

October 12, 2021

To: Everett Hauser, City of San Diego; Alyssa Muto, City of San Diego

CC: Katie Matchett, beautifulPB

From: Circulate San Diego

**Subject: "Try Slow on Diamond" Demonstration Event**

The following document outlines community input received at "Try Slow on Diamond," a community outreach event on Diamond Street on September 11, 2021, from 10:00 am to 2:00 pm. Circulate San Diego and beautifulPB demonstrated permanent infrastructure options for the [City of San Diego's Slow Streets](#) program. Temporary installations of an Advisory Bike Lane and Diverter were stationed on Diamond Street between Haines Street and Gresham Street. Educational boards instructed community members how to use the infrastructure and provided examples of 'slow streets' in other Cities. Community feedback was collected via input boards and verbal feedback was noted by Circulate Staff.

**Community Outreach Input Boards**

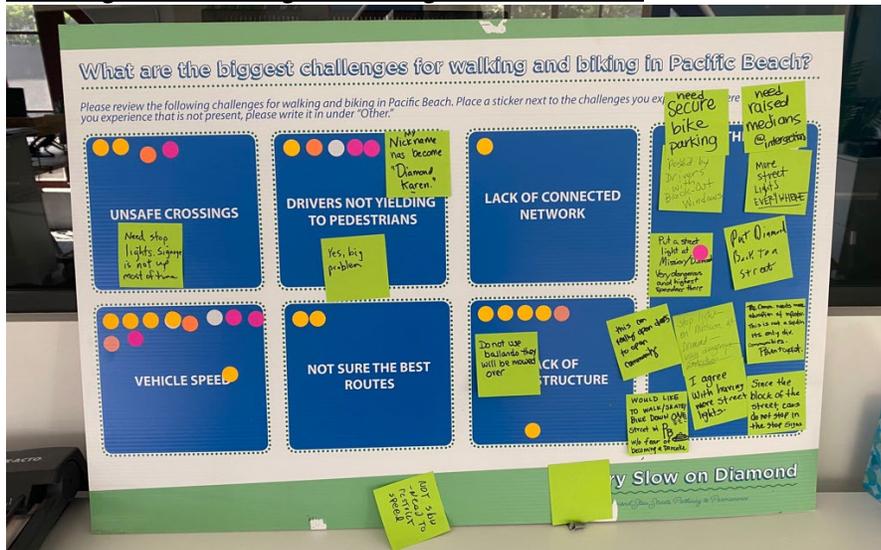
The following section provides an overview of the data on community feedback received during the event on input boards.

**"I Support Slow Streets"**

- **Yes** (thumbs up): 27 respondents
- **No** (thumbs down): 17 respondents



## Challenges for Walking and Biking in Pacific Beach



- **Unsafe crossings** – 4 responses
  - “Need stop signs, lights, and signals”
- **Drivers not yielding to pedestrians** – 5 responses
  - “Yes, big problem”
  - “My nickname has become ‘Diamond Karen’”
- **Lack of connected network** – 1 response
- **Vehicle speed** – 12 responses
- **Not sure the best route** – 2 responses
- **Lack of infrastructure** – 6 responses
  - “Do not use bollards they will be mowed over”
- **Other**
  - “Since the block of the street, cars do not stop at stop signs”
  - “More street lights everywhere”
  - “Need raised medians at intersections”
  - “Danger posed by drivers with black-out windows”
  - “Need secure bike parking”
  - “Community needs more education about infrastructure”
  - “Would love to walk/skate/bike down one street in PB without fear of becoming a pancake”
  - “This can really open doors to open community”
  - “Street light on Mission and Diamond, very dangerous and highest speeders there”
  - “Put Diamond back to a street”
  - “Stop light at Mission and Diamond – very dangerous”
  - “More street lights”

## **Community Feedback Matrix**

The following section provides an overview of verbal feedback received and notes taken during the event by Circulate Staff.

### **Existing Strengths**

- Cars drive slower
- Easier to back out of driveway
- Increase in biking amongst residents
- Residents closer to the beach have been more supportive for slow streets because they have seen significantly less traffic/wreckless driving. Residents further from the beach are used to their quiet, low traffic streets and now seeing increase in usage from walking/biking/rolling and generally have more opposition
- Support for temporary stop signs

### **Existing Concerns**

- Cars knock down signs / residents move signs
- Pedestrians aren't stopping at stop signs and roll through intersections
- Increased danger to adjacent streets
  - More car traffic
  - Higher vehicle speeds
- Concern over kids learning that playing in the street is safe

### **Future Suggestions**

- Residents interested in receiving survey for Diamond Street residents
- Residents expressed interest in receiving research on impact to safety, traffic speeds, property values
- Alternatives to Advisory Bike Lane:
  - Suggests one 1-way bike lane instead of 2
  - Speed Bumps
  - Roundabouts
  - Making Diamond & parallel street both one-way
- Residents interested in a pair of parallel one-way streets. Suggestions: Diamond St. & Felspar / Missouri St.
- Keep 100% of parking - consistent across supporters and opposers
- Desire for speed enforcement, but concerns over police increasing parking/other tickets on locals

### **Future Opposition**

- Advisory Bike Lane not safe without diverter
- Concerns about Middle School drop-off: residents want to know the plan for this and say that moving reducing drop off to only Felspar will be too much traffic.
- Bollards aren't strong enough
- Advisory Bike Lane-specific concerns:
  - Doesn't accommodate roller skates, Lyft, kids, etc.
  - Concerned cars may hit pedestrians/ bikers when encroaching into bike lane
  - Corner pedestrians/bikers will ride/walk roll in center car lane and get hurt
  - Fear of increased wreckless driving/speed
- Slow streets don't work if just one street because of the increased traffic elsewhere

### **Feedback on Pilot Infrastructure**

There were a lot of apprehensions for the Advisory Bike Lane demonstrated, even among slow streets supporters. There were some supporters of the infrastructure, but many expressed concerns over vehicle speeds and increased of (vehicle on vehicle and vehicle on bicycle) collisions with cars encroaching into the bike lanes.

We would encourage looking into additional solutions based on community input gathered from this event and any additional outreach.

There was more support heard about the Diverter demonstrated to prevent increased traffic on adjacent streets. They were requested throughout the neighborhood. Roundabouts were also brought up and have similar traffic calming benefits. These methods could be a solution to meet residents in the middle, calming the concerns from opposers due to increased speed and traffic on adjacent streets as well as the supporters for having cars slow down on Diamond Street.

### **Recommendations for Next Steps**

- More Outreach
  - formal process
  - other efforts
  - [SFMTA example](#)
  - provide info on traffic volumes to show that traffic volume is not increasing
- Maintaining parking
- Driver behavior
- Infrastructure needs
  - diverters

Residents in favor and opposed both expressed the lack of information about the project to the residents most impacted. Misinformation from an illegitimate source via a doorstep letter caused widespread concern in the community. Improved communication between decision-makers and the community is recommended. Many community members expressed interest in further community input, including but not limited to a Diamond Street survey, more outreach events, and community-led outreach.

All residents we heard from expressed a desire to keep 100% of their free street parking. All residents agreed on the desire for safe streets and to prevent reckless driving, although there is a lack of conciseness on the solution. Residents asked for research data, engineering analysis, more information, and improved communication.