Sean Elo-Rivera
Council District D-9
San Diego City Council

April 2, 2025

Dear Honorable Elo-Rivera,

The residents of Normal Heights voiced strong concerns regarding mobility safety in the neighborhood during our mobility focused meeting on February 4, 2025. Many feel unsafe walking and biking due to excessive speeding, ineffective bike infrastructure, and lack of enforcement. Streets like Mountain View Drive and Adams Avenue were highlighted during the meeting as particularly dangerous and we intend on identifying other locations as well. There is strong community support for implementing traffic calming measures and increased enforcement to protect pedestrians and cyclists.

We urge the City to prioritize mobility safety in Normal Heights by investing in infrastructure improvements and enforcement that make our streets safer for all users. Additionally, we ask that these concerns be incorporated into the Mid-City Communities Plan Update to ensure future policies and infrastructure changes support safer, more accessible streets. Addressing these issues in the planning process will help create a long-term framework for a more livable, pedestrian- and bike-friendly community.

Lastly, the NHCPG Board is reporting the attached stories to the city in our role as the “Voice of the Community”. The board is not making specific recommendations at this time though we intend to follow up with more specific requests via our Traffic Safety Subcommittee.

Sincerely,



Paul Coogan
Chair, Normal Heights Community Planning Group

Additional Materials

2/5/25 Meeting Minutes: https://normalheightscpg.org/meeting-minutes-february-2025/

2/5/25 Meeting Recording and Presentations
https://normalheightscpg.org/february-4th-video-recording/

Summary

Residents and visitors of Normal Heights were invited to the Normal Heights Community Planning Group Meeting, Tuesday, February 4th to share their experiences with mobility safety in the neighborhood. Many voiced concerns about traffic safety, particularly for pedestrians and cyclists. Key themes from the discussion include:

- Widespread Safety Concerns: Many residents reported feeling unsafe walking and biking, with near-miss incidents, excessive speeding, and lack of infrastructure contributing to the issue.
- Need for Traffic Calming Measures: Streets like Mountain View Drive and Adams Avenue were identified as problematic due to speeding, lack of crosswalks, and insufficient enforcement.
- Bike and Pedestrian Infrastructure: Sharrows on Adams Avenue were widely criticized as ineffective, and there was strong support for dedicated bike lanes, better crosswalks, and enforcement of existing regulations.
- Community and Business Impacts: Some residents pointed to the positive economic impact of bike-friendly infrastructure, while others expressed concerns about parking availability.
- Enforcement Issues: Many attendees noted that current traffic laws are not adequately enforced, particularly regarding illegal parking in bike lanes and red zones.

Public Comments

Below are the paraphrased comments by attendees that chose to speak up. The full verbiage is available via the Zoom recording on the Normal Heights Community Planning website: https://normalheightscpg.org/february-4th-video-recording/.

- Jacob: Survey on NHCPG NextDoor account asking if it's safe to bike in NH, 28% value life too much, 12% not really, 26% depended on time of day, 25%, mostly, watch out for potholes 9% said it's great. Shared personal experiences from people who posted

on NextDoor. General consensus was dedicated bike lanes, that led to an argument of parking versus bikes.

- Ramie: Mtv View Drive 1.3 miles does not have any kind of stop, race track around here. No less than 7 neighbors that use mobility scooters or walkers and people fly down the street at twice the legal limit. Told they would not do anything to Mtv View as it would push people to other side streets.
- Saw flyer at BLAH, University Heights resident. Eye doctor, Burn All Books, I would bike here more often if I felt safe. But I don't feel safe to bike or walk. 34th crosswalk and want to zoom past. Give my business to North Park because there are bike lanes.
- Kim Pham: Resident in Normal Heights, worked as traffic engineer for a decade, why I chose Normal Heights, wanted a vibrant community. Trends are consistent with a large population interested in riding bikes but concerned about their safety. Anyone should be able to walk or ride a bike and feel safe doing so.
- David Noa: Resident of Normal Heights, concerned with Mtv View, dangerous for pedestrians, bikers, and incredibly wide and encourages people to drive faster and needs traffic calming measures. Bike lanes become garbage lanes. Daylighting, several roads are not abiding by regulations.
- Paul Jameson: Resident of Kensington, but in Normal Heights often, rode on Adams and experienced the speed on Adams. Some drivers do 40mph and pedestrians/cyclists are more likely to have an injury at that speed. Adams Avenue has red zones that people park in often. Curious if meters on Adams to help fund more enforcement. Dedicated bike lane on Adams. 30th Street has been a huge driver.
- Chris Litvin: Resident of Normal Heights, 10 years. Most rides start/end going up Adams and get to experience it at all times of day. Seems in the last couple years, have felt less safe, speeds are up, people are more distracted. Big fan of Meade and traffic calming measures. Something to calm the speed.
- Adam Deutsch: One car family live on Bancroft/Meade, child goes to school, story of NH is of disconnect. Meade bike lane, technically Adams is Class 3 bike lane, but painting is not bike structure. If you feel safe, only because drivers are getting less mean. Slow speeds on Adams Avenue, what about barrier on 35th.
- Audra: Resident of Normal Heights for 12 years, all of which involve cycling and walking. Lots of close calls. Prioritize safety, it's a win for everyone. Encourage people to imagine a community built for people and not cars.

- Tyler Shank: Hillcrest resident, bikes down here all the time. Sharrow on Adams Avenue doesn't work for biking. In the door zone or middle of the road. Creates a dangerous environment for pedestrians and bikers.
- Arthur: Room is full with bikes, is that the only issue that considers residents? They don't feel safe but Arthur feels safe in San Diego. What are the statistics? Normal Heights reducing in population and aging?
- Ben Hayes: long-term resident of Normal Heights, meeting not well publicized. This is an issue that matters to him. Commute to work, bike 3 times a week, and almost got hit by a car. Sidewalk and fire safety is great, this is why people are here. Stop light sensor of Felton/Adams doesn't work South bound. Enforcement, bike lane on Meade awesome, but cars parked on it. Submitted many Get It Done.
- Kyle: Lot of us are here because it is life or death, nearly hit by a car. All of us have that happen frequently. Bike lanes can help save our lives.
- Sami: Started attending meetings and joined the board because of the crosswalk on 34th and Adams and felt unsafe at many of the crosswalks on Adams Avenue. As a biker, I have also experienced hostility riding on Adams by drivers not understanding sharrows.
- Scott: Comments about biking in the area, and the ratio of what percentage bike versus population. Shared business perspectives and impact on parking with bike infrastructure.
- Emilie: Mid-City Community Planning Draft Existing Conditions Mobility Assessment - highlights the current state of mobility in Mid-City, covering infrastructure, demand, safety, and performance across all transportation modes - pedestrian, bicycle, public transit and vehicular. Great opportunity. Please provide your comments before Feb.28, 2025.
- Brian: What has been our history with the board and the city for traffic calming?
- Peter Holberg: Currently lives in OB, learned to love and ride bikes regularly in this area. Meade is my lifeline to get to my house. If we improve the conditions, make it safe and accessible, ride use will go up.
- Randy: University Heights, and seen SF has changed its city into biking city. The change in the last 8 years, families with big cargo bikes riding around and made a huge difference in the community.
- Zander: Live on Monroe, economic impact of bike lanes, to date no study that there are negative impacts, only positive impacts. More people are out eating, using restaurants,

stopping for small businesses. Economic impact of less parking, actually having more people.

- Ramie: our roads are being treated like race cars, what are we going to do for the city? Are we then going to do something on our own and do something as a community?
- Jacob: more voices documented, propose and make a motion to create a summary elaborating on what he heard and send a letter to District 9 Representative so it's on their radar. Be the squeaky wheel. Also, motioned we send the same summary to Mid-City Community Plan Update. Motion to put it on next agenda, to vote to create a summary of information and send out
  Jacob motion. Kenny second to put on the agenda.
- Francis: believes there is an enforcement issue, need to consider fire safety.
- Eydie: It's a complicated issue. Every action taken on behalf of some has a reaction in that it affects others Example is Meade traffic circles caused increased speeding on Monroe.