TRANSPORTATION COMMITTEE
APRIL 20, 2018

CENTRAL AVENUE BIKEWAY PROJECT: CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION

Introduction

SANDAG staff has completed preliminary engineering design for the Central Avenue Bikeway (Project). The Project is covered by California Environmental Quality Act (CEQA) provisions for classes of projects that are exempt from requirements to prepare environmental documents. Attachment 1 includes a detailed description and map of the Project.

Discussion

The Central Avenue Bikeway will improve north-south bicycle connectivity through the City of San Diego neighborhoods of City Heights and Kensington by creating an inviting and convenient bikeway that connects key community destinations including schools, parks, and commercial areas. Of particular note is the direct connectivity of the Project to the State Route 15 (SR 15) Centerline Stations and Rapid service, and the bridge-deck transit centers at University Avenue and El Cajon Boulevard. The Central Avenue Bikeway consists of approximately one-mile of bikeway facilities on Terrace Drive, from Adams Avenue to Monroe Avenue, and on Central Avenue, from Monroe Avenue to Landis Street. Proposed project features include a new segment of separated bike path, bike lanes, improved pedestrian crossings, bicycle signals, a new cul-de-sac, and traffic calming features, all of which will create safer biking and walking conditions for people of all ages and abilities, as well as safer roadway conditions for those who drive.

California Environmental Quality Act Compliance

The CEQA Statutes (Public Resources Code [PRC] 21000-21189) and the Guidelines for the Implementation of CEQA (14 California Code of Regulations [CCR], Sections 15000 et seq.) identify classes of projects that do not have a significant effect on the environment, and declare these classes of projects to be categorically exempt from CEQA requirements to prepare environmental documents (categorical exemptions) and classes of projects that have been granted exemptions from CEQA by the Legislature (statutory exemptions). There are exceptions to using categorical exemptions depending on the nature or location of a project or its environmental impacts, but there are no such exceptions for statutory exemptions.

Recommendation

The Transportation Committee is asked to approve the California Environmental Quality Act exemption for the Central Avenue Bikeway (Attachment 2).
Staff has reviewed these provisions and concluded that the Project is covered by a combination of three CEQA exemptions: two categorical exemptions, “Class 1. Existing Facilities” and “Class 4. Minor Alterations to Land” (CCR Sections 15301[c] and 15304[h]), and one statutory exemption, “Restriping for Bicycle Lanes in Urbanized Areas” (PRC Section 21080.20.5). The Project’s compliance with these CEQA provisions is summarized below and described in more detail in Attachment 2.

The Class 1 and Class 4 categorical exemptions cover the types of physical improvements included in the Project, including but not limited to alterations to existing city streets, curbs, intersections, and related facilities that result in negligible or no expansion of existing uses and creating new bicycle lanes in existing rights-of-way. Moreover, the Project does not meet any of the exceptions that preclude use of the categorical exemptions provided in CCR Section 15300.2.

The Project also is covered by the statutory exemption because it includes restriping for bicycle lanes in an urbanized area, consistent with the City of San Diego’s Bicycle Master Plan. As described below, staff has completed the actions that CEQA requires before the Transportation Committee can consider approving the statutory exemption: (1) prepared an assessment of the Project’s vehicular traffic and bicycle and pedestrian safety impacts (traffic and safety impact assessment); (2) held a noticed public hearing; and (3) heard and responded to public comments.

Traffic and Safety Impact Assessment

As required by PRC Section 21080.20.5(b)(1)(A), staff prepared an assessment of the Project’s traffic and safety impacts. The assessment concludes that the Project would result in two vehicular traffic impacts as defined by City of San Diego Significance Thresholds for Traffic Impacts.

Vehicle operations at the El Cajon Boulevard/SR 15 Northbound Ramps and University Avenue/SR 15 Northbound Ramps will already operate at unacceptable levels without the project, but the project would increase vehicle delays at the intersection during the morning and afternoon peak hours. This is primarily due to the prohibitions of the northbound right-turn movement. However, given the good operations for the northbound off-ramp approach, a feasible mitigation is recommended to optimize the signal timings such that more green-light time is allocated to the arterials (i.e., El Cajon Boulevard and University Avenue). SANDAG would need to coordinate with Caltrans to implement this mitigation.

The assessment also concludes that the Project would not have any negative bicycle and pedestrian safety impacts. The assessment was published on February 9, 2018, along with notice of the Project’s public hearing.

Public Hearing

As required by PRC Section 21080.20.5(b)(2), a noticed public hearing was held on February 26, 2018, to hear public comments on the Project. The hearing was held two blocks from the Project area at the Kassab Family Community Theater at Cherokee Point Elementary School in the San Diego neighborhood of Cherokee Point. Nineteen people attended the open house and public hearing.
Public Comments

A total of 12 individuals or organizations provided comments on the Project. Verbal and written comments were provided and accepted at the open house and public hearing on February 26, 2018. No comments were submitted to staff via letter or email.

Most of the comments received expressed support for the Project. Specific concerns regarding the Project related mostly to on-street parking. Staff organized all comments received according to common themes and provided a written response to each common theme.

Copies of all written comments, emails, and court reporter-prepared transcripts of the verbal comments are provided in Appendix A of Attachment 4.

Public Outreach

In addition to the February 26, 2018, open house and public hearing, for which over 1,000 door hanger invitations were distributed, public outreach and community involvement have occurred throughout the planning and development of the Project. The Central Avenue Bikeway Project is one of several segments originally included in the North Park | Mid-City Bikeways. Since the North Park | Mid-City Bikeways planning process began in 2013, several community meetings were held and several presentations were made to community groups. Over the last year, presentations of the Project have been made to the following community groups: Normal Heights Community Planning Group, Kensington Talmadge Planning Group, City Heights Area Planning Committee, and the Teralta West Neighborhood Association. In addition, pop-up community meetings were held at the Kensington Library, Teralta Park, and at the home of a resident of the 4300 block of Central Avenue.

Throughout the process, the Project website has been kept up-to-date to inform interested persons about the Project.

Next Steps

Pending approval of the CEQA exemption, staff would move forward with final design and construction of the Project, which is expected to be ready to advertise for construction in summer 2019, with construction expected to begin in fall 2019, and the bikeway anticipated to be open to the public in late summer 2020.

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Project Description for the Central Avenue Bikeway
              2. Notice of Exemption for the Central Avenue Bikeway
              3. Central Avenue Bikeway - Traffic and Safety Impact Assessment, February 2018
              4. Responses to Comments on the Central Avenue Bikeway

Key Staff Contact: Chris Carterette (619) 699-7319, chris.carterette@sandag.org
Central Avenue Bikeway

Project Description

The Central Avenue Bikeway will improve north-south bicycle travel through the City of San Diego neighborhoods of Kensington and City Heights by creating inviting and convenient bikeways that connect key community destinations, including schools, parks, transit stops, and commercial areas. The Central Avenue Bikeway comprises the following street segments:

- Terrace Drive from Monroe Avenue to Adams Avenue
- Central Avenue from Landis Street to Monroe Avenue

The Central Avenue Bikeway alignment is depicted in Figure 1, shows the proposed project facility type and improvements on the study corridor. The conceptual layout plans of the proposed bikeway and improvements are provided in Appendix A of the Traffic and Safety Impact Assessment. The following description is based on the proposed project’s current level of design and will be finalized during the final engineering design phase before construction.

Terrace Drive between Adams Avenue and Monroe Avenue

In this segment, the proposed project will maintain the same basic existing configuration of a single vehicle travel lane in each direction and will replace existing single shared lane markings with enhanced, larger Bicycle Boulevard shared lane markings. Parking will be maintained along both sides of the road. At the terminus of Terrace Drive, south of Adams Avenue, where bike traffic currently connects through a parking lot and via Adams Avenue to the Caltrans State Route 15 (SR 15) bikeway, a separate two-way bike path will be constructed in the undeveloped space, owned by the City of San Diego and Caltrans, between the parking lot and the SR 15 Northbound exit ramp. This path will completely remove the need for bicycle travel through the parking lot. A striped, green bike crossing will be installed across the east leg of Adams Avenue/SR 15 Northbound Ramp intersection adjacent to the existing pedestrian crosswalk to connect to the SR 15 Commuter Bikeway. In addition, a blank-out “No-Right-Turn-On-Red” sign with bike signals will be installed that will be activated when pedestrians or bicycles are present to eliminate vehicle and pedestrian/bicycle conflicts at this location.

Central Avenue between Monroe Avenue and Meade Avenue

In this segment, the proposed project will maintain the same basic existing configuration of a single travel lane in each direction and will replace existing single shared lane markings with enhanced, larger Bicycle Boulevard shared lane markings. Parking will be maintained along both sides of the road.

Central Avenue between Meade Avenue and El Cajon Boulevard

Three options are being considered between El Cajon Boulevard and Meade Avenue:

Option A will close access to Central Avenue at El Cajon Boulevard via a cul-de-sac or stub-out with mountable curbs treatment; thus, vehicles will no longer be able to directly access Central Avenue from El Cajon Boulevard or the SR 15 Northbound off-ramp. The segment of Central Avenue between El Cajon Boulevard and Meade Avenue will be converted in a two-way roadway, with one lane in
each direction, and installed shared lane markings. Parking will be removed from the east side adjacent to the residences, but parking along the west side will remain.

Option B will maintain access from El Cajon Boulevard, although the through option from the SR 15 Northbound Ramp will be removed via restriping and installation of “No Through Movement” signs. A southbound bike lane will be provided on the west side of Central Avenue, with a speed table providing crossing for southbound bicycle traffic just north of the El Cajon Boulevard signal, and a two-way raised bikeway is provided along the east side of Central Avenue between the speed table and the signal.

Option C will apply the same cul-de-sac treatment to Central Avenue as Option A, with the difference that parking will be removed along the west side, but the east side parking spaces adjacent to the residences will remain.

In all Options, a striped, green bike crossing will be installed across the east leg of the El Cajon Boulevard/SR 15 Northbound Ramp intersection adjacent to the existing pedestrian crosswalk. In addition, a blank-out “No-Right-Turn-On-Red” sign with bike signals will be installed that will be activated when pedestrians or bicycles are present to eliminate vehicle and pedestrian/bicycle conflicts and the multiple-turn threat at this location.

Central Avenue between El Cajon Boulevard and Landis Street

In this segment, the proposed project will maintain the same basic existing configuration of a single vehicle travel lane in each direction and, in the southbound direction, will replace existing standard shared lane markings (sharrows) with enhanced Bicycle Boulevard shared lane markings. Additionally, the northbound segment from Landis Street to Wightman Street will be upgraded to a bike lane. Parking will be maintained along both sides of the road throughout this segment where currently permitted. At the Orange Avenue/Central Avenue intersection, the project will install a pedestrian activated warning beacon on the west leg of the intersection on Orange Avenue with a striped crosswalk and refuge island median. A striped crosswalk will be installed on all legs, except the east leg, on this intersection. Lastly, a striped, green bike crossing will be installed across the east leg of the University Avenue/SR 15 Northbound Ramp intersection adjacent to the existing pedestrian crosswalk. In addition, a blank-out “No-Right-Turn-On-Red” sign with bike signals will be installed that will be activated when pedestrians or bicycles are present to eliminate vehicle and pedestrian/bicycle conflicts and the multiple-turn threat at this location.

Other Physical Improvements

In general, other physical improvements that may be installed as part of the proposed project could include curb ramps; pedestrian refuge islands; new or modifications to existing sidewalk, curbs, gutters and drainage inlets; colored concrete and/or colored pavement; separated concrete or asphalt bike path; intersection crossing (or “conflict”) markings; shared lane, bike lane, or bike box pavement markings; re-striping of travel lanes; new signage; new or modifications to existing traffic signals; new trees, landscaping, and irrigation; landscaping or other measures to treat storm water; relocation of existing underground and aboveground utilities; street lighting; and similar minor physical improvements.
Figure 1. Central Avenue Bikeway

THE IMPROVEMENTS ON THIS MAP ARE NOT FINAL AND MAY BE SUBJECT TO CHANGE.
Notice of Exemption

To:      From:
Office of Planning and Research  San Diego Association of Governments (SANDAG)
P.O. Box 3044, Room 113  401 B Street, Suite 800
Sacramento, CA 95812-3044  San Diego, CA 92101

County Clerk
County of San Diego
1600 Pacific Highway, Suite 260
San Diego, CA 92101

Project Title: Central Avenue Bikeway (“proposed project”).

Project Location: City of San Diego, San Diego County.

Description of Specific Location, Nature, Purpose, and Beneficiaries of Project: The proposed project would create a 1.1-mile bikeway along Central Avenue and Terrace Drive between Adams Avenue and Landis Street. The proposed project will improve north-south connectivity for people who bike and walk within San Diego’s Kensington and City Heights communities. The proposed project would also provide bikeway connections to the Mission Valley community via the SR 15 Commuter Bikeway. Additionally, the proposed project would intersect with three corridors of the planned North Park | Mid-City Bikeways project (Georgia-Meade, Howard-Orange, and Landis bikeways), improving access for people riding bikes in the North Park, Hillcrest, Mid-City, and College Area communities. Proposed project features include enhanced shared lane markings, bike lanes, bike boxes, green bike crossings at the SR-15 Northbound Ramp intersections, No-Right-Turn-On-Red signs at the SR-15 Northbound Ramp intersections, roadway closure via a cul-de-sac or stub-out, striped crosswalk with refuge island median, and striped crosswalks, all of which support safer biking and walking conditions for people of all ages and abilities.

The proposed project would help fulfill the vision laid out in Riding to 2050, the San Diego Regional Bike Plan (May 2010) to make riding a bike a more convenient and safer choice for everyday travel. The proposed project is part of the SANDAG Regional Bike Plan Early Action Program (Bike EAP), a 10-year effort to expand the regional bike network and complete high-priority bikeway projects approved in Riding to 2050: The San Diego Regional Bike Plan (Bike Plan). The Bike Plan and Bike EAP are part of the region’s efforts to make riding a bike a viable, attractive choice for everyday trips.

The objective of the proposed project is to create safe and convenient multi-modal connections between the Kensington and City Heights neighborhoods, as well as connections to adjacent communities, improve safety for all users, and create vital links to the larger bikeway network being built throughout the region. By supporting bike riding as a viable choice for everyday trips, the proposed project would support local, regional, and state efforts to reduce greenhouse gas and air pollutant emissions through reductions in vehicle miles traveled. A description of the proposed project is provided below

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with bike signals will be installed that will be activated when pedestrians or bicycles are present to eliminate vehicle and pedestrian/bicycle conflicts at this location.

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- Option B will maintain access from El Cajon Boulevard, although the through option from the SR-15 Northbound Ramp will be removed via restriping and installation of "No Through Movement" signs. A southbound bike lane will be provided on the west side of Central Avenue, with a speed table providing crossing for southbound bicycle traffic just north of the El Cajon Boulevard signal, and a two-way raised bikeway is provided along the east side of Central Avenue between the speed table and the signal.
- Option C will apply the same cul-de-sac treatment to Central Avenue as Option A, with the difference that parking will be removed along the west side, but the east side parking spaces adjacent to the residences will remain.

In all Options, a striped, green bike crossing will be installed across the east leg of the El Cajon Boulevard/SR-15 Northbound Ramp intersection adjacent to the existing pedestrian crosswalk. In addition, a blank-out “No-Right-Turn-On-Red” sign with bike signals will be installed that will be activated when pedestrians or bicycles are present to eliminate vehicle and pedestrian/bicycle conflicts and the multiple-turn threat at this location.

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Other Physical Improvements:

In general, other physical improvements that may be installed as part of the proposed project could include curb ramps; pedestrian refuge islands; new or modifications to existing sidewalk, curbs, gutters and drainage inlets; colored concrete and/or colored pavement; separated concrete or asphalt bike path; intersection crossing (or
Notice of Exemption

“conflict’”) markings; shared lane, bike lane, or bike box pavement markings; re-striping of travel lanes; new
signage; new or modifications to existing traffic signals; new trees, landscaping, and irrigation; landscaping or
other measures to treat storm water; relocation of existing underground and aboveground utilities; street lighting;
and similar minor physical improvements.

Name of Public Agency Approving and Carrying out Project: San Diego Association of Governments

Exempt Status:

☒ Statutory Exemption. State code number: 21080.20.5
☒ Categorical Exemption. State type and section number: 15301(c); 15304(h)

Reasons why project is exempt:

The attached table explains the reasons why the proposed project is exempt from CEQA.

Lead Agency Contact Person: Area Code/Telephone:

Signature: ____________________________ Date: ______________ Title: __________________

☒ Signed by Lead Agency
Central Avenue Bikeway

Reasons Why Exempt from CEQA

The table below explains the reasons why the proposed project qualifies for a Statutory Exemption pursuant to Public Resources Code Section 21080.20.5, and Categorical Exemptions pursuant to CEQA Guidelines Sections 15301(c) and 15304(h).

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<thead>
<tr>
<th>CEQA Exemption</th>
<th>Reasons Why Proposed Project Qualifies for Exemption</th>
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<tbody>
<tr>
<td><strong>Statutory Exemption, Section 21080.20.5 Restriping for Bicycle Lanes in Urbanized Areas</strong></td>
<td>As explained below, the proposed project is consistent with the City of San Diego’s Bicycle Master Plan (“City’s Bike Plan”) (City of San Diego 2013), which meets the requirements of a bicycle transportation plan set forth in Section 891.2 of the Streets and Highways Code. The proposed project would provide enhanced shared lane markings, bike lanes, bike boxes, green bike crossings, no-right-turn-on-red signs, striped crosswalks, and a roadway closure via a cul-de-sac or stub-out. These improvements are consistent with and enhance the proposed Class 3 Bike Route classification in the City’s Bike Plan (Figure 6.2 (page 98); Table 3-1 (page 19).</td>
</tr>
<tr>
<td>(a) This division does not apply to a project that consists of the restriping of streets and highways for bicycle lanes in an urbanized area that is consistent with a bicycle transportation plan prepared pursuant to Sec. 891.2 of the Streets and Highways Code.</td>
<td>While some of the facility types proposed by the project are not identical to those identified in the City’s Bike Plan, the proposed project is consistent because it proposes bikeways and improvements that provide equal or enhanced levels of service (perceived and actual safety, comfort, connectivity, and attractiveness to people on bikes) compared to those facilities identified in the City’s Bike Plan. In addition, Section 6.1.2 of the City’s Bike Plan (page 94) explains that its proposed bikeway classifications are expected to be used as a guide and may change at project implementation.</td>
</tr>
<tr>
<td>(b) Prior to determining that a project is exempt pursuant to this section, the lead agency shall do both of the following:</td>
<td>Please see the following cells for explanation of how the proposed project meets both of the following requirements.</td>
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### Notice of Exemption

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<tr>
<td>(1) (A) Prepare an assessment of any traffic and safety impacts of the project and include measures in the project to mitigate potential vehicular traffic impacts and bicycle and pedestrian safety impacts.</td>
<td>SANDAG has prepared an assessment of the proposed project’s traffic and safety impacts, which concludes that the proposed project would result in two vehicular traffic impacts as defined by the City of San Diego Significance Thresholds for Traffic Impacts. The assessment also concludes that the proposed project would not result in any adverse bicycle and pedestrian safety impacts. The assessment was published by SANDAG on February 9th, 2018.</td>
</tr>
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<td>(B) The requirement to prepare an assessment pursuant to subparagraph (A) shall not apply if either of the following conditions is met: (i) Measures to mitigate these impacts are identified in an environmental impact report, negative declaration, or mitigated negative declaration prepared pursuant to this division for the bicycle transportation plan, certified or approved no more than five years prior to making the determination, the measures are included in the plan, and those measures are incorporated into the project. (ii) An assessment was prepared pursuant to paragraph (2) of subdivision (b) of Sec. 21080.20 no more than five years prior to making the determination, the measures to mitigate these impacts are included in the plan, and those measures are incorporated into the project.</td>
<td>Subparagraphs (B)(i) and (ii) do not apply to the proposed project and therefore SANDAG has prepared an assessment as required by subparagraph (1)(A) above.</td>
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<td>(2) Hold noticed public hearings in areas affected by the project to hear and respond to public comments. Publication of the notice shall be no fewer times than required by Sec. 6061 of the Government Code, by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area will be affected, the notice shall be published in each newspaper.</td>
<td>SANDAG held a noticed public hearing at the Cherokee Point Elementary School on February 26th, 2018. SANDAG received public comments at the public hearing and has prepared written responses to public comments. Notice of the public hearing was published in both English and Spanish. The English and Spanish versions were both published on February 9th, 2018, in the San Diego Union Tribune and El Latino newspapers, respectively.</td>
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<td>affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</td>
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<td>(c) (1) If a state agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the Office of Planning and Research (OPR) in the manner specified in subdivisions (b) and (c) of Sec. 21108.</td>
<td>This subparagraph does not apply to the proposed project because SANDAG is not a state agency.</td>
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<td>(2) If a local agency determines that a project is not subject to this division pursuant to this section, and it determines to approve or carry out that project, the notice shall be filed with the OPR, and filed with the county clerk in the county in which the project is located in the manner specified in subdivisions (b) and (c) of Sec. 21152.</td>
<td>If the SANDAG Board of Directors approves adoption of this exemption for the proposed project, then SANDAG shall file notices with the Office of Planning and Research and the Clerk of San Diego County as specified in subdivisions (b) and (c) of Section 21152.</td>
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<td>(d) This section shall remain in effect only until January 1, 2021, and as of that date is repealed.</td>
<td>The SANDAG Transportation Committee will be asked to consider approving this exemption on April 20, 2018.</td>
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**Categorical Exemption, Section 15301(c)**

15301. Existing Facilities

Class I consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class I. The key consideration is whether the project involves negligible or no expansion of an existing use.

The proposed project qualifies for this exemption because it consists of minor alterations to existing City streets, including vehicle lanes, bike lanes, sidewalks, curbs, gutters, crosswalks, parking stalls, and similar facilities. The proposed project would make improvements to and repurpose space within existing City streets, and there would be negligible or no expansion of existing streets. The types of minor alterations to existing City streets proposed by the project that fall under this exemption include but are not limited to:

- Class II bike lanes that are separated from vehicle traffic with a painted stripe.
- Class III shared lane markings consisting of signage and painted shared lane markings (i.e., sharrows), or enhanced Bicycle Boulevard shared lane markings, indicating that lanes are to be shared by vehicles and people on bikes.
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<td>(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian</td>
<td>- In general, other physical improvements that may be installed as part of the proposed project could include curb</td>
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<td>trails, and similar facilities</td>
<td>ramps; pedestrian refuge islands; new or modifications to existing sidewalk, curbs, gutters and drainage inlets;</td>
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<td>storm water; relocation of existing underground and aboveground utilities; street lighting; and similar minor physical</td>
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<td>improvements that involve negligible or no expansion of an existing use.</td>
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**Categorical Exemption, Section 15304(h)**

15304. Minor Alterations to Land

Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include, but are not limited to:

(h) The creation of bicycle lanes on existing rights-of-way.

The proposed project qualifies for this exemption because it involves the creation of bicycle facilities within existing right-of-way, including Class II bike lanes, and Class III shared lane markings, and Class IV separated bike lanes. The proposed project may involve the removal of existing trees, but it does not involve removal of any trees that are considered scenic resources, part of scenic views or vistas, or otherwise considered scenic by any adopted plan, policy, or regulation.

**Exceptions to Use of Categorical Exemptions, Section 15300.2**

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The proposed project does not meet any of these criteria that would preclude use of the above-listed categorical exemptions from CEQA (i.e., Sec. 15301(c) and 15304(h). The proposed project and its environmental effects would be typical of other projects within Class 1 and Class 4. The types of construction equipment and duration of construction activity required to construct the proposed project, the operation of the proposed project, and the resulting environmental effects (e.g., temporary increases in noise levels, air emissions) would be typical of other projects in Class 1 involving minor alterations to existing streets, sidewalks, gutters, bicycle and pedestrian trails, and other facilities, and other projects in Class 4 involving the creation of bicycle lanes on existing rights-of-way. Similar to the proposed project,
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<td>(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.</td>
<td>other projects in Class 1 and Class 4 involve removal of existing center turn lanes. From a review of existing physical conditions in the project area, construction and operation of the proposed project would:</td>
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<td>(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.</td>
<td>• Not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources within a scenic highway.</td>
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<td>(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.</td>
<td>• Not be located on a site included on any list compiled pursuant to Government Code Section 65962.5 or otherwise have an impact on an environmental resource of hazardous or critical concern.</td>
</tr>
<tr>
<td>(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Sec. 65962.5 of the Government Code.</td>
<td>• Not cause a substantial adverse change in the significance of a historical resource.</td>
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<td>(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.</td>
<td>• Not have a reasonable possibility of causing a significant effect on the environment due to unusual circumstances, or contribute to cumulative impacts from successive projects of the same type in the same place over time, including effects related to:</td>
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<td>o scenic vistas, visual character, and light or glare;</td>
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<td>o natural resources including agricultural, archaeological, biological, forestry, mineral, paleontological, and water supply resources;</td>
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<td>o air and water quality, greenhouse gas emissions, energy, noise, and vibration;</td>
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<td>o earthquakes, soil erosion, or other geologic conditions;</td>
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<td>o transport, use, emission, or disposal of hazardous materials;</td>
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<td>o hazards related to airports, wildfires, or flooding;</td>
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<td>o adopted land use plan, policy, or regulatory conflicts</td>
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<td>o growth inducement, housing displacement, or physically dividing a community;</td>
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<td>o public services, facilities, or utilities including parks, stormwater, water supply, wastewater, landfills, schools, libraries, police and fire protection</td>
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<td>o performance or safety of the transportation system, including for vehicles, public transit, people walking and on bikes, and emergency access.</td>
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</tbody>
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Item 6 – Attachment 3:
Central Avenue Bikeway - Traffic and Safety Impact Assessment, February 2018

The full document in electronic format can be downloaded at http://www.keepsandiego-moving.com/Libraries/Bike_Projects/Central_Avenue_Bikeway_TSIA_Feb_2018.sflb.ashx

A reference copy will be available at the meeting. For a hard copy, please contact the Public Information Office at (619) 699-1950 or pio@sandag.org.
SANDAG held an open house and public hearing for the Central Avenue Bikeway (proposed project) on February 26, 2018, from 6 to 8 p.m., at Kassab Family Community Theater on the campus of Cherokee Point Elementary School. On February 9, 2018, SANDAG published a notice of the open house and public hearing and made available online the proposed project’s Traffic and Safety Impact Assessment.

A total of 12 individuals or organizations provided comments on the proposed project in writing and verbally at the open house and public hearing on February 26, 2018 (Table 1). Table 1 provides a list of all comments received, including the name of each individual or organization that submitted a comment, the date of the comment, and how the comment was submitted (i.e., written, verbal, email). All written and transcribed verbal comments are included as Appendix A.

<table>
<thead>
<tr>
<th>Individual or Organization</th>
<th>Comment Date</th>
<th>Public Hearing-Written</th>
<th>Public Hearing-Verbal</th>
<th>Email</th>
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<tbody>
<tr>
<td>Jim Baross, Normal Heights Community Planning Group</td>
<td>2/26/2018</td>
<td>x</td>
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<tr>
<td>Adam Denbry</td>
<td>2/26/2018</td>
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<tr>
<td>Andy Hanshaw, San Diego County Bicycle Coalition</td>
<td>2/26/2018</td>
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<tr>
<td>Sean Harrison, Kensington Talmadge Planning Group</td>
<td>2/26/2018</td>
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<td>Paul Jamason, Bike SD</td>
<td>2/26/2018</td>
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<td>Ryan Jones</td>
<td>2/26/2018</td>
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<td>Jeff Kucharski</td>
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<td>Margaret Loose</td>
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<td>Karen Manley</td>
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<td>Nicholas Norvell</td>
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<td>Jake Serbel</td>
<td>2/26/2018</td>
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<tr>
<td>Randy Van Vleck, City Heights CDC, City Heights Area Planning Committee</td>
<td>2/26/2018</td>
<td>x</td>
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The concerns and feedback expressed in the comments fall into common themes. Staff has organized the comments according to these common themes, listed below, and provided a written master response to each:

- Master Response 1: Overarching Project Design Concepts and Specific Project Features
- Master Response 2: Project History
- Master Response 3: On-Street Parking

**Master Response 1: Overarching Project Design Concepts and Specific Project Features**

**Introduction**

Commenters expressed support and acknowledged the need for various overarching project design concepts, treatments, or features intended to be included in the proposed project. Below is a listing of project concepts, treatments, or features mentioned in the comments, followed by a staff response.

**Response**

*Connections with future bike projects*

Numerous commenters expressed satisfaction with, and emphasized the importance of, the connectivity of the proposed project with existing and future bicycle projects in the area.

Response:

SANDAG understands the importance of network connectivity and has designed the Central Avenue Bikeway to enhance connectivity to existing and future bikeway projects (e.g., at the State Route 15 (SR 15) Commuter Bikeway, Orange Avenue, Meade Avenue and Landis Street – by way of neighborhood traffic circles and other intersection enhancements).

*Reduced crossing distances, Bike signals and No Right Turn on Red signs at Adams Avenue, El Cajon Boulevard, and University Avenue*

Several commenters emphasized the importance of, and support for, enhancements for non-motorized users’ safety at the major intersections, such as no right turn on red signs, bike signals, and reduced crossing distances.

Response:

The project design team will strive to have these features approved and permitted for construction in the final design of the project.

*Closure to through traffic of the 4300 Block of Central Avenue at El Cajon Boulevard and Cul de Sac*

Numerous commenters expressed support for the closure of the 4300 Block of Central Avenue at El Cajon Boulevard in order to allow two-way traffic (the street is currently one-way, northbound) and eliminate the cut-through traffic from the northbound SR 15 freeway off-ramp, and from
El Cajon Boulevard. It was requested that this be accomplished with either a stub out of the street, or the smallest possible cul-de-sac permitted by the City of San Diego.

Response:

The project design team is working with several city departments to accomplish the street closure with the smallest possible cul-de-sac, or a simple stub out of the street.

_Uphill Bike Lane in segment between Landis and Wightman Streets_

One commenter expressed support for the bike lane on the uphill (northbound) side of the Central Avenue between Landis and Wightman Streets.

Response:

The project design team will strive to have this and all other enhancements to safety for all roadway users included in the final design.

_Safe routes for biking in the neighborhood and to schools_

Some commenters discussed the enhancements they envision the proposed project bringing, in terms of improving the safety of biking and walking in the neighborhood, and in biking and walking to schools in the project vicinity.

Response:

The project design and route is intended to enhance neighborhood traffic safety, for all types of users, and make it more attractive and compelling to travel for everyday trips, such as going to the library, store, school, or work by bike or on foot.

_The project fits with transit enhancements and supports the City of San Diego’s Vision Zero initiative and Climate Action Plan_

Response:

The proposed project supports transit enhancements, especially those associated with the University and El Cajon Transit Centers and the SR 15 Centerline Rapid project. The project will contribute to increased safety for people walking and riding bikes, and will reduce greenhouse gas emissions by providing a viable alternative to single-occupant motor vehicle use, both factors supporting efforts by the region and the City of San Diego to implement the Vision Zero initiative and Climate Action Plan.

**Master Response 2: Project History**

**Introduction**

The Central Avenue Bikeway represents part of an overall package of community enhancements intended to be implemented along with the construction of the SR 15 Freeway through City Heights and Kensington.
The Central Avenue Bikeway is an SR 15 associated legacy project.

Several commenters referenced the history of the SR 15 freeway planning and construction, and that biking and walking enhancements have been slated for the freeway project area for more than 30 years. To those commenters, the implementation of the Central Avenue Bikeway is representative of promises relating to the freeway construction being kept.

**Master Response 3: On-street Parking**

**Introduction**

One commenter expressed concern with removal of on-street parking on one side of the 4300 block of Central Avenue as part of the proposed project. They stated that if the spots are not replaced elsewhere, then they are not in favor of the project.

**Response**

The proposed project, if completed with a new street closure at El Cajon Boulevard and Central Avenue, will cause the removal of existing on-street parking spaces on one side of the 4300 block of Central Avenue, which is currently one-way, northbound. The design team has participated in neighborhood meetings with residents of the 4300 block of Central Avenue and learned of their support for the project, including the associated parking removal. The support for the project, despite the parking removal, is due to the residents’ desire to have the frequent and often high-speed cut through traffic from SR 15’s northbound off-ramp and El Cajon Boulevard eliminated by the street closure. It is the closure of the block at the south end that requires the parking to be removed from one side, in order to allow the street to become two-way for motor vehicles and bikes.
In the matter of:

SANDAG PUBLIC HEARING- CENTRAL AVENUE BIKEWAY

Public Hearing re: Central Avenue Bikeway

02/26/2018

Reported by: Rosalie A. Kramm, CSR # 5469

Kramm Job No. 81547
PUBLIC HEARING: CENTRAL AVENUE BIKEWAY

HELD AT: CHEROKEE POINT ELEMENTARY SCHOOL

BY: SANDAG

Transcribed by: Rosalie A. Kramm, CA CSR No. 5469
MR. SINNOTT: Good evening, Everybody. Thank you for coming. My name is Terry Sinnott. I'm a Councilman from the City of Del Mar and currently the Chair of the SANDAG Board. It is my honor to be your Public Hearing Officer for this public hearing on the Central Avenue Bikeway.

Let me describe a little bit about how we're going to proceed. The intent of this evening is to hold a public hearing in compliance with the State Environmental Law known as CEQA, or the California Environmental Quality Act.

Many of you are probably familiar with it.

Staff's review of this project indicates it may qualify as an exempt project under CEQA. Holding a public hearing and preparing the traffic and safety impact assessment are required before SANDAG can consider approving a project as an exempt project from CEQA. I think you saw some of the results of our study on the easels.

Our transportation committee is anticipated to consider whether the project is exempt from CEQA at its April 20th meeting. If you are interested in providing any comments regarding what you think this project -- if there are any issues, concerns, comments, this is what
we're trying to do, is to capture those comments tonight.

If you are interested in providing spoken comments this evening, what we would like you to do is fill out one of these speaker slips, which I think are either passed around or in the back. If you are interested in providing comments, written comments, there is a comment table at the back where you can write out your comments about the project, and we'll capture those as well.

And we have different interpreters who can interpret if that is needed, also.

What we're hoping to do tonight is provide an opportunity for you to speak about the project. That would be comments, what you like, what you may have concerns about, or anything that you think could make the project better.

So we're not really prepared to respond directly to your questions at this time, except I saw an awful lot of discussion in the back when you were talking to our project folks, and hopefully you got some of your questions answered.

But we will respond to these comments. We will first of all record them. They will become part of the record, and the responses will be documented when this is presented to the transportation committee.
There is a timer on the table. We think we may not need it, but we would like you to limit your comments to two to three minutes, so we can get everybody's in. If you would prefer -- I already talked about written comments. You can do that as well.

We also have a court reporter who is recording your information, and if you would like to speak with her after the session, you can do that, as well.

As I mentioned, written, spoken comments will be collected at tonight's open house as well as written responses. Those comments will be provided to our transportation committee for their consideration when they take action related to the CEQA compliance.

So that is kind of what we're about.

I will, then, begin calling people up. If you can come on up, grab the microphone, and give us your thoughts, and we'll get started.

Did I cover everything, guys, in the back?

Our first speaker is Sean Harrison. Give us your name. There is a microphone.

MR. HARRISON: My name is is Sean Harrison. I live in Kensington. I'm also the subcommittee chair for the transportation subcommittee for the Talmadge Plan Group. I've heard the presentation and several of the design options and the current design option numerous
times. I've been to several stakeholder meetings in regards to this. I've met with the residents along Central Avenue, all the various stakeholders on several occasions. I just want everybody to know we voted unanimously for this project in its current design, and we're here to support it. That's it.

MR. SINNOTT: Very good. Thank you very much. I appreciate it.

Is Paul Jamason here?

MR. JAMASON: Yes. Hi. I'm Paul Jamason. I'm a volunteer board member for Bike San Diego, and I also live in Kensington. I also bike on this route sometimes when I take the -- one of the two rapid bus lines, either on El Cajon Boulevard or I-15. And right now I have to bike the wrong way down the streets, which is not good. I don't want to break the rules or law, but it is not safe for me to bike on El Cajon Boulevard. So to get to the bus stop, I bike down, and if I see a car coming, I get on the sidewalk and walk it. We have spent a lot of time both on the centerline stations. I went to the grand opening this weekend to for those and saw the El Cajon Rapid Bus, another 44 million. So I think it makes sense. We have made all these huge investments. Now, we have to get to these things safely. I walk or bike there.
This is one way to do it in a safer way with this bikeway.

Also, this area is slated for a lot more density, which I support. We have a huge housing crisis here, and to say everyone has to drive everywhere, that is not going to work. We'll pack a lot more people in. We need to give people choices on how to get around. I walk and bike in the neighborhood as much as I can to reduce the traffic impact. It is not safe to do so on the cul de sac on Central Avenue. I think it would be great if they can put it in.

You've got the freeway traffic and then it is a double indignity that these folks have to cut through all the cut-through traffic, over a thousand cars a day. You have the freeway noise and the cut-through traffic. I think a cul de sac would be great. Make it smaller so you still have development on that site with the housings.

Real quick, Vision Zero and Climate Action Plan both call for safe routes like these. We need a connecting bike network. We need to connect. The new Bike Share Plan, a lot more people are biking with a bike share. I used it this weekend. It is awesome. I don't have to worry about getting my bike stolen again. I support this project. Thank you.
MR. SINNOTT: Andy Hanshaw.

MR. HANSHAW: Good evening, I'm Andy Hanshaw with the San Diego County Bike Commission voicing our strong support for this Central Avenue Bikeway. Lots of great input from the community, and lots of good support for it. We support safe and connected bikeways.

In this case it is connecting communities, it is connecting schools, it is connecting parks, and it is connecting transit, all in a safer, calmer manner, and all those ways to get more people biking and encourage, as Paul said, in compliance with our Climate Action Plan, Vision Zero, things that are very important to getting more people on bikes and creating a safer environment.

So particularly I like the connection to the SR-15 community bikeway so you can continue to go south down to City Heights and make it a safer bikeway. And then the east-west crossing, the other bikeways, excite me, Orange, and Landis, that this kind of -- this is the spine to that. It all just makes perfect sense to connect in a safe manner to all these different bikeways.

We are building out a network here, all throughout the region, and that is what is really important. We are giving people transportation choices by connecting networks of bikeways. This is what we want to see all around. We strongly support it. Thank you.
MR. SINNOTT: Thank you.

Randy Van Vleck?

MR. VAN VLECK: Thank you for your time tonight. My name is Randy Van Vleck. I'm the Transportation and Planning Manager for the City Heights Community Development Corporation. Since 1981 when the organization was founded, advocating for the walking, biking transit amenities along the SR-15 has been one of our legacy projects.

So given that, the past year has been big. We celebrated the opening of SR-15 commuter bike lanes, a $16 million investment; the centerline station celebration last weekend was huge. And those are unique investments in our community that we really want to leverage.

Further down south along the SR-15 corridor, we have Park De La Cruz down here with the new skate park.

All of those projects are part of the State Route 15 planning process, and they are all called out in a Memorandum of Understanding from 1983, and including the centralized bikeway, which we really want to see as one of the last pieces, infrastructure pieces of those promises made over 25 years ago.

So it is really key that we move this project forward. We are really excited to see it move forward.
We support the staff recommendation. We have been participating throughout the process. We really want to have a project that is really going to create the safe streets that our community needs and deserves.

We know that City Heights has an inexplicable amount of traffic crashes compared to other communities. In the last -- we did a study called the City Heights School Report and found in a span of four years 114 kids were hit by cars while walking in school zones. That is just the tip of the iceberg. That is just the reported crashes.

Getting those complete paths that we need and deserve is really key. We hope to see the project move forward as soon as possible. We appreciate the 2019 construction date. Let's stick to that. We have worked for this for a long time, from 1978 to 2018. City Heights and Mid-City residents have been working on the SR-15. That is too long. Sorry. Let's stick to the construction date of 2019.

And then we -- in regards to the design, we are supportive of all the design elements.

One of the big questions seems to be the cul de sac on Central Avenue just north of El Cajon Boulevard. We want to see the smallest cul de sac possible there. The current cul de sacs are huge. I saw an elderly man
after the celebration, he went straight across which is what I do, and he had to stand there and wait for the right opportunity to cross. So let's get a small cul de sac, land is scarce, especially in Mid-City. Let's not have it be asphalt sitting there all day. We hope they have the smallest cul de sac possible in that area and allow the walking distance to the Boulevard Transit Plaza to be reduced.

Thank you very much.

MR. SINNOTT: Adam Denbry.

MR. DENBRY: Adam Denbry. I'm here from Normal Heights. I live on [redacted]. I rode to the event for the opening of the bus line this weekend, too, and I had never ridden down there before, and this plan addresses the problem I had crossing El Cajon Boulevard from Central. So that's really wonderful to see. It looks like this plan connects perfectly with the plans we've been shown in the Normal Heights Community Planning Group, the Georgia and Meade bike path. So I'm excited to see a project that we've spent a couple of years looking at details about get continued and branch into other communities that I don't have the access to by bike that I would like to have right now. And, I mean, I support everything, you know, all the historic stuff that everybody else has said. I
don't want to repeat it.

But I did come across a City of San Diego 1980, '81 budget recently, and in that budget is a comprehensive bike plan. It is for a regional bike plan, and the budget is $124,000, I believe. So it's -- I'm glad that, you know, 37, 38 years later, we're getting to finishing that project and serving all these communities together with one regional system.

So I support everything in this plan. Thank you.

MR. SINNOTT: Thank you. Jim Barros.

MR. BARROS: Hi, I'm Jim Barros. I live in Normal Heights. I bike this area quite a bit. In fact, I rode here tonight. That is why I'm dressed in 14 layers. It is cold outside.

I'm speaking in favor of the project. It is a long time waiting. I can speak for the Normal Heights Planning Group, and I do Chair that organization and we are certainly in favor of giving opportunities for people to get around safer, especially because we have two schools along this route, the elementary school and junior high. I think it will be real important for them.

I do agree with the comments about the cul de sac at the south end of Central. I think that could be designed in a way that makes it easier to get through for
bicyclists and pedestrians.

I do however notice there is no comment or information about any kind of outreach or public information that will be available after the project is in place or maybe just before. Many motorists don't know what those markings are on the road, that looks like a bicycle with the two slashes on them, and the no right turn flashing light and the extra crosswalk space on Adams Avenue. These are opportunities for motorists to get confused, and if we can remove confusion, we will all be a lot safer. I hope within the budget there will be opportunities for outreach, not only to motorists, bicyclists, and pedestrians, but the police enforcement folks that doesn't know what is appropriate and what is not, and do enforcement out there.

So thanks for this effort. Pretty cool. We have a microphone and everything.

MR. SINNOTT: Thank you very much. Jake followed by Margaret.

MR. SERBEL: My name is Jake Serbel. I live in Kensington. I live off [redacted]. I live close to the Terrace and Adams Avenue, and I am in full support of this bike project. Driving down the Terrace Drive there is -- there is no safe place for any bicyclists whatsoever. One day you can count how many
bicyclists should have got hit, but thankfully everyone is aware. I'm in full support of this to make it safer for everyone to get around.

MR. SINNOTT: Thank you very much. Margaret Loose.

MS. LOOSE: Hello, I'm Margaret Loose. I live in Cherokee Point at [redacted], and I'm here to address the gender imbalance in the speakers tonight.

No.

I am in favor of this project as well and others like it. I'm also -- by the way, I'm not speaking on behalf of, but I am on the board of the Cherokee Point Neighborhood Association, and many of our conversations have revolved around making our neighborhood, Cherokee Point, more pedestrian and bike friendly. But I don't -- I am not speaking on behalf of them, but I'm part of the board.

I'm excited to see a project that will help connect our neighborhood by virtue of connecting to the SR-15 route, help us eventually get to the trolley that is proposed to be built. I work at UCSD, and it's a long, complicated process to try to get there without a car -- or with a car, frankly.

But I see this bikeway as another piece in something that will allow me to get to Old Town and
connect with the trolley that could get me to work.

I am also pleased as someone who rides a recumbent trike, it is parked outside, if you don't know what I'm talking about, I'm also pleased to see some attention in the draft plans to sharp turns, fixed objects, narrow ramps that are not ADA compliant. Those things benefit people like me who are riding vehicles that you can't just pick up with one hand and turn.

So I'm happy to see -- I think that is mentioned between Terrace and Adams.

I also like the idea of the bike lane for uphill traffic between Landis and Wightman. I think that is helpful for less intrepid cyclists in particular, and those of us with -- who have a love affair with gravity and are a little slower going uphill.

I have a question about -- which I know people can't answer tonight. The no right turn on red, blank-out signs are ingenious, because we always are facing push-back from motorists. I do wonder if, like, how blazing would they be? Will they get people's attention, because a lot of times we're so accustomed to making right turns on red, that even if there are permanent signs there, people don't notice them. So it would need to be something almost blinding.

But thank you for the effort here and the
presence and food and drinks, and I'm out of time. Good night.

MR. SINNOTT: Thank you very much.

Do we have anybody else who would like to make some comments regarding the project? Going once, going twice. Okay.

We will close the public comment. We really appreciate some of the thoughts that were put together. There is an opportunity to continue, if you come up with another comment, we're going to be here for at least until 8:00 o'clock. And if you have some questions for the project team or you want to put more comments in, you can write them, and they will be included in the record.

We'll keep the public hearing open until 8:00.

I really want to thank all of you. Many of you have been engaged in this project development for a long time, and it takes an interchange of information and joint planning in the neighborhood groups to really get this to the point that it is. So I want to thank those people who have been involved in project planning.

SANDAG folks who have been involved in this, could you just raise your hand? Okay. So we've got about half a dozen to seven people that have -- they have been active in this area and working on this for a number of years, and we appreciate all of that work, too.
So as I said, we'll be here until 8:00, and we thank you for much for coming, and we appreciate your support. You're done, at least this part of it.

MR. CARTERETTE: I did find another comment slip. I guess it was on the floor or something.

MR. SINNOTT: Who is it?

MR. CARTERETTE: Ryan Jones.

MR. JONES: That is me. I listened, and I don't need to say anything.

MR. CARTERETTE: That is fine. I didn't want to put you on the spot. I didn't want to exclude anybody.

MR. SINNOTT: Thank you very much.

* * *
REPORTER'S CERTIFICATE

I, Rosalie A. Kramm, Certified Shorthand Reporter for the State of California, CSR No. 5469, do hereby certify:

That the foregoing was taken before me at the time and place herein set forth; that the proceedings were reported stenographically by me and were transcribed through computerized transcription by me; that the foregoing is a true record of the proceedings taken at that time; and that I am not interested in the event of the action.

Witness my hand dated February 28, 2018

Rosalie A. Kramm

CA CSR No. 5469
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME: RANDY VAN VEER
ADDRESS: CITY HEIGHTS, SD

Please email me project updates in the future (email address required above).

COMMENTS:

THANK YOU FOR THIS EXCELLENT PROJECT. CITY HEIGHTS, SD
I LOOKS FORWARD TO ITS IMPLEMENTATION.

WE SUPPORT THE DESIGN FEATURES AND SPECIFICALLY
HOP TO SEE THE SMALLEST CURBCUT SIZE
POSSIBLE AT THE CARRILLON ECD INTERSECTION.

IT'S IMPORTANT TO US THAT THE BIKE SIGNALS
AT THE UNIUE + ECD OFF/RAMP
MOVE FORWARD.

LET'S STICK TO THE 2019
CONSTRUCTION SCHEDULE PLEASE.

25 YEARS SINCE THE 1993 MOV
IS TOO LONG. THANK YOU.
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME: Jeff Kuchinski
ADDRESS: 
PHONE: 
EMAIL: 

Please email me project updates in the future (email address required above).

COMMENTS:

I support this project. It will be a great asset for neighborhood.
To make a true world class facility please include

1) Bicycle Signals at
   El Cajun Blvd & University Ave

2) Cul de sac design for
   Central & El Cajun Blvd
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

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<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>KAREN MANLEY</td>
<td>[REDACTED]</td>
<td>[REDACTED]</td>
<td>[REDACTED]</td>
</tr>
</tbody>
</table>

☑ Please email me project updates in the future (email address required above).

**COMMENTS:**

This is a great project, I'm looking forward to the completion of this project. I fully support it!

Karen Manley
COMMENTS

Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

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<th>NAME</th>
<th>ADDRESS</th>
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<td>Jim Barzoss</td>
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Please email me project updates in the future (email address required above).

COMMENTS:

- In Favor!
- Cul de Sac at Central, good idea. Could be smaller?
- I hope project will include public info about how to deal with people on bikes.
- 1) What “Shareuse” mean.
- 2) People on bikes may be in the lane “in the way”
- P.R to motorists + bicyclists + Police to understand
  CIC 21200 "Bikes Belong"
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME
Nicholas Norvell

ADDRESS

PHONE

EMAIL

☐ Please email me project updates in the future (email address required above).

COMMENTS:
As a resident of Central Avenue and recreational cyclist, I strongly support the project as proposed, in either Option 1 or Option 2 configurations. In addition, I believe the improvements will enhance pedestrian safety through crosswalk improvements and having "No Turn on Red" at I-15 @ El Cajon and @ University. Finally, I believe the traffic and parking impacts will be minimal.
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME
Ryan Jones

ADDRESS

PHONE

EMAIL

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COMMENTS:

Elimination of parking between El Cajon and Meade. Where are the new parking spots going to be located? The bike bath does not remove cars from road yet it is removing 20+ parking spots from central ave. If spots are not replaced, I am NOT in support of bike path.
Please share your comments below. Please note that SANDAG documents are public records and may be disclosed to the public upon request. Thank you.

NAME

Sean Harrison

ADDRESS

PHONE

EMAIL

☐ Please email me project updates in the future (email address required above).

COMMENTS:

I am the Chair of the Kensington Palomar Planning Group Transportation Subcommittee. Our group had several meetings in regard to this project as it pertained to the portion in our boundary. Our group voted unanimously in favor of the design. I personally use the projected route to access the recently opened skatepark with my children and their friends. It will be a great addition to the biking network. When completed, I am looking forward to the improvement of the bike facility in Mission Valley where the SR-5 Bikeway lets out on Caminito Del Rio South.