

# 6/29 COMMENTS

- post SANDAG 'ON THE MAP' study to website + Appendix to existing cond report
- Activity comments:

(50) - How do # commute patterns change ON WEEKEND for family and different types of non-commute trips?

(50) - How is ADT in metric different here than from traditional Residential communities. (Still use ADT)

(50) - Lacking pedestrian walkways  
no sidewalks on main thoroughfares (Balboa/CMB)

(17) - Cant walk from Ind. on KVPd to Puffin no ops  
ops for running path btwn BALBOA & Spectrum Area (rear connection)  
continuous sidewalk on N. side of Balboa would be welcome  
cant walk to lunch

(Accord) - Is a running path an amenity for leasing non-res space? (Yes)  
Attracts high value active employees

(SC) - Hem missing on Ped Issues of map  
No sidewalk access from solar turbine

(SC) - Offset Airport fence back 20 Feet for  
a circular walking/bike path  
around vernal pool area.  
bike paths corner to corner off traffic  
would be valued

- We have access to but can't get on  
the freeways. traffic is backing up

- manufacturing empls cannot afford the live  
new housing going up in KM. Engineers <sup>live elsewhere</sup>

- KM strength is drawing employees from  
all over county

(SC) - Common Solutions: sidewalks to street  
Intro medians for turning & stop area  
(colored?) pavement  
warning lights

(SC) - When improving sidewalk is that  
city capital or contingent on devel?  
(Both)  
be aware of how it gets paid for - don't  
want to plan for things that don't get  
built for 20 years

(50) - Can recommendations include off street parking coordination? (yes)

(50) - DA994 @ Conroy intersection is highly used & ped in corridor  
Can we analyze this intersection as observe people want cross @ Balboa

(r) - Purple line trolley is an opportunity to relieve congestion & modify the community to be more balanced  
As planning for > density and intensity does that add pressure to earmark \$ for this line? We need to plan for intensity

(50) - KM is surrounded by 3 great residential communities. this is why our workers are. do these people work here? why are there not buses from those neighborhood into KM?

(p) - Bike paths on 5th Bikes taking over a whole lane makes a traffic problem - they don't pay taxes to upkeep takes away from traffic flow for 93K people driving in Bike lanes would impede traffic flow in U-carry Mesa

(By how how to plan for all users per Complete Streets Act)

- (v) - Residents don't want to reduce surrounding streets # of lanes because that pushes traffic into Residential NHDs for people trying to avoid lights and congestion (ROYAL Highlands NHD)
- (sc) - ~~Don't~~ look @ all options including road diets to make best solutions 4 each place in community
- E/W of I63 different communities large vs. small bays.
- (sc) - <sup>→ want a different way then carpooling to get to convoy from E163</sup> are there solutions to connect (right size) areas so workers want to hang in convoy to sort out traffic + support local bays while relieving some congestion.
- (sc) - Do any bus routes loop thru the county? (no)
- (sc) - purple line - when? how does city interact w/ SANDAG on this? what is the alignment? need trolley participation in the county plan update (initially sandag project + funding)
- (Current plan:  
Day until up Ruffin onto CMB  
city can influence funding thru LU strategy  
→ 1st/last mile strategies)
- (sc) - County ops + New Kaiser devel has not improved on/off ramp infrastructure. Why is that allowed? How come km doesn't get infrastructure improvements

- (x) - Ruffin South to Aero is a parking lot starting @ 4:30pm.
- (x) - 163 @ CMB Intusection has had recent New Congestion (approaching from the west)

(cc) - When planning for traffic impacts is it better to plan for larger areas or smaller areas? Can there be a traffic study for the entire E-side btwn 163 + 15.

(Yes, the larger area to plan + study is better)  
this CPU will include a community wide traffic study & LU approach to address this)

(cc) - Walking convey @ 3-4 pm didnt feel safe on sidewalk. great restaurants & no parking? How can we make the pedestrian feel more safe to support that area?  
(team is working on this)

- closing down convey should not be a foregone conclusion because there are car dealerships w/ big revenue for city. But should improve Ped comfort.

- Glendale Galleria is a good example w/ car dealerships + ped shopping ops.

BIKE RACK 6/29