



NORTH PARK PLANNING COMMITTEE

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## PUBLIC FACILITIES, TRANSPORTATION, PARKS, AND PUBLIC ART SUBCOMMITTEE

### MEETING MINUTES

Wednesday, November 13, 2013, 6:00 p.m., North Park Recreation Center/Adult Center  
2719 Howard Avenue, San Diego, CA 92104

#### Attendance:

**Seated Board Members:** Dionné Carlson (Chair), René Vidales (Vice-Chair), Peter Hill, Omar Passons (arrived 6:12)

**Community Voting Members:** Ernie Bonn, Matti Asgarian, Kitty Callen (arrived 6:20)

**Board member not seated:** None

**Also present:** Ty Tosdal, Nancy Keys, Scott Hartley, Bill Mackey, Alexandra Elias, Jane Reames, Patrick Edwards, Ross Lopez, Scott Kasperowicz, Shawn Duly, Barb Godfrey, Barry Adams, Vicky Hernandez, Sean Chen, Dorothy Vadnais, Chris Burns

#### Parliamentary Items:

**Call to order.** The meeting was called to order at 6:02 pm

**Approve November 13, 2013 Agenda. Motion: Approve Agenda Bonn/Hill. 5-0-0**

**Chair's Comments:** None

#### **Approval of Previous Minutes, October 9, 2013.**

**Motion: Approve October 9 Meeting Minutes. Hill/Vidales. 4-0-1 (Asgarian abstained)**

#### **Announcements & Non-Agenda Public Comment:**

Links to events are listed in the agenda

- Free Social Media training sponsored by Marty Block, Friday, November 15 at Queen Bee's
- University Heights Open Aire Market will start on Saturday, November 16 at the SD Unified School District grounds
- River Park Foundation is getting ready for 2014 River Days event, looking for people to get involved
- North Park and Uptown Community Plan Update discussion drafts were released in early October and will be discussed at the next North Park Planning Committee Meeting on Tuesday, November 19

#### **Non-Agenda Public Comment:**

- Patrick Edwards talked about the wooden 'North Park' sign that was previously located inside the Union Bank building. Patrick is looking for a home for the wooden sign. Looking for volunteers to take over the project of installing a sign since he has already obtained buy-off from interim Mayor Todd Gloria. The item will be in the agenda for a future Public Facilities sub-committee meeting.

**Information Items:**

A. None

**New Business:**

**A. Angle Parking to Head-in Parking Conversions along Oregon Street and along Kansas Street:**

Proposal to convert angle parking to head-in parking.

The project on Oregon Street is spread out as follows:

Oregon Street from Adams Avenue to Madison Avenue from 26 to 32 parking spaces for a total of 6 parking spaces gained.

Oregon Street from Monroe Avenue to Meade Avenue (east side only) from 37 to 42 parking spaces for a total of 5 parking spaces gained.

Oregon Street from Howard Avenue to Lincoln Avenue (east side only) from 69 to 90 parking spaces for a total of 21 parking spaces gained.

The project only adds paint on the road and there is no construction involved. The three projects on Oregon Street would result in a total gain of 32 parking spaces. In the community there is a trend to support a future linear park, but there is also the need for additional parking. Explanation of angle parking and linear park followed.

After further discussion the following motion was made:

***MOTION: To support the removal of angle parking and installation of head-in parking along Oregon Street from Adams Avenue to Madison Avenue (east side only) from 26 to 32 parking spaces, Oregon Street from Monroe Avenue to Meade Avenue (east side only) from 37 to 42 parking spaces, Oregon Street from Howard Avenue to Lincoln Avenue (east side only) from 69 to 90 parking spaces with the understanding that this project may be changed in the future to allow for the implementation of the North Park linear park as has been previously discussed in previous meetings regarding the Park and Recreation Element and Mobility Element of the North Park Community Plan Update. Vidales/Bonn. 5-2-0 (Asgarian and Passons against)***

The project on Kansas Street is spread out as follows:

Kansas Street from El Cajon Boulevard to Howard Avenue (east side) from 14 to 19 parking spaces for a total of 5 parking spaces gained

Kansas Street from Polk Avenue to Lincoln Avenue (east side) from 31 to 43 parking spaces for a total of 12 parking spaces gained

The two projects on Oregon Street would result in a total gain of 17 parking spaces.

North Park has to get creative with the addition of parking spaces, but we also need to reduce greenhouse gases, therefore there is support for adding spaces. The project only adds paint on the road and there is no construction involved. Adding paint on a street is a cheap way to add more parking spaces. Greenhouse reductions will not be met by adding more parking spaces (AB 32 and SB 75).

After further discussion the following motion was made:

***MOTION: To support the removal of angle parking and installation of head-in parking along Kansas Street from El Cajon Boulevard to Howard Avenue (east side) from 14 to 19 parking spaces, and Kansas Street from Polk Avenue to Lincoln Avenue (east side) from 31 to 43 parking spaces with the understanding that the project may be changed in the future to include bike lanes, electric car charging stations and any other items in accordance with the Sustainability Element and Mobility Element of the NP Community Plan Update. Vidales/Bonn. 5-2-0 (Asgarian and Passons against)***

**B. Traffic Calming at Madison Avenue and Mississippi Street.** Update on progress and discussion of traffic calming options for this location, including stop sign, traffic circle, bike lanes

This item was pulled from the consent agenda a number of months ago because one of the property owners in one of the four corners was against the installation of a stop sign. Since then a concept has been submitted to the City's Fire Department for input on a traffic circle proposal.

The Fire department has completed a review of the request of a traffic circle and approves the request contingent on the following: a) rescind previous request for the installation of lumps, bumps, or humps; b) 15' to be provided asphalt to asphalt (not curb to curb) from the center of each corner to the traffic circle; c) the traffic circle be constructed to the same City curbing specs as existing traffic circle on La Jolla Blvd.; d) 20' red curbing be installed on all four (4) corners of Madison Ave. an Mississippi St.

The traffic circle project if supported by this board will be on the City's CIP list which may take some years to implement.

*Public comment:*

All neighbors support the removal of the left-turn lane.

Nancy Keys: Prefers the traffic circle with bike lane but would be satisfied with the stop sign

Scott Hartley: Likes the traffic circle option

Alexandra Elias: Has talked with City Transportation Division. Does not support the stop sign because of noise issues and because it does not do much for slowing down traffic. Supports installation of a bike lane and removal of the left-turn lane.

Bill Mackey: Also supports the traffic circle as the ultimate solution but rather see something happen now.

Sean Chen: Reminded the audience that the intersection has already been evaluated and does not qualify for an enhanced crosswalk.

*Board discussion:*

Chair Carlson reminded everyone that the area does not fall within a Maintenance Assessment District and more than likely only standard hardscape may be installed in the traffic circle.

Callen: The Alta Dena neighborhood median on Thorn St. has not calmed traffic since it was constructed.

Bonn: Previously installed stop sign on Florida has helped in slowing down traffic on Madison Ave.

Vidales: Traffic circles do work if they are properly installed in conjunction with other related improvements. If enough community members get together and find a traffic consultant to do pro-bono work then the concept may be sold to the City

Passons: Check out “A simple guide to our roads, public buildings & water/sewer pipes” for additional information at [www.understandingSD.com](http://www.understandingSD.com)

After further discussion the following motion was made:

***MOTION: To remove the center turn lane and support the installation of both a bike lane and a stop sign at the intersection Madison Avenue and Mississippi Street. Passons/Asgarian. 7-0-0***

**C. Median Chokers at Madison Avenue and Utah Street.** Discussion of process for their removal as requested by surrounding residents, and of alternative traffic calming options for this location

Someone in the community requested traffic calming for Madison Ave. some years ago which resulted in a Capital Improvement Program (CIP) project. At the time there was a big sewer rehabilitation project under construction in the area and the median chokers were placed at about the same time, therefore no one noticed construction of the median chokers. The process for the removal of the median chokers would be in the form of another CIP type of project.

The median chokers have proved to be quite unpopular with residents, drivers and businesses in this location. They are not aesthetically pleasing, they do not function as a pedestrian refuge because they are not ADA accessible, they remove a great deal of local parking with the required red-curb, and vehicles are still speeding along Madison Ave. between the median chokers and the next stop sign, so they are not particularly effective.

The steps to remove median chokers would be: a) circulate a petition; b) Have the NPPC make a motion to support the removal of the median chokers; c) the project to remove the median chokers may then be placed on the CIP list.

*Open discussion:*

Ross Lopez: The sketch he prepared shows that 19 parking spaces were lost in the area. Witnessed City employee almost run over when measuring red curb. He would like to see the parking spaces restored when the red curb is removed. Red zone lengths are not standard since Alabama St. had no red zones installed but Mississippi St. does have red zones. Supports dips to calm traffic down.

Chris Burns: Lives at the corner of Kansas St. and Madison Ave. Willing to help with petition. Crossing the street where the median chokers are located is very dangerous. Would like the median chokers removed.

Dorothy Vadnais: Median chokers are too close to the alley and are dangerous

Barb Godfrey: Manager of apartment complex at Kansas St. and Madison Ave. where most residents have at least 2 cars. There are 47 apartments in the North Park Towers complex. When it rains there is additional ponding in the area because the median chokers have created a bigger drainage problem than before they were installed. Would support removal of the median chokers.

Jane Reames: Would like to see alleys retrofitted since the alley next to the chokers is in very bad shape.

Nancy Keys: Repaint the chokers so they are better seen at night. In addition, the word 'dip' was previously painted on the road and is no longer there.

Passons: One project got moved up the CIP list in the past because the residents came up with the money to build it.

Bonn: Narrow median at the SD School District. Drainage issue should be investigated.

This item will be a future agenda item.

**D. Community Choice Aggregation (CCA).** Presentation by Ty Tosdal

The concept is an alternative to SDG&E. Other states are already using the CCA programs like Illinois, Ohio, Rhode Island, Massachusetts, New Jersey and California. The City of Chicago has 1 million customers and it was approved by City referendum. The U-T has endorsed the program, the County is investigating CCA programs as part of its renewable energy plan.

Ty Tosdall is requesting the sub-committee to study the program.

Asgarian: This program empowers communities. Would like to see a message that the stakeholders will be more in control. Need community members that are knowledgeable about sustainability to support the item.

Hill: Requested clarification on whether a planning group is the right avenue for support.

This program eliminates monopoly, it provides customer choice, opportunity for local control through joint powers authority

**E. Proposed Speed Limit increase on Nile/Thorn/Landis.**

The City will increase the speed limit from 25 to 30 mph because at the current speed limit is no longer enforceable, according to CA Speed Traps Law. Everyone needs to start understanding how this works and what steps are needed to prevent other residential streets from increasing their speed limits.

**F. Request for Letter of Support for Toyland Parade.**

Toyland Parade is a community event that is held yearly. After discussion the following motion was made:

***MOTION: To send a letter of support for the Toyland Parade. Callen/Bonn. 7-0-0***

**Ongoing Business**

**A. Angle Parking Policy:** No update

**B. Utility Box Task Force.** No update

**C. Community Plan Update.** No update

**Unfinished, New Business & Future Agenda Items.** None

**Next Meeting date:** Wednesday, January 8, 2014

**Adjournment: Motion: To adjourn meeting Asgarian/Callen. 7-0-0.** Meeting adjourned at 7:58 p.m.