

SOUTHEASTERN SAN DIEGO PLANNING GROUP (SSDPG)

Minutes

October 14, 2013

1. **CALL TO ORDER, ROLL CALL, AND INTRODUCTIONS: Board Members Present:** Paul Sweeney, Robert Leif, Vincent Noto, Reynaldo Pisaño, Maria Riveroll, James Brown, Suzanne Leif, Reggie Womack (6:12PM), and Erik Anderson (6:50PM).
2. **Approval of the Agenda – Motion to approve agenda.**
Pisaño/Brown MSC 8-0-0
3. **PUBLIC COMMENTS** – There is petition being circulated for an opportunity to reverse the Barrio Logan Plan and keep the Navy here.

4. STAFF REPORTS:

Tylisha Suseberry, Fourth District Representative: No report, but offered the newsletter.

Frances Chan, Eighth District Representative: Oct. 22nd, Community Plan Update and on the same night (different location) discussion of CDBG funding, gathering community input. Dia de los Muertos celebration at the Sherman Heights Community Center. Activities extend from Sept.26th to Nov. 3rd.

Julio Rivera Ninth District Representative: shared Councilmember Emerald newsletter. SSDPG submitted their CIP Priorities to the Ninth District Office.

Adriana Martinez, Community Representative, Office of the Mayor: Distributed Newsletter from Interim Mayor Todd Gloria. Emphasized “Make Your Voice Heard” - If you cannot attend a meeting regarding the Consolidated Plan Elements and how to spend federal \$\$ in our communities, take the quick survey on <http://www.sandiego.gov/cdbg>. Also, see schedule of meetings on the website.

Sherry Brooks from Civic San Diego: Requested letter of support for the Grant Application to Urban Greening Grant Program % The California natural Resources Agency, in the amount of \$635,730. These funds will be used to complete Southcrest Trails Park.

Motion to Support: Pisaño/Leif MSC 8-0-0

Letter of Support was signed by the Chair and given to Sherry

ACTION ITEMS:

A. Approval of the Minutes for July 8th and September 9th.

- Motion to approve the July 8th minutes, Leif/Pisaño – **MSC 9-0-0**
- Motion to approve September 9th minutes, Suzanne Leif/Pisaño – **MSC 9-0-0**

B. Proposal for Angled Parking on the north side of G Street, between 22nd and 25th Streets. Based on the street width and number of driveways Letter received from Monica B. Firsht, Associate Traffic Engineer.

The Board wanted to know: the width of G Street between 22nd and 25th Streets –the width of the street is 50’.

The second comment was that we tried for angled parking on G Street at this very site, why now? What has changed? Answer: CalTrans finally came on board. They own 50% of the property abutting the angled parking and 75% consent (signatures of property owners is required). (side comment, Monica indicated that City Engineering is wanting to install angled parking on G Street, east of 25th Street

Motion: Susan Leif/Robert Leif: To Support the angled parking on G Street. Pisaño proposed an amendment to the motion to have CalTrans collaborate with the City in maintaining this site along the fence, because there is a litter problem. The Maker and the Second accepted the amendment.

MSC 8-0-1 (abstention because 94 is on the north side of G Street and CalTrans should be responsible for maintaining the landscape up to the fence).

C. CALTRANS, HOV Lanes on Martin Luther King Freeway (SR-94) Presentation by Dave Shumacher, Principal Transportation Planner, Sandag and Andrew Rice, Project Manager, CalTrans.

(FYI: I-15 is SR-15 until it crosses I-8).

Presentation:

- Maps for Alternatives 1 & 2 were distributed.
- This Friday going to the Transportation Committee for Sandag.
- **Alternative 1 proposes the following: (est. cost \$600,000,000)**
 - 1) Elevated HOV lanes from 805 at Hilltop Dr. in the Mt Hope/Chollas View neighborhoods, and melding with SR-94 at grade at Federal Blvd. just before SR-15.
 - 2) Removal of the northbound SR-15 to westbound SR 94 loop connector.
 - 3) Replacement of the on-off ramps at Market Street and SR-15.
 - 4) Replacement of left-hand freeway connectors at SR 94/15 with standard right-hand connectors.
 - 5) Replacement of westbound SR 94 to southbound SR-15 connector.
 - 6) Replacement of westbound SR 94/Home Avenue on-ramp.
 - 7) Removal of eastbound SR-94/32nd Street on-ramp.
 - 8) Removal of westbound SR-94/49th Street on-ramp.
 - 9) Entrance/exit to the HOV lanes will be at F street east of 22nd Street.
- **Alternative 2 proposes the following: (est. cost \$500,000,000)**
 - Removal of eastbound SR-94/32nd Street on-ramp.
- Both Alternatives:
 - Bridges will be widen on 22nd, 25th, and 30th.
 - According to today's standards, we would need 10 miles to put in the number of exchanges that we have in 2 miles.
 - The only funding available is for the development of the Environmental Document.
 - Slides of enhancements for the sound walls and streetscaping were shown.
 - It should be noted that improvements to bicycle and pedestrian circulation are most important in this project.
 - Bike path from SR-15 to Market Street, and eventually extending that road to Home Avenue, by means of a bridge from the cul-de-sac at Federal Blvd. across I-805.
 - Timeline shows construction beginning in 2020. The Environmental Document will sit on the shelf if the funding is not found for design and construction.

Committee Remarks:

1. No benefit to this neighborhood. HOV lanes bypass our community. People in this community have jobs in Mira Mesa (*Response: true*)
2. SR-15 and Imperial should have access to a BRT.
3. Chollas Creek along south side of SDG&E, maybe we can have a linear park along the Creek. (*Response: It would prohibitively expense to change the profile of the freeway to accommodate the Creek. However, we are working with Ground Works to enhance Chollas Creek.*)
4. On 28th Street, there is a constraint on the ingress and egress from I-5, please address the southbound traffic to the marine industrial area.
5. We should be working on implementing the City of Villages Plan. SR-94 has already demolished San Diego. Alternative 3: Should be to slow the traffic to 45mph at SR-15, and then after 30th Street, the freeway stops and all the traffic disperses to side streets.
6. We want some of the amenities that are along the freeways in North County. These changes should be made as fast as they are in North County.
7. We want to see realistic simulations of the elevated ramps.
8. Reminded CalTrans to keep their areas clean.

9. Suggested using electric bus natural gas hybrids. The buses would use electricity where available and run has hybrids on the City streets. This would permit a reduction in the size of the natural gas engines and maximize both gas economy and minimize carbon dioxide emissions.
10. We are running out of water quickly.
11. The bike paths are very important. Can the kids bike to school safely?
12. A metropolitan transit map of downtown showing the present bus and trolley routes was presented by Bob Leif. This map demonstrated that the trolley and bus stops were adjacent. These where the same buses that would connect with the proposed Bus Rapid Transit System for SR 94.
13. All the money saved from working on 94, can be used to enhance all the transportation within the City by connecting the trolley with the bus routes.
14. We are looking forward to much needed park space in our community.
15. There is not enough money to do all we want to do, but this is a start.
16. Will left-hand connectors, both west and east bound be replaced? *(Response: yes).*
17. Home Avenue on-ramp has a very short distance to make the exit that is why it will be eliminated and will be able to access it easier.
18. Further traffic studies will show where traffic is dispersed.
19. The ramps may go as high as 50' in the air.
20. This project was designed to move the people in East Lake to the North.
21. The only alternative is the "no-go" alternative. They can use the money to straighten out the I-5/SR-15 problem, and other transportation issues.
22. From SR-94, they will be able to access Market Street.
23. We need access to transportation. A gentleman from the public was able to have a bus stop placed in his neighborhood.
24. This Project will provide an opportunity for local transportation enhancements.
25. We need a sign that says 15 North to 94 East placed on I-5.
26. Will CalTrans consider an alternative to reduce the freeway? Stop the 30th Street, then go to City Streets. *(Response: Probably not at as part of this document).*

Motion: Replace the bus on SR-94 with a connection between SR-15 and the trolley, with the save being used on the left-hand lanes and putting in amenities such as benches and street-scapes.

Leif/Noto MSC 6-2-1 (abstention needs more information)

Comment that since the City has designated this money for this Project we cannot count on the funds if the Project does not go through will come to local expenditures, we should not be disappointed if we do not see this money. *(Response: \$640,000,000 goes back in the bucket, it may not necessarily come back to our area).*

Motion to Adjourn: Noto/Sweeney MSC 9-0-0

ADJOURNMENT: 7:55PM

Maria Riveroll, Chair (619) 264-5373