

**Infrastructure Priorities Survey - Projects Form
for Planning Groups**

Planning Group Name: Uptown Planners: Bankers Hill Neighborhood

| Questions | Project Idea: B-1 | Project Idea: B-2 | Project Idea: B-3 | Project Idea: B-4 | Project Idea: B-5 | Project Idea: B-6 | Project Idea: B-7 | Project Idea: B-8 | Project Idea: B-9 |
|---|---|--|---|--|--|---|--|--|--|
| 1. Please share specific infrastructure project ideas/ suggestions for your community? | Funding for a planning and outreach study for West Mesa Balboa Park to help implement the San Diego's Parks Master Plan for community based improvements to the West Mesa. | Sidewalk repairs and additions along the edge of Maple Canyon. | Multi-generational community and recreation center and picnic grounds for West Mesa Balboa Park. Re-utilize Fire Alarm bldg. and build addition recreation space near future bridge across I-5. | Return Quince and Juniper to 2-way traffic between 6th and Balboa Dr. | Intelligent and linked traffic signals on major streets to avoid congestion. | Screening (translucent) and plantings of the 2 restroom buildings in West Mesa. | Street lighting and safe pedestrian crossing locations for 6th Avenue near Balboa Park. | Uptown/Bankers Hill signage and plaza at Laurel and Columbia Street and on 6th and Juniper to include art, Balboa Park, Uptown, and Juniper Signage for wayfinding | Further detailed study of Electric Street Cars for Bankers Hill and increased prioritization. Includes ongoing coordination with MTS to increased prioritization well before 2050. |
| 2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue." | All of the West Mesa of Balboa Park | 4th from Maple to Thorn next to Maple Canyon | South end of West Mesa Balboa Park in and near the Fire Alarm Building | Juniper Street between 6th Ave. and Balboa Drive as well as Quince between 6th and Balboa Drive | Throughout all major streets in Bankers Hill. | Improve the two West Mesa bathrooms north of Laurel Street. | All parts of the west and east side of 6th Avenue between the I-5 westbound 6th Avenue offramp to Upas Street | Entry into Bankers Hill on Laurel and Columbia Streets on City parcel (NE side) as well as integral to the new 6th Ave. roundabout or at 6th and I-5. | From downtown on 6th Avenue to University to Normal to Washington to Park to Robinson back to 4th. Would be in street tracks with multiple stops. |
| 3. How will this project positively impact the community? | Need to add amenities to West Mesa for Uptown. The existing Master Plan has few new projects. Study needed to determine appropriate community related improvements beyond what is in the 1989 Parks Master Plan | Maple Canyon and the Maple Canyon bridge generates a lot of With improvements in Maple Canyon, safer access is needed. | Two facilities have been identified for Uptown. This location will also serve Downtown. Important for Physical, mental and social well being. Would be multi-generational. | Allows for distribution of traffic better and reduces traffic on 6th, Laurel, and Upas. Street already designed for two-way. Don't need more parking in these locations given the amount of new parking added to Balboa Drive. | Hillcrest and Uptown will have major future growth and traffic congestion. Efficiency could avoid congestion and is reasonable to assign some costs to developments that have added to congestion. | Although surveillance is very important, translucent screens and some plantings can avoid blocking view around the screen and into the restrooms. | This includes more lighting along 6th Ave. walkways on both sides of the street. It also includes the addition of other safe pedestrian crosswalks with hybrid beacons in this area for safety and access. | The Uptown area and its neighborhoods are not known by the visiting public nor the residents of Uptown Laurel Street lot can also serve as a small pocket park. | Major density increases in uptown (especially Hillcrest Core). This will need to be coordinated with MTS / develop strategies to move up from 2050. |
| 4. Project Category | Parks and Play Areas | Public Safety | Parks and Play Areas | Mobility | Mobility | Parks and Play Areas | Public Safety | Regionally Serving Infrastructure | Mobility |

Infrastructure Priorities Survey - Projects Form for Planning Groups

Planning Group Name: Uptown Planners: Hillcrest Neighborhood

| Questions | Project Idea: H-1 | Project Idea: H-2 | Project Idea: H-3 | Project Idea: H-4 | Project Idea: H-5 | Project Idea: H-6 | Project Idea: H-7 | Project Idea: H-8 |
|---|--|--|--|--|--|--|---|--|
| 1. Please share specific infrastructure project ideas/ suggestions for your community? | Normal St. Joint Use Facility: Community/Recreation Center along Normal St. somewhere. | Any of the potential parks / pocket parks / plazas that are listed in the Hillcrest Focus Study. | Enhancements to Normal St. Promenade or DMV for cultural, art & other community elements. | Intelligent and linked traffic signals on major streets to avoid congestion. | Permanent improvements to the left-over triangular area on the SW side of University Ave. near SR-163. | Parking study for all streets not already studied for angled parking or non-utilized curb-cut conversions. | Further analysis of Electric Street Cars for Hillcrest. | 6th Avenue traffic calming and pedestrian improvements |
| 2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue." | Could use the 4100 block at the church site if ever available (adaptive reuse) or DMV site or in University Heights. | As identified in the Final adopted Hillcrest Focus Plan and Uptown Community Plan Amendment | Anywhere from University Avenue to Washington Street in the Normal Street Right of Way. | Throughout all major streets in Hillcrest. | Southwest corner of the bridge at University Ave. near SR-163. | All major streets or areas with chronic parking problems | From downtown on 6th Avenue to University to Normal to Washington to Park to Robinson back to 4th. Would be in street tracks with multiple stops. | On 6th. Avenue between Upas and Pennsylvania. |
| 3. How will this project positively impact the community? | The Uptown area is void of any park facilities. The future Normal Street Promenade will count but could handle more park facilities. | Hillcrest is void of parks and Uptown has a major deficiency (Normal St. Promenade will be the first). | Assure that these two projects keep cultural and art aspects in mind or are added in the future by adjacent development, philanthropy or city funds. | Hillcrest and Uptown will have major future growth and traffic congestion. Efficiency could avoid congestion and is reasonable to assign some costs to developments that have added to congestion. | Current efforts have not worked, need city or sponsorship to manage maintenance. | On-street parking is needed even more now with many projects having low parking. | Major density increases in uptown (especially Hillcrest Core). This will need to be coordinated with MTS / develop strategies to move up from 2050. | Street speed is too great and very limited safe pedestrian crossings exist along this segment. |
| 4. Project Category | Parks and Play Areas | Parks and Play Areas | Other | Mobility | Parks and Play Areas | Other | Regionally Serving Infrastructure | Mobility |

**Infrastructure Priorities Survey - Projects Form
for Planning Groups**

Planning Group Name: Uptown Planners: Mission Hills Neighborhood

| Questions | Project Idea: M-1 | Project Idea: M-2 | Project Idea: M-3 | Project Idea: M-4 | Project Idea: M-5 | Project Idea: M-6 | Project Idea: M-7 |
|---|---|---|--|---|--|--|--|
| 1. Please share specific infrastructure project ideas/ suggestions for your community? | Feasibility study for a Reynard Way park that would require undeveloped private property be purchased or dedicated smaller park with development. | Upgraded bus stop with Kate Sessions interpretive panels | Develop trail-head, interpretive signs and improved trail from | Study a one-way couplet (Ft. Stockton and West Lewis) to improve parking and traffic flow. | Mission Hills oval roundabout, or two roundabout, or three way stop sign. | Traffic calming on Fort Stockton | Relocate East End Entry Monument at Albatross (current location is in Hillcrest) or add an over the road Mission Hills monument. |
| 2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue." | 3532 Reynard Way | West Lewis and Randolph | Allen Rd. to Mission Valley | Ft. Stockton from Goldfinch to West Lewis Intersection and on West Lewis from Goldfinch to Ft. Stockton intersection. | Fort Stockton and Sunset and West Lewis | Fort Stockton from West Lewis to Witherby. | Either move monument towards Dove Street or add an over the road Mission Hills monument at Goldfinch. |
| 3. How will this project positively impact the community? | To address major shortages in South Mission Hills. This could be made into a community park with fields, or could be a smaller neighborhood park. | Could relay local streetcar history as well as a highlighting Kate Sessions | Mission Hills is short on parks and there are too few walking connections to Mission Valley. | Could distribute traffic better, allow angled parking, could support a bike lane on Fort Stockton and have higher visibility of businesses. | Blind corner, collisions here with 1-2 ped. deaths, may lose some residential parking. | To improve slower speeds and safer pedestrian crossing, consider stops signs, ped. crosswalks, RRFB crossing flashers, speed radar & speed tables. | Albatross sign can stay, but add arch at Goldfinch as a "you have arrived" to both north & south MH. |
| 4. Project Category | Parks and Play Areas | Other | Parks and Play Areas | Mobility | Public Safety | Public Safety | Other |

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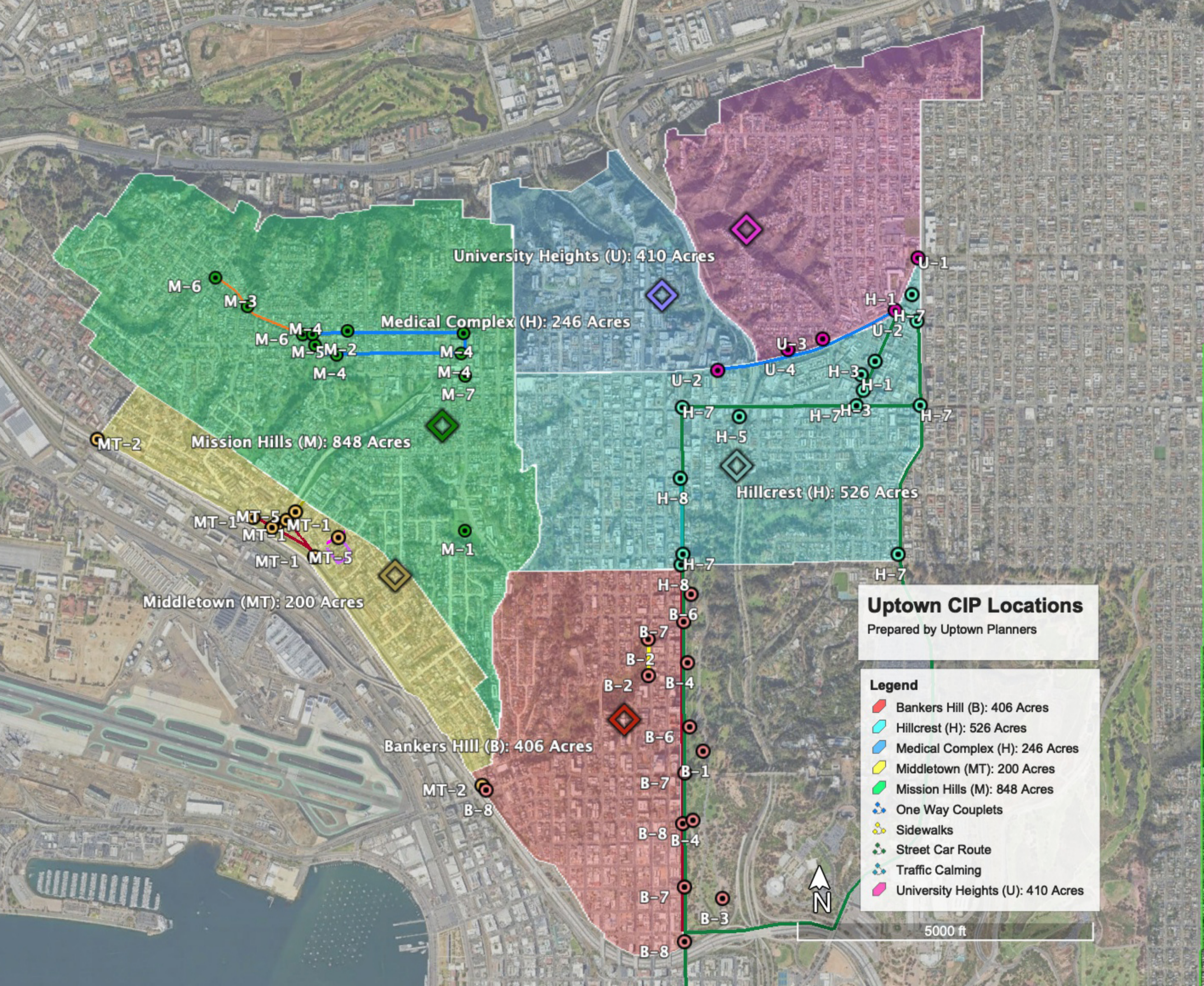
Planning Group Name: Uptown Planners: University Heights Neighborhood

| Questions | Project Idea: U-1 | Project Idea: U-2 | Project Idea: U-3 | Project Idea: U-4 | Project Idea: U-5 |
|---|---|--|---|---|--|
| 1. Please share specific infrastructure project ideas/ suggestions for your community? | Safety Improvements at | Active Transportation projects (requires off-ramp reconfigurations) on Washington or a bike/ped bridge over eastbound SR-163 off ramp. | Mystic Park study with public outreach & concepts. May require reconfiguration of SR-163 off / on ramps and/or small bridges over ramps. Would include park trails, overlooks and signage. Addresses active transportation, public safety and park development. | Pedestrian access to Mystic Park with trails, interpretive signs, plaza and native restoration. | Any of the potential parks / pocket parks / plazas that are listed in the Hillcrest Focus Study. |
| 2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue." | Washington to Park Blvd from Normal St. to El Cajon Blvd intersections | Washington from Campus Way/Polk to 8th. | From Lincoln to SR-163 off ramp. Also, study multi-use path down into Mission Valley from the new park.. | Probably would occur at east end from ramp up to the Vermont Street Bridge with access from the bridge. | As identified in the Final adopted Hillcrest Focus Plan and Uptown Community Plan Amendment |
| 3. How will this project positively impact the community? | This intersection has long delays and safety concerns as well as confusion. Could be major roundabout at Park, Normal and El Cajon. | Intersections all need 4 pedestrian leg crosswalks, median refuges, and bike lanes for increased safety, traffic calming and active transportation (bike & ped.) | New on-ramp should be west of Vermont Street Bridge thereby allowing current west bound ramp to be partially reclaimed for a park. Will require grading, or Vermont St. bridge center stairs. | These would be the first implementation elements. They address park access and park facility shortages. This can also improve homeless issues and fire management and maintenance better. | Addresses major park shortages for Uptown. |
| 4. Project Category | Public Safety | Mobility | Parks and Play Areas | Parks and Play Areas | Parks and Play Areas |

**Infrastructure Priorities Survey - Projects Form
for Planning Groups**

Planning Group Name: Uptown Planners: Middletown Neighborhood

| Questions | Project Idea: MT-1 | Project Idea: MT-2 | Project Idea: MT-3 | Project Idea: MT-4 | Project Idea: MT-5-5 |
|--|--|---|---|---|---|
| 1. Please share specific infrastructure project ideas/ suggestions for your community? | Pedestrian safety improvements at the major streets of Five Points area. | Consider Uptown/Middletown location signage along San Diego Avenue. | Sustainability and safety Improvements within other Middletown streets. | Parking study for all streets not already studied for angled parking or non-utilized curb-cut conversions | Look at pedestrian safety/walkways for streets heading uphill. |
| 2. Where is your suggested project located? Please provide an exact address or be as specific as possible (e.g., "Along the westside of Boundary Street between Thorn Street and Myrtle Avenue.") | Improvements on Washington/San Diego Ave./ India/Winder/Andrews Streets. | On on San Diego Avenue at Middletown boundary southbound and one northbound on Columbia Street associated with the entry monument at Laurel and Columbia on the Bankers Hill list. | All other Middletown Streets with traffic above 25mph and with a volume above 2,000 average daily traffic per day. | All Middletown streets that are around commercial development with parking studies. | On Andrews, Columbia and Chalmers Streets |
| 3. How will this project positively impact the community? | Add no right turn on red light controlled by pedestrian signals and reduce high speed rights turns & radiuses specifically at Washington and San Diego Avenue for improved pedestrian and bike safety. | The Uptown area and its neighborhoods are not known by the visiting public nor the residents of Uptown. Uptown would be the first line and Middletown would be the second smaller line on any entry monument. | Primarily to address safety issues for pedestrians but would also include storm-water run-off and parkways planted for urban canopy improvements. | Increase parking along San Diego Ave. on one-side of Washington and consider traffic calming with lane diet to help create parking. | Walking routes into the hillside neighborhood are missing. Consider at least shoulder markings for walking. |
| 4. Project Category | Public Safety | Other | Public Safety | Other | Public Safety |



University Heights (U): 410 Acres

Medical Complex (H): 246 Acres

Mission Hills (M): 848 Acres

Hillcrest (H): 526 Acres

Middletown (MT): 200 Acres

Bankers Hill (B): 406 Acres

Uptown CIP Locations
Prepared by Uptown Planners

- Legend**
- ◆ Bankers Hill (B): 406 Acres
 - ◆ Hillcrest (H): 526 Acres
 - ◆ Medical Complex (H): 246 Acres
 - ◆ Middletown (MT): 200 Acres
 - ◆ Mission Hills (M): 848 Acres
 - ↔ One Way Couplets
 - ◆ Sidewalks
 - ◆ Street Car Route
 - ◆ Traffic Calming
 - ◆ University Heights (U): 410 Acres

5000 ft



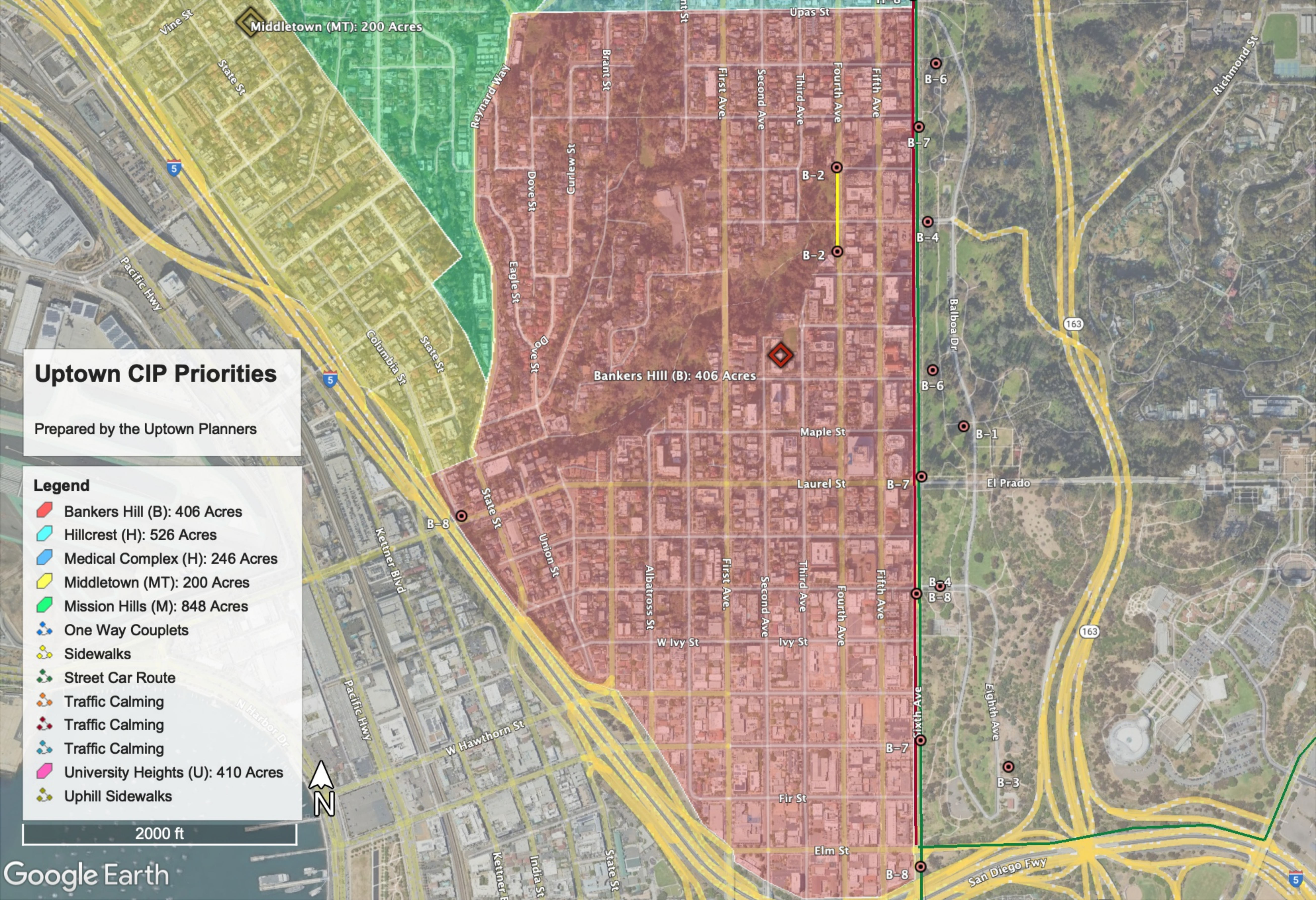
Uptown CIP Priorities

Prepared by the Uptown Planners

Legend

- Bankers Hill (B): 406 Acres
- Hillcrest (H): 526 Acres
- Medical Complex (H): 246 Acres
- Middletown (MT): 200 Acres
- Mission Hills (M): 848 Acres
- One Way Couplets
- Sidewalks
- Street Car Route
- Traffic Calming
- Traffic Calming
- Traffic Calming
- University Heights (U): 410 Acres
- Uphill Sidewalks

2000 ft



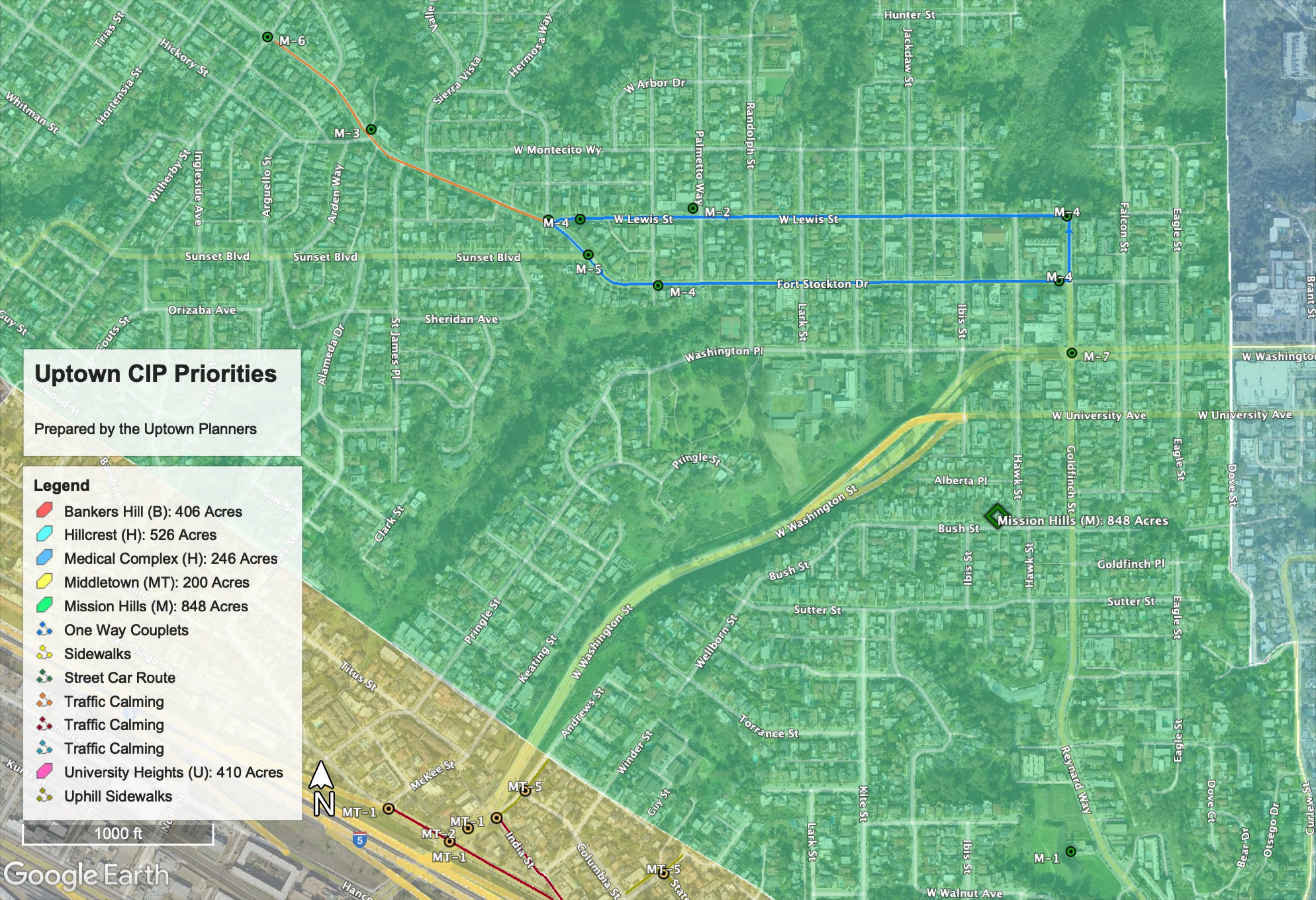
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- Uphill Sidewalks

1000 ft



Uptown CIP Priorities

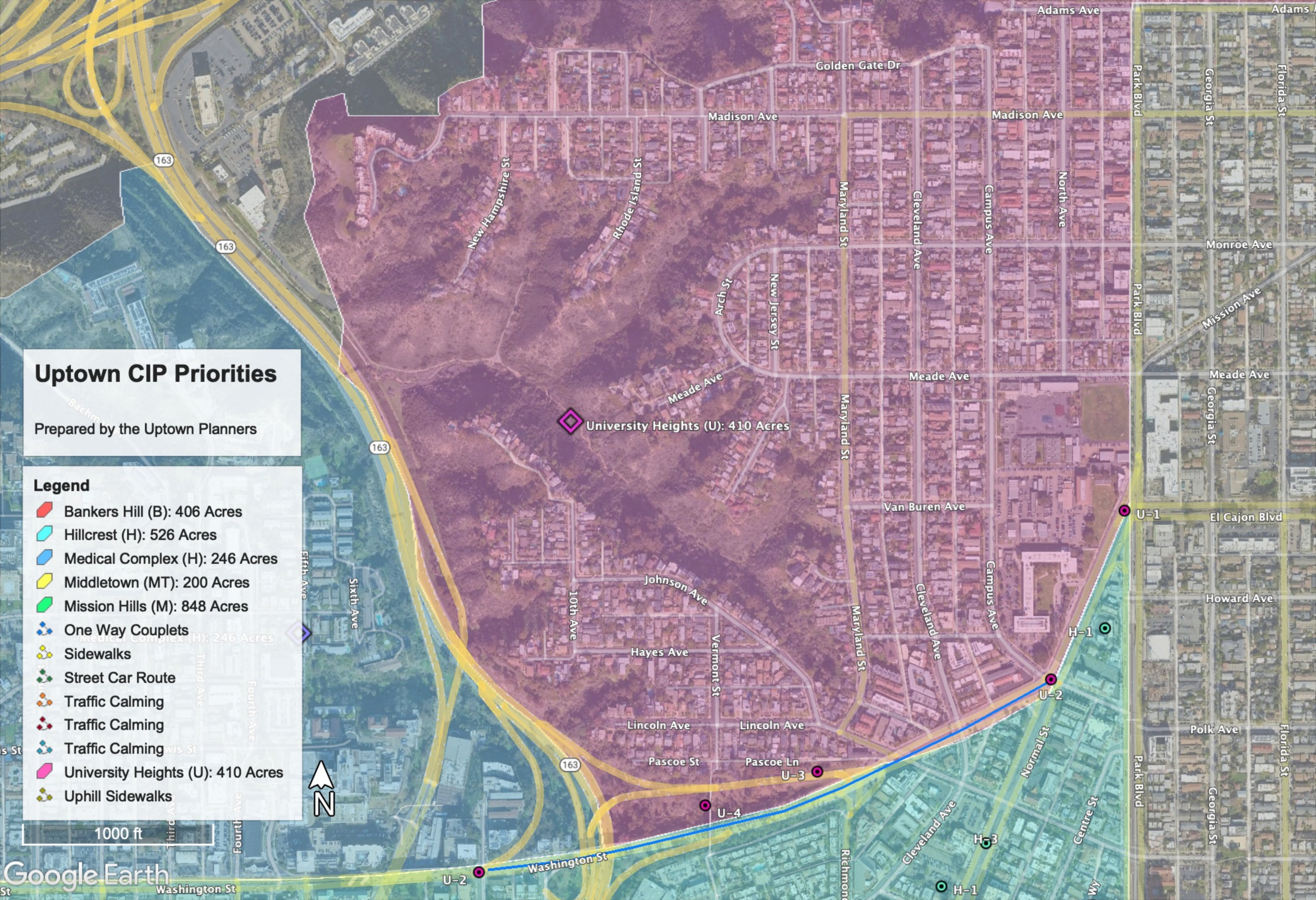
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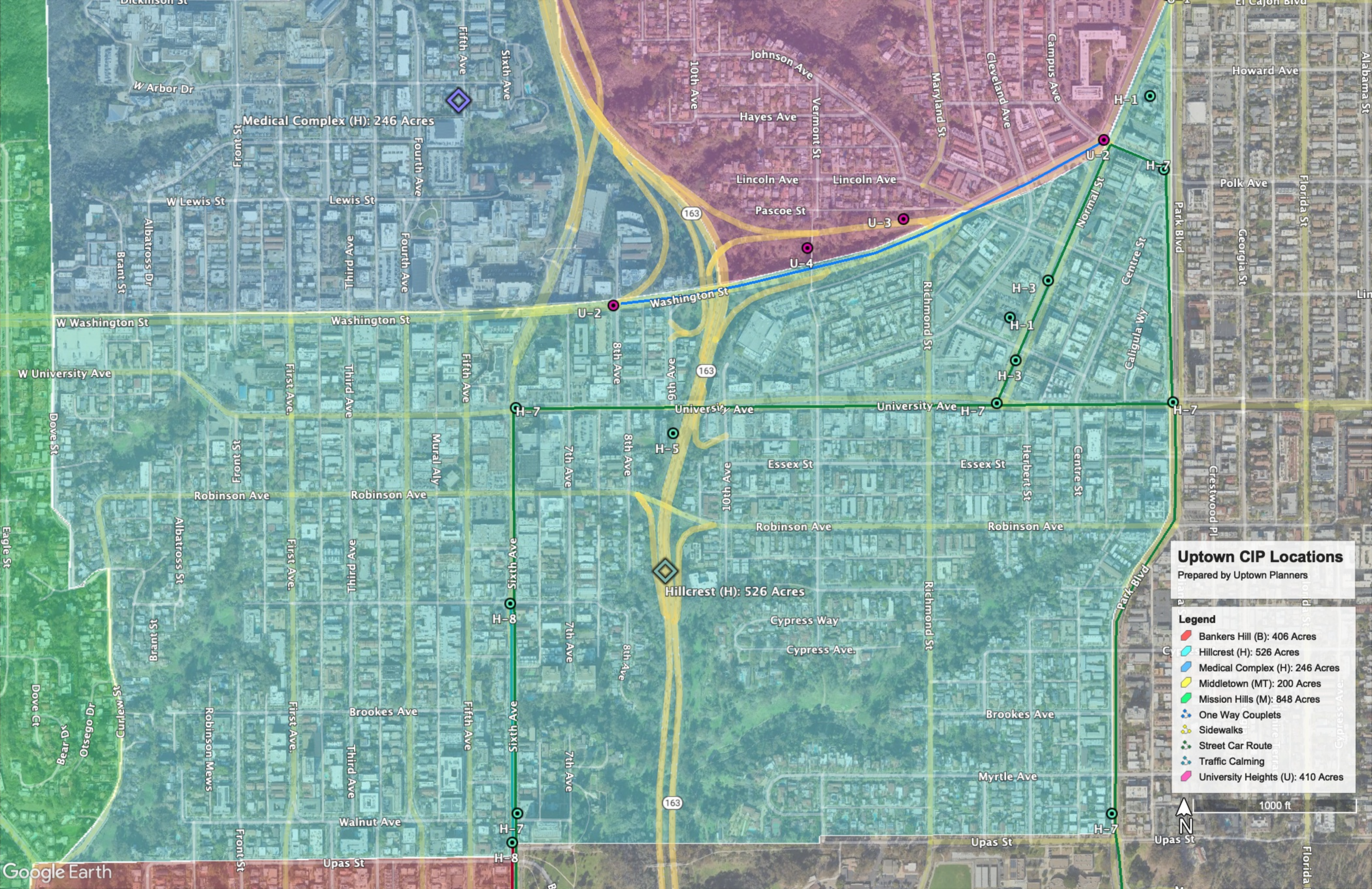
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1000 ft

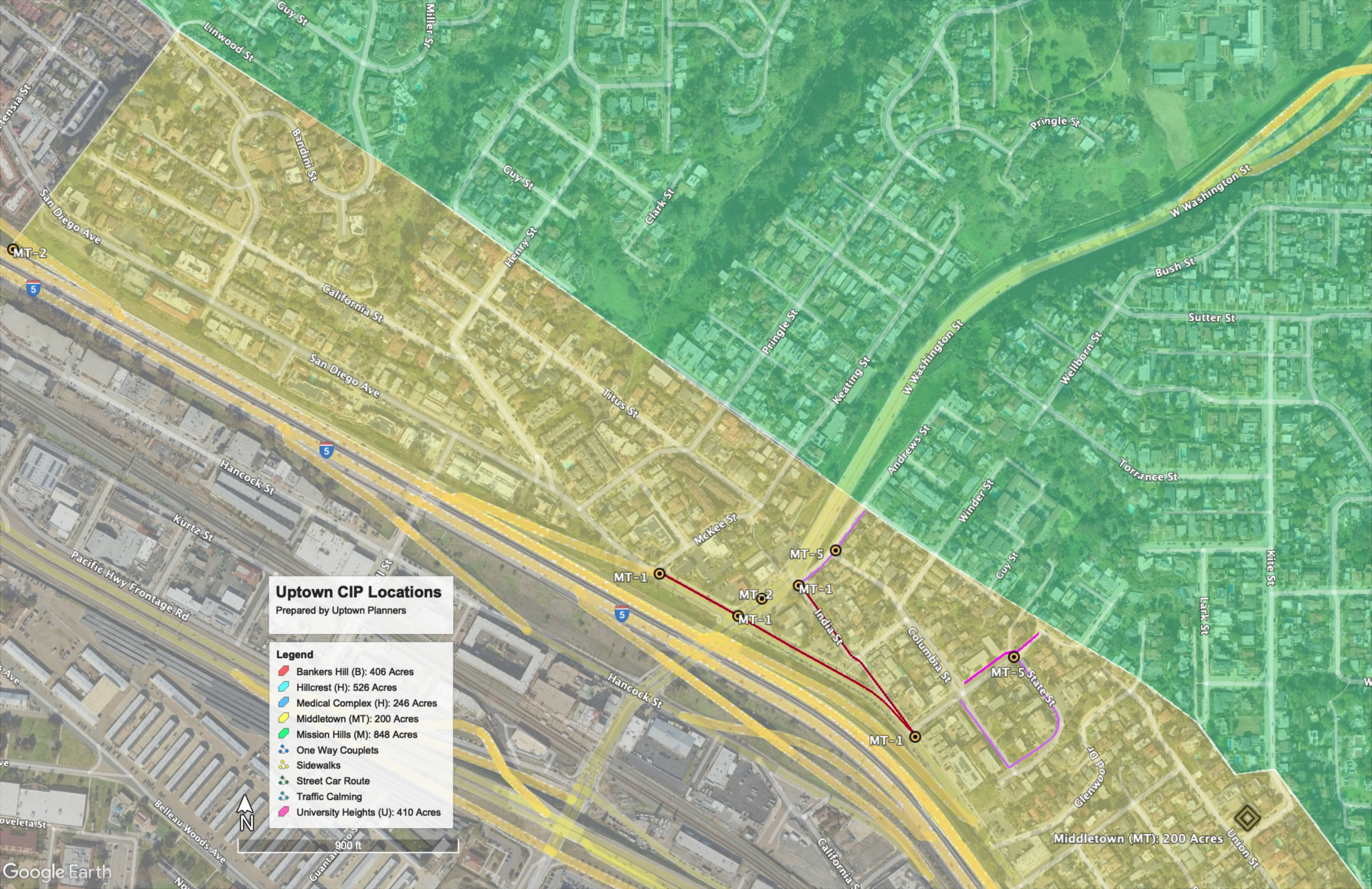




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Uptown CIP Locations

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 - University Heights (U): 410 Acres



900 ft

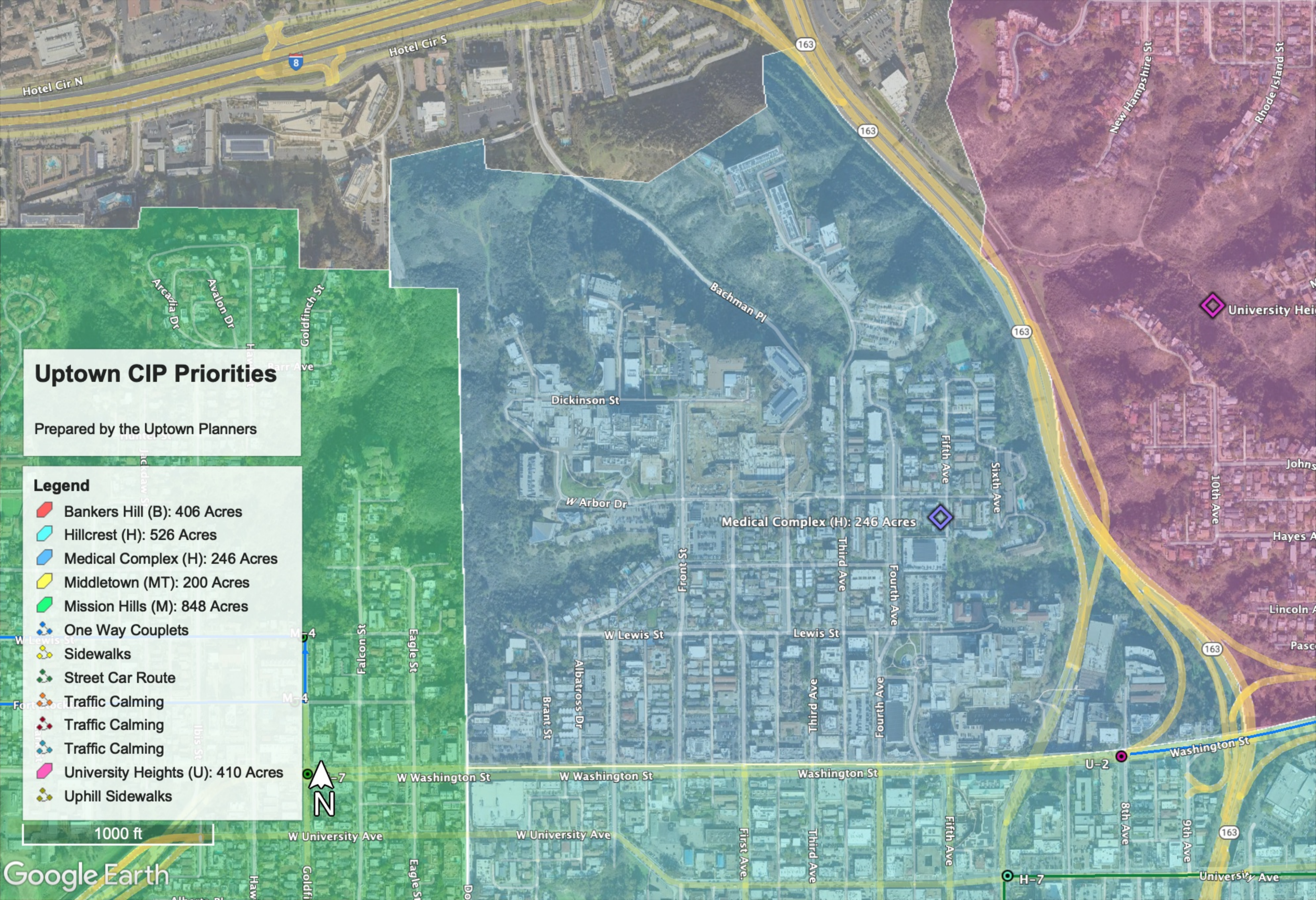
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- Traffic Calming
- Traffic Calming
- Uphill Sidewalks

1000 ft



UPTOWN PLANNERS PUBLIC FACILITIES COMMITTEE : CIP PRIORITIZATION AND PROJECT IDENTIFICATION

Date: 6-Aug-24

Meeting Location: Oliver & Rose 1620 1/2 West Lewis St.

Meeting Notes: These notes constitute the meeting minutes as well as comments added to the tables on these three pages. In addition, committee and public members added 4 additional projects for Mission Hills, (1 for University Heights, 1 for Hillcrest, 1 for Middletown and 0 for Bankers Hill. The rest of the projects were identified by members of the committee prior to the meeting in addition to reviewing previous CIP priorities that have not been started.

The meeting started at 6:05 and was attended by five Public Facilities Committee members including: Tami Ratliffe (Mission Hills), Mike Singleton (Bankers Hill), Matt Driver (University Heights), Martin Alonzo (Hillcrest) and Laura Kuffner (Hillcrest). A quorum was obtained with 5 out of 6 members of the committee in attendance. James Walsh (Bankers Hill and Chair of the Uptown Planners) also attended for the first hour. There were 8 members of the general public; 7 from Mission Hills (Erin Persky, Blake Persky, Scott Sandel, Madeline Powell, Franklin Powell, Sharon Gehl, and Harry Bruner) and 1 from Hillcrest (Isac Israel). The public was asked for input on each of the projects, then the 4 committee members added a ranking for prioritization. Martin Alonzo, had already provided his rankings earlier in the day. The point system was used to add up prioritization points, with the largest number being considered the top priority. The meeting ended at 7:28.

The results of the Public Facilities Committee were then presented to the Uptown Planners board on August 6. Each neighborhood was discussed, additions were asked for from the public and from the board and then the board voted on each neighborhood, with full unanimous votes for each neighborhood. Additions were not ranked and are identified with no scores.

| BANKERS HILL/PARK WEST Project # | Initial CIP Project Description | Parks | Vehicular Transportation | Active Transportation | Parking or Streetscaping/Transit | Traffic Calming / Safety | Community Improvements | Long-term (3-5 years) | Mid-term (2-3 years) | Near-term (1-2 years) | High Priority (3 points assigned) | Med. Priority (2 points assigned) | Low Priority (1 Point assigned) | No Priority (no points assigned) | Tami Ratliffe | Mike Singleton | Matt Driver | Martin Alonzo | Laura Kuffner | TOTAL |
|-------------------------------------|--|-------|--------------------------|-----------------------|----------------------------------|--------------------------|------------------------|-----------------------|----------------------|-----------------------|-----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------|----------------|-------------|---------------|---------------|-------|
| | | | | | | | | | | | | | | | | | | | | |
| B-1 | Funding for a planning and outreach study for West Mesa Balboa Park to help implement the San Diego's Parks Master Plan for community based improvements to the West Mesa. <i>Comments: Need to add amenities to West Mesa for Uptown. The existing Master Plan has few new projects.</i> | X | | | | X | | | X | | 3 | 2 | 1 | 0 | 3 | 3 | 2 | | 3 | 11 |
| B-2 | Sidewalk repairs / additions on 4th from Maple to Thorn next to Maple Canyon. <i>Comments: Walkways either missing or need repair. With improvements in Maple Canyon, safer access is needed.</i> | | X | X | | | | X | | | 3 | 2 | 1 | 0 | 2 | 2 | 3 | | 3 | 10 |
| B-3 | Multi-generational community and recreation center and picnic grounds for West Mesa Balboa Park. <i>Comments: Re-utilize Fire Alarm bldg. and build addition recreation space near future bridge across I-5.</i> | X | | | | | X | | | | 3 | 2 | 1 | 0 | 2 | 2 | 2 | | 3 | 9 |
| B-4 | Return Quince and Juniper to 2-way traffic between 6th and Balboa Dr. <i>Comments: Allows for distribution of traffic better and reduces traffic on 6th, Laurel and Upas.</i> | X | X | X | X | X | | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 2 | | 1 | 9 |
| B-5 | Intelligent and linked traffic signals on major streets to avoid congestion. <i>Comments: Future growth and traffic congestion should be mitigated / paid for by development projects.</i> | | X | | X | | X | | | | 3 | 2 | 1 | 0 | 2 | 2 | 3 | | 2 | 9 |
| B-6 | Screening (translucent) and plantings of the 2 restroom buildings in West Mesa. <i>Comments: Current condition allows viewing into bathrooms, need to consider public safety with screen.</i> | X | | | | X | | X | | | 3 | 2 | 1 | 0 | 2 | 2 | 2 | | 2 | 8 |
| B-7 | Street lighting and safe pedestrian crossing locations for 6th Avenue near Balboa Park. <i>Comments: This includes more lighting along 6th Ave. walk and interior walks of West Mesa.</i> | X | X | X | | | X | | | | 3 | 2 | 1 | 0 | 2 | 1 | 3 | | 2 | 8 |
| B-8 | Uptown/Bankers Hill signage and plaza at Laurel and Columbia Street and on 6th and Juniper. <i>Comments: Placed on City Property and/or in the 6th Ave. Roundabout.</i> | X | | | | X | | X | | | 3 | 2 | 1 | 0 | 2 | 1 | 3 | | 2 | 8 |
| B-9 | Further detailed study of Electric Street Cars for Bankers Hill and increased prioritization. <i>Comments: This will need to be coordinated with MTS / develop strategies to move up from 2050.</i> | | X | | | | X | | | | 3 | 2 | 1 | 0 | 1 | 1 | 3 | | 2 | 7 |

UPTOWN PLANNERS PUBLIC FACILITIES COMMITTEE : CIP PRIORITIZATION AND PROJECT IDENTIFICATION

6-Aug-24

| Project # | Initial CIP Project Description | Parks | | | | | | | Vehicular Transportation | | | | Active Transportation/Transit | | | | Traffic Calming / Safety | | | | Community Improvements | | | | Long-term (3-5 years) | | | | Mid-term (2-3 years) | | | | Near-term (1-2 years) | | | | High Priority (3 points assigned) | | | | Med. Priority (2 points assigned) | | | | Low Priority (1 Point assigned) | | | | No Priority (no points assigned) | | | | TOTAL | | | |
|------------|---|-------|--------------------------|-------------------------------|--------------------------|------------------------|-----------------------|----------------------|--------------------------|-----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------|----------------|-------------|--------------------------|-------------------|-------|--|------------------------|--|--|--|-----------------------|--|--|--|----------------------|--|--|--|-----------------------|--|--|--|-----------------------------------|--|--|--|-----------------------------------|--|--|--|---------------------------------|--|--|--|----------------------------------|--|--|--|-------|--|--|--|
| | | Parks | Vehicular Transportation | Active Transportation/Transit | Traffic Calming / Safety | Community Improvements | Long-term (3-5 years) | Mid-term (2-3 years) | Near-term (1-2 years) | High Priority (3 points assigned) | Med. Priority (2 points assigned) | Low Priority (1 Point assigned) | No Priority (no points assigned) | Tami Ratliffe | Mike Singleton | Matt Driver | Martin Alonzo | Laura Kuffner | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-1 | Normal St. Joint Use Facility: Community/Recreation Center along Normal St. somewhere. | X | | | X | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 3 | 1 | 3 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Could use the 4100 block on the church site if available (adaptive reuse) or other location.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-2 | Any of the potential parks / pocket parks / plazas that are listed in the Hillcrest Focus Study. | X | | | | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 3 | 0 | 3 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Hillcrest is void of parks and Uptown has a major deficiency (Normal St. Promenade will be the first).</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-3 | Enhancements to Normal St. Promenade or DMV for cultural, art & other community elements. | X | | | X | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 3 | 1 | 3 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Assure that these two projects keep cultural and art aspects in mind or are added in the future.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-4 | Intelligent and linked traffic signals on major streets to avoid congestion. | | X | | X | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 3 | 1 | 2 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Future growth and traffic congestion should be mitigated / paid for by development projects.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-5 | Permanent improvements to the left-over triangular area on the SW side of University Ave. near SR-163. | X | | | X | X | | | 3 | 2 | 1 | 0 | 2 | 2 | 2 | 0 | 3 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Current efforts have not worked, need city or sponsorship to manage maintenance.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-6 | Parking study for all streets not already studied for angled parking or non-utilized curb-cut conversions. | | | | X | | | X | 3 | 2 | 1 | 0 | 3 | 2 | 1 | 2 | 1 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>On-street parking is needed even more now with many projects having low parking.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-7 | Further analysis of Electric Street Cars for Hillcrest. | | X | | | | | X | 3 | 2 | 1 | 0 | 2 | 1 | 3 | 2 | 1 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>This will need to be coordinated with MTS / develop strategies to move up from 2050.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H-8 | 6th Avenue traffic calming and pedestrian improvements between Upas and Pennsylvania. | | X | X | | X | | | | | | | | | | | | Added, not rated. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Street speed is too great and very limited safe pedestrian crossings along this segment.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Project # | Initial CIP Project Description | Parks | | | | | | | Vehicular Transportation | | | | Active Transportation/Transit | | | | Traffic Calming / Safety | | | | Community Improvements | | | | Long-term (3-5 years) | | | | Mid-term (2-3 years) | | | | Near-term (1-2 years) | | | | High Priority (3 points assigned) | | | | Med. Priority (2 points assigned) | | | | Low Priority (1 Point assigned) | | | | No Priority (no points assigned) | | | | TOTAL | | | |
|-------------|---|-------|--------------------------|-------------------------------|--------------------------|------------------------|-----------------------|----------------------|--------------------------|-----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------|----------------|-------------|--------------------------|-------------------|-------|--|------------------------|--|--|--|-----------------------|--|--|--|----------------------|--|--|--|-----------------------|--|--|--|-----------------------------------|--|--|--|-----------------------------------|--|--|--|---------------------------------|--|--|--|----------------------------------|--|--|--|-------|--|--|--|
| | | Parks | Vehicular Transportation | Active Transportation/Transit | Traffic Calming / Safety | Community Improvements | Long-term (3-5 years) | Mid-term (2-3 years) | Near-term (1-2 years) | High Priority (3 points assigned) | Med. Priority (2 points assigned) | Low Priority (1 Point assigned) | No Priority (no points assigned) | Tami Ratliffe | Mike Singleton | Matt Driver | Martin Alonzo | Laura Kuffner | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT-1 | Pedestrian safety improvements at Washington/San Diego Ave./ India/Winder/Andrews Streets. | | X | X | | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 3 | 1 | 3 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Add no right turn on red light controlled by pedestrian signals and reduce high speed rights turns & radiuses.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT-2 | Consider Uptown/Middletown location signage along San Diego Avenue. | | | | X | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 2 | 1 | 3 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Uptown would be the first line and Middletown would be the second smaller line.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT-3 | Sustainability and safety Improvements within other Middletown streets. | | | X | X | X | | | 3 | 2 | 1 | 0 | 2 | 2 | 2 | 1 | 2 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>To include storm-water run-off and parkways planted for urban canopy improvements.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT-4 | Parking study for all streets not already studied for angled parking or non-utilized curb-cut conversions | | X | | | | | X | 3 | 2 | 1 | 0 | 2 | 2 | 2 | 1 | 1 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Increase parking along San Diego Ave. on one-side of Washington and consider traffic calming with lane diet to</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MT-5 | Look at pedestrian safety/walkways for streets heading uphill. | | X | X | | X | | | 3 | 2 | 1 | 0 | | | | | | Added, not rated. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Comments: | <i>Walking routes into the hillside neighborhood are missing. Consider at least shoulder markings for walking.</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

UPTOWN PLANNERS PUBLIC FACILITIES COMMITTEE : CIP PRIORITIZATION AND PROJECT IDENTIFICATION

6-Aug-24

| MISSION HILLS Project # | Initial CIP Project Description | Parks | Vehicular Transportation | Active Transportation | Parking or Streetcapes | Traffic Calming / Transit | Community Improvements | Long-term (3-5 years) | Mid-term (2-3 years) | Near-term (1-2 years) | High Priority (3 points assigned) | Med. Priority (2 points assigned) | Low Priority (1 Point assigned) | No Priority (no points assigned) | Tami Ratliffe | Mike Singleton | Matt Driver | Martin Alonzo | Laura Kuffner | TOTAL |
|----------------------------|---|-------|--|-----------------------|------------------------|---------------------------|------------------------|-----------------------|----------------------|-----------------------|-----------------------------------|-----------------------------------|---------------------------------|----------------------------------|---------------|----------------|-------------|---------------|---------------|-------|
| | | M-1 | Feasibility study for a Reynard Way park that would require undeveloped private property be purchased at 3532 Reynard Way or dedicated smaller park with development. <i>Comments: Could be a community park for Uptown with fields, or could be a smaller neighborhood park.</i> | X | | | | | | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 3 | 1 |
| M-2 | Upgraded bus stop with Kate Sessions interpretive panels (at West Lewis and Randolph). <i>Comments: Could relay local streetcar history as well as a highlighting Kate Sessions.</i> | | | X | | X | | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 2 | 3 | 1 | 12 |
| M-3 | Develop trail-head, interpretive signs and improved trail from Allen Rd. to Mission Valley. <i>Comments: Mission Hills is short on parks and there are too few walking connections to Mission Valley.</i> | X | X | | | X | | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 3 | 2 | 1 | 11 |
| M-4 | Study a one-way couplet (Ft. Stockton and West Lewis) to improve parking and traffic flow. <i>Comments: Could distribute traffic better, allow angled parking and have higher visibility of businesses.</i> | | X | X | X | X | | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 1 | 2 | 3 | 11 |
| M-5 | Mission Hills roundabout (Fort Stockton and Sunset and West Lewis) or three way stop sign. <i>Comments: Blind corner, collisions here with 1-2 ped. deaths, may lose parking; change to 3-way stop sign.</i> | | X | X | | X | X | | | | 3 | 2 | 1 | 0 | 1 | 1 | 2 | 2 | 3 | 9 |
| M-6 | Traffic calming on Fort Stockton from West Lewis to Witherby. <i>Comments: Consider stops signs, ped. crosswalks, RRFB crossing flashers, speed radar & speed tables.</i> | | X | | | X | | X | | | 3 | 2 | 1 | 0 | 2 | 1 | 0 | 2 | 3 | 8 |
| M-7 | Relocate East End Entry Monument at Albatross (current location is in Hillcrest) or add an over the road Mission Hills monument. <i>Comments: Albatross sign can stay, add arch at Goldfinch as a "you have arrived" to both north & south MH.</i> | | | | | X | X | | | | 3 | 2 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 7 |

| UNIVERSITY HEIGHTS Project # | Initial CIP Project Description | Parks | Vehicular Transportation | Active Transportation | Parking or Streetcapes | Traffic Calming / Transit | Community Improvements | Long-term (3-5 Years) | Mid-term (2-3 years) | Near-term (1-2 years) | High Priority (3 points assigned) | Med. Priority (2 points assigned) | Low Priority (1 Point assigned) | No Priority (no points assigned) | Tami Ratliffe | Mike Singleton | Matt Driver | Martin Alonzo | Laura Kuffner | TOTAL |
|---------------------------------|---|-------|---|-----------------------|------------------------|---------------------------|------------------------|-----------------------|----------------------|-----------------------|-----------------------------------|-----------------------------------|---------------------------------|----------------------------------|-------------------|----------------|-------------|---------------|---------------|-------|
| | | U-1 | Safety Improvements at Park /Normal St./El Cajon Blvd intersections <i>Comments: Could be major roundabout at Park and El Cajon.</i> | X | X | | X | | | X | | | 3 | 2 | 1 | 0 | 3 | 3 | 3 | 3 |
| U-2 | Active Transportation projects (requires off-ramp reconfigurations) on Washington (9th to Campus Ave) or a bike/ped bridge over eastbound off ramp. <i>Comments: Intersections all need 4 pedestrian leq xwalks, median refuges, and bike lanes from Lincoln to 9th.</i> | | | X | | X | | X | | | 3 | 2 | 1 | 0 | 0 | 3 | 3 | 2 | 3 | 11 |
| U-3 | Mystic Park study for open space with public outreach & concepts. May require reconfiguration of SR-163 off / on ramps and/or small bridges over ramps. Study multi-use down into Mission Valley. <i>Comments: Will require grading, or Vermont St. bridge center stairs and park trails, overlooks and signage.</i> | X | | | | X | | X | | | 3 | 2 | 1 | 0 | 3 | 2 | 0 | 1 | 1 | 7 |
| U-4 | Pedestrian access to Mystic Park with trails, interpretive signs, plaza and native restoration. <i>Comments: These would be the first implementation elements. Study multi-use trail into Mission Valley.</i> | X | | | | X | X | | | | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| U-5 | Any of the potential parks / pocket parks / plazas that are listed in the Hillcrest Focus Study. <i>Comments: Will require grading, or Vermont St. bridge center stairs and park trails, overlooks and signage.</i> | X | | | | X | X | X | X | | 3 | 2 | 1 | 0 | Added, not rated. | | | | | |