a street including the pedestrian zone, bike zone, and landscape areas. Each of these areas corresponds with one of the four elements identified early on in the Urban Greening Plan, Urban Forestry, Stormwater, Connectivity, Parks and Open Space Access. Mike reviewed this portion briefly but these design recommendations will be very important for the Walk Audit. The date for the Walk Audit has not yet been determined however there is consideration of an evening walk audit or a Sat. Walk Audit.

The CHUG #2 ended with a brief review of next steps. The CHUG #2 will be on May 11 with the Walk audit date to be announced.

Action Items:

Action 1: KTU+A will distribute meeting minutes via email and CSD website

Action 2: KTU+A will provide flyer for distribution via email

Action 3: Walk San Diego and KTU+A will target a Walk Audit date with CSD.