



# GOLF COURSE RD VIRTUAL PUBLIC MEETING

OCTOBER 21, 2021, 6:00 PM TO 7:30 PM

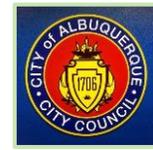
## Background

BHI presented a brief review of the existing conditions analysis and a more detailed examination of potential alternatives alignments along Golf Course Rd. General discussion items and participant input are summarized below.

The meeting was recorded and will be posted online. Comments on the project and input on the proposed alternatives will be accepted through December 31, 2021. Fourteen members of the public attended the meeting.

## Walking along Golf Course Rd

- Attendees discussed which pedestrian realm designs would help them feel safe walking along Golf Course Rd. Attendees discussed that separation from the street is important and wide sidewalks would also be a positive feature. Attendees thought that both of the proposed designs would be improvements over the current conditions.
- One attendee stated that currently, nowhere is safe for walking except on the east side between La Orilla Rd and Butterfield Tr.
- Additional discussion focused on trees and landscaping in the pedestrian realm, Attendees discussed the importance of shade and that landscaping can improve safety by creating a visual barrier between vehicle lanes and the sidewalk. Some participants were concerned that large trees could block sight lines for drivers, especially if they are not pruned regularly. One participant mentioned that tree roots can intrude onto sidewalks and smaller shrubs might be a better solution.
- A participant noted the absence of sidewalks between Paradise Blvd and Irving Blvd and commented sidewalks should be prioritized that in the constrained section on the east side because of the presence of houses. The project is not proposing to add sidewalks to this section because of the constrained right-of way. Instead, it proposes re-routing pedestrian traffic to Green Ave with pedestrian crossings and wayfinding.
- One participant asked about the plans for the city open space between Calle Norteña and Butterfield Tr, which is currently a dirt trail. BHI staff indicated that it may be possible to construct a sidewalk or multi-use trail along the edge of the property because it is City-owned.



## Bicycling along Golf Course Rd

- Attendees briefly discussed which designs would encourage them to bicycle on Golf Course Road. One attendee preferred on-street bike lanes with signage, stating that a multi-use path would create conflict between users.
- Participants discussed that whether they would feel comfortable using the on-street bike lanes would depend on traffic speeds. With higher traffic speeds, participants said they would feel more comfortable on the multi-use path but that overall, they would prefer to be separated from pedestrians.
- One attendee expressed concerns about bicyclist conflict with left-turning vehicles at the intersection of Paseo del Norte. The attendee also mentioned that when the queue for Starbucks backs up on the street, cyclists might be forced to merge with traffic.
- City staff indicated there will be a short survey posted on the project website to identify bicyclist preferences on the corridor.

## Pedestrian Crossings

- Attendees discussed different options and locations for pedestrian crossings. Participants thought that pedestrian crossings could be improved or added at Paseo del Norte and Marna Lynn. Project staff responded that a previous traffic study found that a traffic signal was not warranted at Marna Lynn, but the team is documenting public concerns about this location and evaluating the possibility of a pedestrian crossing.
- One participant asked what types of pedestrian crossings are being considered. Project staff responded that the team is considering designated crossings with pavement markings, signage, and refuge islands. HAWK signals which bring traffic to a complete stop may also be considered. Attendees expressed support for pedestrian refuge islands.
- There was discussion about whether cars will stop for pedestrians at designated crossings. While they are legally required to stop, many do not. Participants expressed safety concerns when only one lane of traffic stops for a pedestrian.
- One participant was concerned about pedestrian crossings on road curves where driver sightlines are reduced.
- A participant asked if underground/tunnel pedestrian crossings been considered. BHI staff indicated that tunnels have not been assessed and would be difficult to locate because of the land uses on either side of the corridor.

## Lighting

- Attendees discussed some concerns about adding lighting to the corridor. One participant stated that some residents might not want bright lighting outside their houses. Another participant asked if the City has a night sky ordinance.



- Project staff responded that the city does have an ordinance, and the lights that would be installed would be shielded. Shorter poles can also be used in residential areas to reduce the impact of the lights.
- One participant wanted to preserve the view of the city from the open space area and cautioned against adding too many trees or light poles in this area.

## Working with Developers and Businesses

- There was a brief discussion about the issue of queuing backing up in the street at the Starbucks near the Paseo del Norte intersection. The project team stated that improving circulation within the shopping center would be the best solution to the issue, but those improvements would be up to private business owners. Addressing access into the shopping plaza is part of the study but will require more detailed design work.
- Another participant asked if the team is working with the new apartment developments south of Westside Blvd to ensure that the developers are building sidewalks. Project team staff indicates that the City requires developers to build wide sidewalks and buffers, which would be of higher quality than what currently exists along much of the corridor.

## Project Timeline and Budget

- One participant asked about the cost of the proposed alternatives. The project team responded that they have not been calculated yet, but that cost estimates are part of the study. The first alternative would be less costly.
- Additional discussion focused on whether improvements could be phased over time. The project team stated that the northern segment improvements are lower cost and could possibly be implemented sooner than improvements to the southern segment. The team would like to focus on the areas without bicycle and pedestrian improvements to build first.

## Other Comments

- One attendee stated that the Paseo del Norte intersection should be a priority, and another suggested improving the segment north of Calle Norteña first.
- One participant asked whether speed limits could be reduced before the design improvements are made. The project team responded that design treatments are usually the best way to reduce speeding rather than posting new signs.