

PALM AVENUE REVITALIZATION PLAN

COMMUNITY WORKSHOP #2 – SUMMARY OF INPUT

Overview

Community Workshop #2 was held October 28, 2015 at the American Legion Imperial Beach Post 820. The workshop provided community members with an update on project progress and an opportunity to share feedback on the conceptual design alternatives that were developed based on previous community outreach. The public input collected at Community Workshop #2 will be used in the selection of a preferred roadway design for Palm Avenue. As detailed below, Concept C: Raised Cycle Track emerged as the community preferred alternative through a series of workshop exercises.

The workshop began with a PowerPoint presentation reviewing the work completed to date and a summary of the community input collected during Community Workshop #1 and through project surveys. The remainder of the presentation and workshop activities were designed to collect input on the following three project components:

- *Operational Improvements* – These include smaller scale and short term mobility enhancements as suggested by the community. Examples include high visibility crosswalks, ADA curb ramp improvements, improved signal synchronization, and reconfiguration of the westbound Palm Avenue/southbound I-5 on-ramp. These improvements have potential to be implemented regardless of which concept design alternative is selected.
- *Urban Design Framework* – This encompasses a long-term vision for the entire corridor that details site-specific improvements, based upon previous community feedback. Examples include potential locations for public parks or plazas, intersections to focus as pedestrian priority areas, bicycle/pedestrian signage, bicycle parking, and signal improvements. **Figure 1** displays the Urban Design Framework presented during the workshop.
- *Conceptual Street Design Alternatives* – Three conceptual roadway/street design alternatives were developed based upon previous community feedback. The alternatives identify complete streets concepts for integrating pedestrian, bicycle, and mobility improvements, and urban design features such as landscaping, lighting, and other streetscape improvements. The alternatives were presented as long-term visions for future corridor projects. **Figures 2 through 4** display conceptual cross-sections for each of the three conceptual design alternatives.



2. Urban Design Framework

- A. Based upon feedback received
- B. Locates specific improvements
- C. Long-term vision for entire corridor

Urban Design Framework Plan

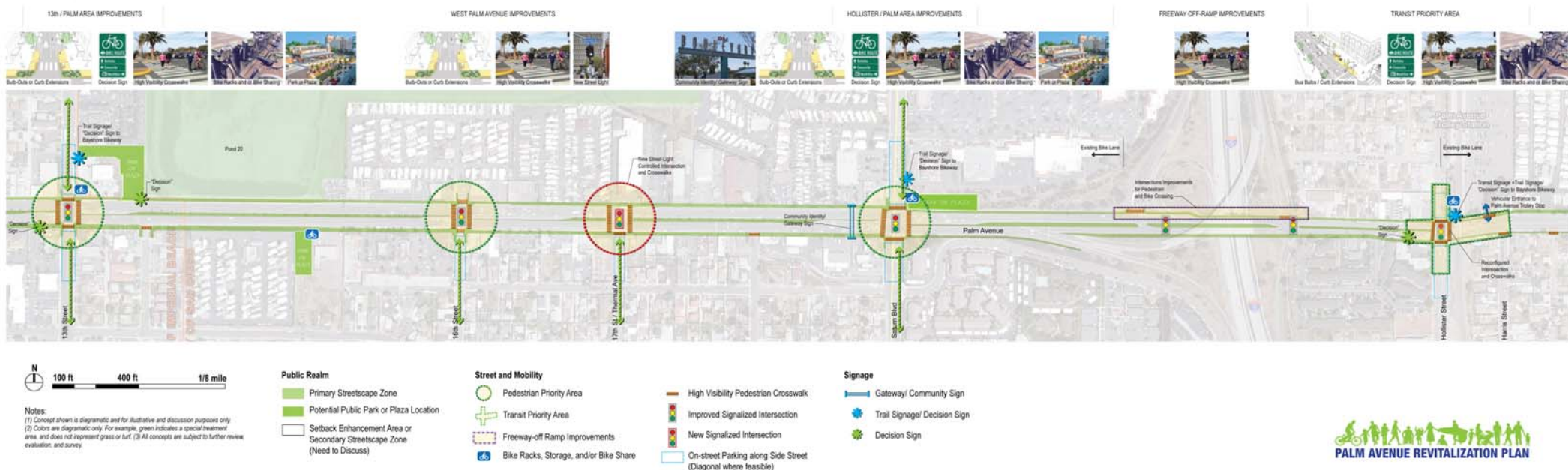
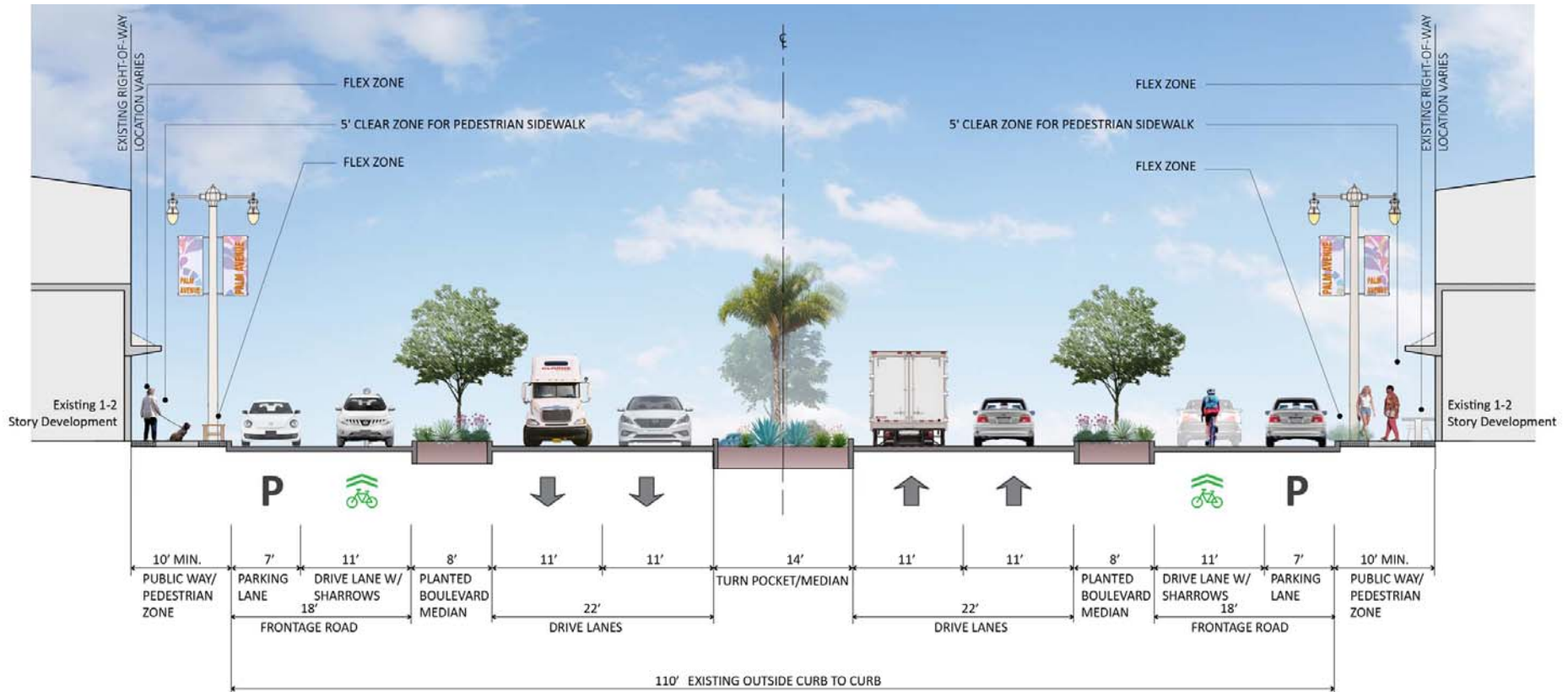


Figure 2: Concept A

Concept A: Frontage Road



PROS

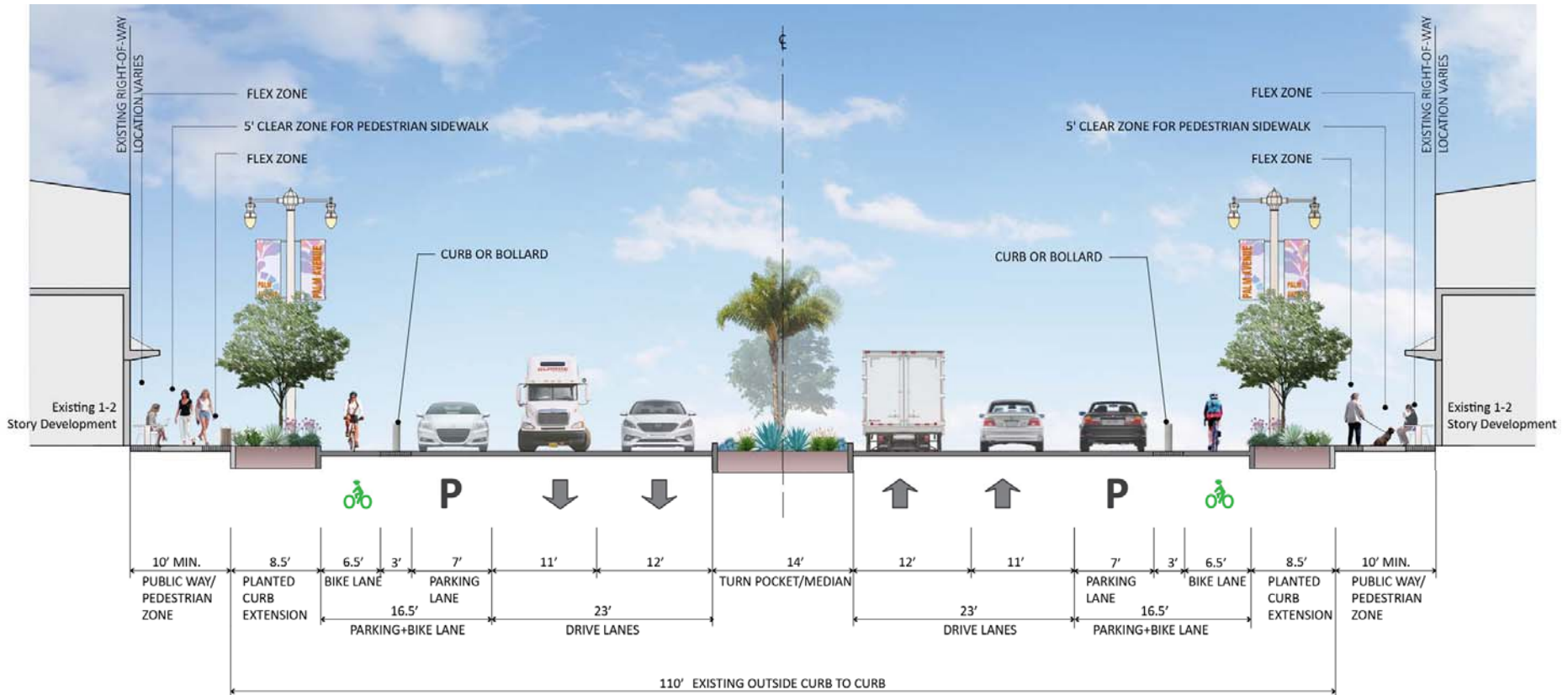
- Keeps existing number of travel lanes
- Improves walkability and access to transit
- Medians reduce crossing distance
- Median landscaping improves street character
- Parking, and slower traffic along frontage road may benefit businesses

CONS

- Pedestrians cross 4 "streets"
- No dedicated bike lane
- Requires maintenance of 3 median landscaping areas
- May reduce roadway capacity
- Bus loading from median is not ideal for pedestrians
- Bus loading along frontage road is not ideal for traffic

Figure 3: Concept B

Concept B: Lane Re-purpose



PROS

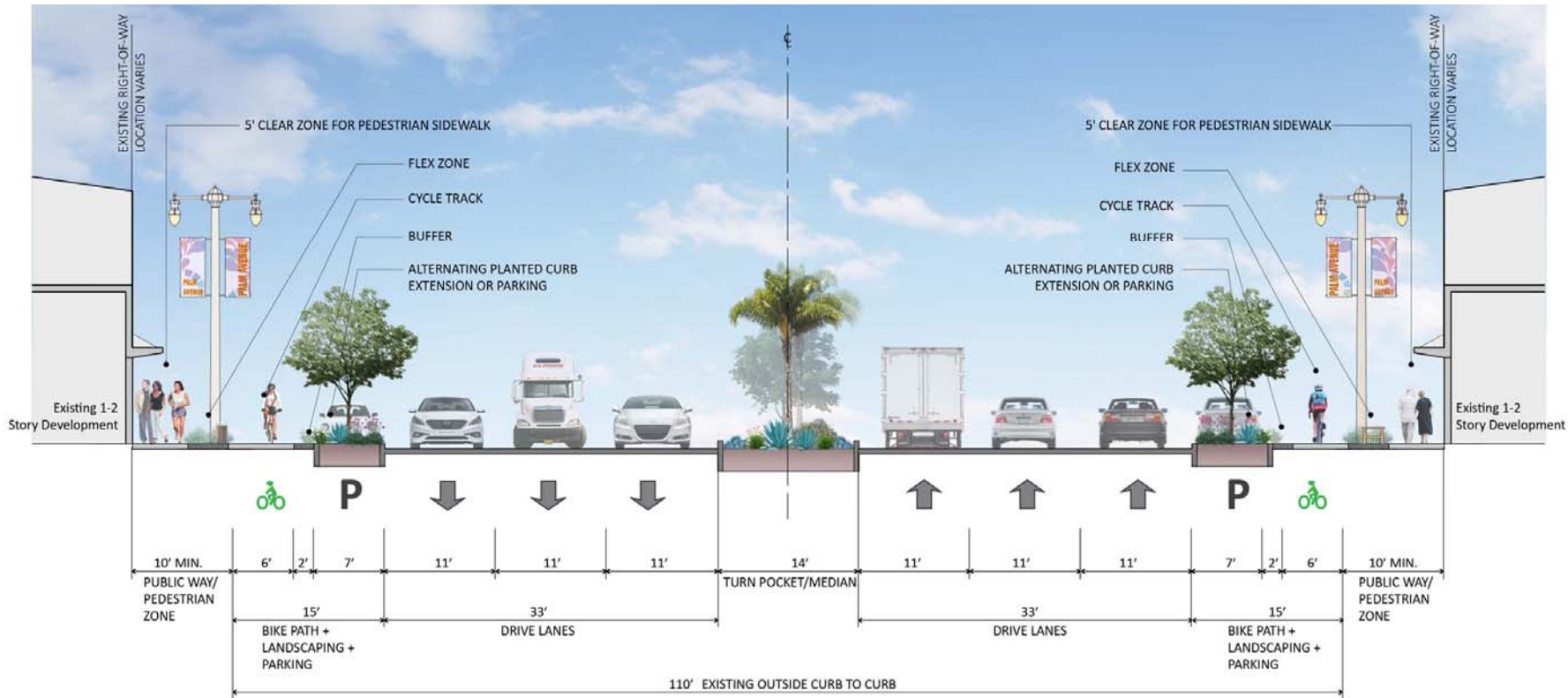
- Improves walkability and access to transit
- Allows some parking
- Protected bike lane is more friendly for all users
- Reduces crossing distance for pedestrians
- Includes expanded pedestrian-realm
- Includes more area for landscaping and street furniture between ped/bike area and traffic

CONS

- Eliminates 1-2 vehicle travel lane(s)
- Limited ability to expand public realm area
- Decreases roadway capacity
- Reduced capacity may affect transit speed
- Does not align with Imperial Beach 6-lane road

Figure 4: Concept C

Concept C: Raised Cycle Track



PROS

- Keeps existing number of travel lanes
- Allows some parking
- Improves walkability and access to transit
- Reduces crossing distance for pedestrians
- Raised off-street cycle track is easier for less experienced cyclists to use
- Includes expanded pedestrian-realm
- Includes more area for landscaping and street furniture between ped/bike area and traffic

CONS

- Some cyclists prefer cycle-track at road level
- Existing frequent curb-cuts will take time to phase out

Summary of Input

Following the informational presentation, small groups were formed to provide feedback on each of the project components described above. Participants were also given a comment card, which included questions prompting input on each of the components. Twelve workshop participants submitted responses to the handout. The questions and responses collected are provided in the following pages. It should be noted that the data collected in these handouts reflect that opinions of the workshop participants, and are not considered a representative sample of the community at large.

1 Provide feedback on suggested operational improvements identified for Palm Avenue.

We have identified many ways to improve Palm Avenue based on feedback we received at our community workshop #1, and our analysis of existing conditions. Operational improvements not at all aspects that can be implemented to make it easier and safer to drive on Palm Ave will improve the mobility for people that bike, walk, take transit, and/or use a vehicle. Improvements can be implemented regardless of what concept is proposed for Palm Avenue.

Proposed operational improvements to include:

- High visibility crosswalks at all crossings
- Learn to position crossing time
- Consider widening crosswalk at Saturn Blvd to help with pedestrian volume
- install ADA curb ramps at all crossings
- Create a continuous, level sidewalk by reconfiguring driveway's consistent with improvements and/or subsequent development.
- Review the intersection of southbound I-5 onto Palm Ave westbound Palm Avenue to assess needs for bicycle and walkways.
- Consider either a pedestrian bridge or a tunnel or a new sign to lead instead of a guideway to further study.
- Traffic signal synchronization and optimization to improve traffic flow

Are there any other operational improvements that we should consider?

2 Rank each of the conceptual design alternatives.

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

Concept A - Frontage Road

	1	2	3	4	5
Feasibility	1	2	3	4	5
Visibility	1	2	3	4	5
Time Access	1	2	3	4	5
Safety	1	2	3	4	5
Technical operability	1	2	3	4	5
Development	1	2	3	4	5
Access to transit/alternate	1	2	3	4	5

Concept B - Lane Re-Purpose

	1	2	3	4	5
Feasibility	1	2	3	4	5
Visibility	1	2	3	4	5
Time Access	1	2	3	4	5
Safety	1	2	3	4	5
Technical operability	1	2	3	4	5
Development	1	2	3	4	5
Access to transit/alternate	1	2	3	4	5

Concept C - Raised Cycle Track

	1	2	3	4	5
Feasibility	1	2	3	4	5
Visibility	1	2	3	4	5
Time Access	1	2	3	4	5
Safety	1	2	3	4	5
Technical operability	1	2	3	4	5
Development	1	2	3	4	5
Access to transit/alternate	1	2	3	4	5

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

4 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: _____

Address: _____

City: _____

Question #1: Provide feedback on suggested operational improvements identified for Palm Avenue. Are there any other operational improvements that we should consider?

“Add islands for slower people. Make all ADA curb ramps at crossing yellow. Higher fence on Palm and plant cactus to stop jaywalkers. Over/underpass at Saturn – east/west. Southbound off-ramp directly into Saturn shopping center. Yellow ramps – gray is not enough contrast. Larger turn queues – traffic backs up into main lines. No frontage road – kills capacity and drive time to I-5. No bikes on Palm, use Elm Street. Add express lane onto Saturn off of I-5.”

“Designate a pedestrian timed crossing at Palm Avenue and Saturn. We would like Palm to be left alone as it is. Work on 2 right-turn lanes from I-5 off-ramp onto Palm onto Saturn to turn into Southland Plaza.”

“Wider lanes! Narrow planters, trees on sidewalks not streets.”

“Reducing plant curb extensions to keep traffic lanes wide.”

“Access to driveways for cars should ensure that drivers have sight distance to ensure that speeds are slow up to entry through driveway to keep bicycle riders and pedestrians safe. Bike traffic lights timed with transit and pedestrian access.”

Question #2: Rank each of the conceptual design alternatives.

Question #2 asked participants to rate each of the conceptual design alternatives based on how they might influence a variety of categories, including walkability, bikeability, transit access, vehicle capacity, placemaking opportunities, on-street parking, and private investments opportunities. The input is presented in the following three tables, indicating the number of votes each category received for each rating, as well as the average rating received for the category. The results presented only reflect the input collected from workshop participants who completed comment cards and is not intended to be statistically significant or represent the opinions of the entire community.

Concept A Results

	Best				Worst	Average
	1	2	3	4	5	
Walkability	1	3	--	1	3	3
Bikeability	--	--	3	3	3	4
Transit Access	--	--	3	1	4	4
Vehicle Capacity	1	--	1	2	5	4
Placemaking Opportunities	1	2	2	2	2	3
On-street Parking	2	3	2	1	1	3
Private Investment Opportunities	--	1	4	1	3	4

Concept B Results

	Best				Worst	Average
	1	2	3	4	5	
Walkability	3	2	4	--	--	2
Bikeability	--	5	2	2	--	3
Transit Access	--	1	1	5	2	4
Vehicle Capacity	--	1	2	2	4	4
Placemaking Opportunities	1	3	2	2	--	3
On-street Parking	2	--	4	1	2	3
Private Investment Opportunities	1	1	4	1	1	3

Concept C Results

	Best				Worst	Average
	1	2	3	4	5	
Walkability	9	1	--	--	--	1
Bikeability	8	2	--	--	--	1
Transit Access	8	1	--	1	--	1
Vehicle Capacity	8	1	1	--	--	1
Placemaking Opportunities	4	4	1	1	--	2
On-street Parking	6	3	1	--	--	2
Private Investment Opportunities	5	2	2	--	--	2

As shown in the tables above, Concept C received the highest average rating for each category. Concept A and Concept B received similar results, with Concept B receiving higher average ratings in the walkability, bikeability, and private investment categories.

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

“Concept C is preferable due to the high traffic coming from the military in Coronado. Minimizing lanes would divert traffic to Coronado Ave (Imperial Beach Blvd) which already has high volumes of traffic and most local schools are on this street.”

“Concept C due to the ability to still have six lanes of traffic.”

“C – traffic flow is maintained.”

“C = less loss of traffic flow.”

“Concept C! And make sure you keep the continuity with IB’s plan – thanks!”

“Concept C”

“C – vehicular ingress and egress”

“Concept C is the best as it addresses community concerns to slow down drivers, ensure pedestrian disabled, bicycle rider, and driver safety. The beautification elements ensure not just placemaking opportunities along with Economic Development opportunities to better improve the area to be a source of pride and joy.”

“Concept C. Way too many cars to reduce lanes. Military adding additional facility in the future (5,000 more cars).”

Question #4: Do you have any other thoughts, suggestions, or ideas about the conceptual design alternatives?

“I do but I will email the City.”

“Larger queue lanes. Palm and Saturn overpass/underpass. Fix lights. Keep bikes out of car lanes.”

“Continental crosswalks are great! Corner bulbs are bad.”

“Keep continuity with Imperial Beach section of improvement.”

“With limited dollars and a state and regional focus to ensure public safety and access to jobs, homes, and community resources, protected bike lanes on Concept C are the best option for all road users and this solution will enable more people to ride and walk safety which will reduce vehicle traffic, vehicle noise, and community stress. This can be a model in the region and a source of pride. The goal should be to not only accommodate existing riders, but accommodate and welcome new riders. This would also increase pedestrian safety. Please add more trolley cars so that more people can ride to trolley.”

- One attendee that identified himself as an avid biker like this alternative the most.
- Discussion regarding the inability for cars to make right turns at Palm/Saturn even on green lights, because of pedestrian volumes and how a leading pedestrian phase could help.
- One attendee thought that grade separation should start further west on Palm Avenue to separate freeway traffic and through traffic before the intersection at Saturn Boulevard.
- One attendee thought there should be dual westbound right turn lanes at Palm/Saturn.
- There was a discussion that some other access points to the shopping center are needed and that the problem has gotten worse since Walmart went in.
- Narrowing lanes to 11' may be difficult due to Navy equipment and trucks (oversized vehicles).
- Support reduction of median instead of reducing traffic lanes.
- Navy complex.
- Concern for increased queuing and long waits.
- Other ways to improve ped/business environment without frontage road.
- Concern with opportunities to reduce traffic.
- In / out access with frontage road.
- Supports improvement of ped environment 13th – 16th.
- Reduce Blvd planters.
- Not supportive about Alt A.
- Ped width good.
- Bus stop pull-ins with pads (into parking lane).
- Careful consideration of merging into/out of frontage road.
- Put landscaping where peds are for shading.
- Alt A may slow down transit service.
- Motion detectors for crosswalks.
- Update signal phasing equipment.
- East to Saturn on 16th, the cross gutters are very deep.
- Undergrounding utilities.
- IB's frontage road 7th to 9th and gap to 13th should be consistent.



- Concern that Caltrans will not maintain facilities.
- Need irrigation if you are going to add plants.
- Need drought tolerant landscaping. Landscaping can be used for sound deadening as well, if the right types of trees/leaf patterns are selected.
- General interest from participants in improving sense of place, adding active uses, places to go, etc. And addressing the needs of the residents.
- Coronado is a pleasure, and there I traffic. But there is a sense of place.
- Some discussion about Fort Collins as an example, state highway through center with planter medians and mid-street parking.
- Some discussion about IB's plan allows for flexibility.
- General interest from participants in seeing renderings, bird's eye or street view, to understand the concepts better.