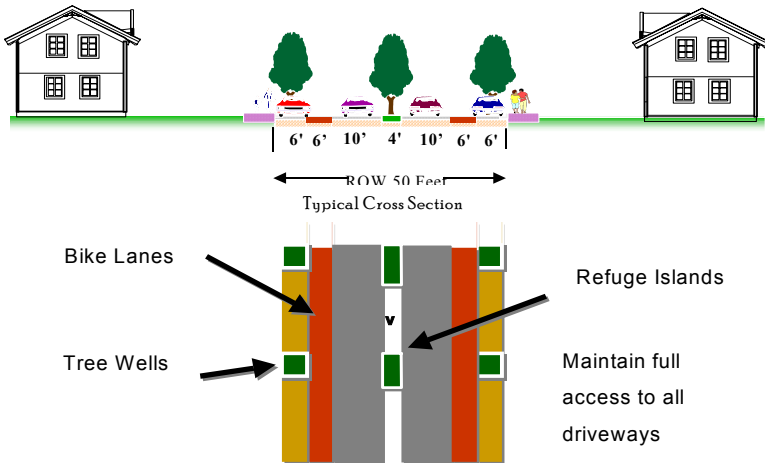


LA JOLLA HERMOSA

La Jolla Hermosa Boulevard



Bike lanes and occasional short medians, known as refuge islands, create a visual narrowing to La Jolla Hermosa. Although painted bike lane stripes are recommended for Phase One, if desired, a Phase Two pigmented marking plan can be considered for Phase Two. The pigmentation is expensive (est. \$100,000 per mile, both sides), it can have a desired effect of further impacting the tendency to speed.

BACKGROUND

This historic trolley car street has an unusual width for present day residential homes. Block lengths are very long in several areas, adding to potential for speeding. Residents are concerned with speed (31 mph in most areas), and the wide crossing distances for pedestrians. Some spillover commercial and work center parking affects residents.

PHASE ONE

The Walkable Communities proposed plan includes bike lanes. The southern portion can provide diagonal parking on one or both sides of the roadway. Traffic volumes here are very low, and a narrower lane street section will create a quiet, peaceful atmosphere. Bike lanes should be dropped in this section, allowing more maneuvering width for bicyclists. A mini-roundabout is also recommended for Forward and La Jolla Hermosa for this phase. A mini-roundabout on La Jolla Hermosa and Colima can also be considered for this phase.

Bike lanes should be 6.0 feet wide and marked with an outer stripe, 8.0 inches wide. Parking lanes should be marked with 4.0 inch stripes, and be 6.0 to 7.0 feet wide.

Travel lanes should be narrowed to about 10.0 feet. This reduced visual width to travel lanes can reduce speeding by many drivers. It is common to see reductions of speed of 7.0 miles per hour.

PHASE TWO OR THREE

Refuge islands (short medians) and increased landscaping can be added in Phase Two. The southern section can be further treated to resemble a European Woonerf (living or yard street). Street trees can be placed every 50 feet or so between diagonally spaced parking bays.

As funding allows, curb extensions can be provided to increase sight distances at appropriate intersections.

If desired, as a Phase Two concept, bike lanes can be pigmented a red ochre color, further visually tightening roadways. Costs for these painted markings are from \$30,000-80,000 per mile (includes both sides)

This concept improves existing and proposed conditions, such as pedestrian safety, reduced speeding in the area, and improves both motorist and pedestrian access.

Benefits to Bird Rock with this altered roadway marking, refuge island, mini-roundabout and diagonal parking dedication plan include:

1. Reduced speeds on La Jolla Hermosa (from 31 mph to 25-27 mph can be anticipated).
2. Greater comfort and access for bicyclists.
3. Improved space for parking.
4. Assured access into residential driveways.
5. Safer street crossings.
6. Reduced noise.



Above: Phase One bike lane markings. These lanes are added to La Jolla Hermosa as an example of the visual effects of narrowed travel lanes. As a general rule, most motorists respond to 10.0 foot lanes by driving about 7 mph lower speeds.

Left: The southern portion of La Jolla Hermosa has reduced traffic volume. A European Woonerf (Living Street, Yard Street) invites motorists to enter these low-volume areas as a guest, and focuses on the residential quality and character of the area. Diagonal parking can be striped in Phase One. If desired, the neighborhood can consider the addition of diagonal tree wells, such as those illustrated on the previous page (Valencia Town Center, California). The scene below shows the relative scale of a street once diagonal parking is introduced. As a final phase, area intersections can be reduced in width through the placement of curb extensions and mini-roundabouts.



Forward, Midway, Colima Streets

BACKGROUND

These three East/West connectors form an important circulation pattern for the Bird Rock Neighborhood. Forward Street has a function as a designated "collector" street. Traffic from local streets travels to and connects with Linda Rosa and Forward. Other local north/south streets also connect for travel to La Jolla Boulevard, the beach and other destinations. Residents are especially concerned with speeds and volumes on Forward Street, but they are also concerned with speeds and volumes on Midway and Colima Streets.

PHASE ONE

The Walkable Communities proposed plan includes eliminating the double yellow lines on Forward, and painting in parking lanes to a width that reduces the center roadway space to 20 feet. This visual tightening of the road is likely to have a modest speed reduction effect.

Traffic "B" Bars (3 yellow, three inch high traffic bars) on the curve between Linda Rosa and Forward will reduce the tendency for motorists to speed around this corner. These bars should be placed on a temporary basis to determine their effects. If the outcome is positive, they can be made permanent, or, in Phase Two, replaced with a narrow median island through the curve. Phase one adds a flat top speed table on Colima Street, near the school. This flat top speed table should be located in conjunction with an existing or future crosswalk. The area can also be considered for a short refuge island to choke travel lanes down to 10.0 feet each.

PHASE TWO OR THREE

If any intersections have significant sight distance problems, consider adding curb extensions. These treatments can be used instead of refuge islands near Bird Rock Elementary School. The intersection of Colima, Linda Rosa and La Jolla Mesa will be constructed to slow entering traffic, and create more appropriate channels of movement. Angled slow-points are introduced to Midway Forward and Colima Streets in Phase Three. Medians are added to Bellevue and De



Forward Street [2,200 Vehicles per day]



Midway Street



Colima Street



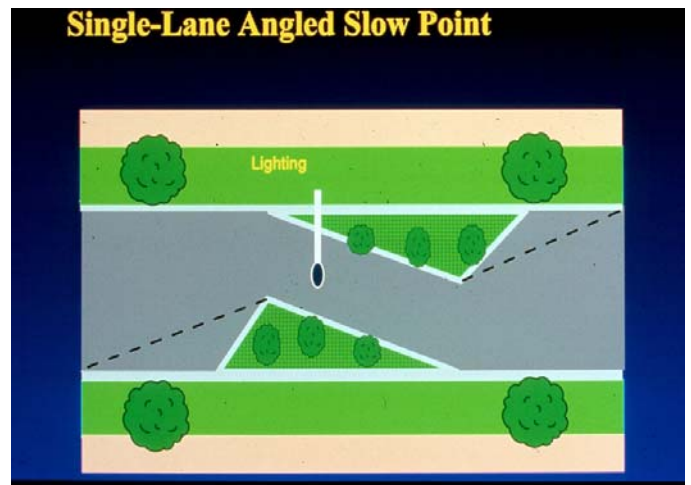
Forward Street

Benefits to Bird Rock with this altered roadway marking, "B-Bars" flat top table, refuge island and angled slow point:

1. Reduced speeds on Forward, Midway, and Colima Streets.
2. Reduced noise and danger.
3. Improved ease in accessing parking.
4. Improved sight distances for entering and exiting residential driveways and intersections.



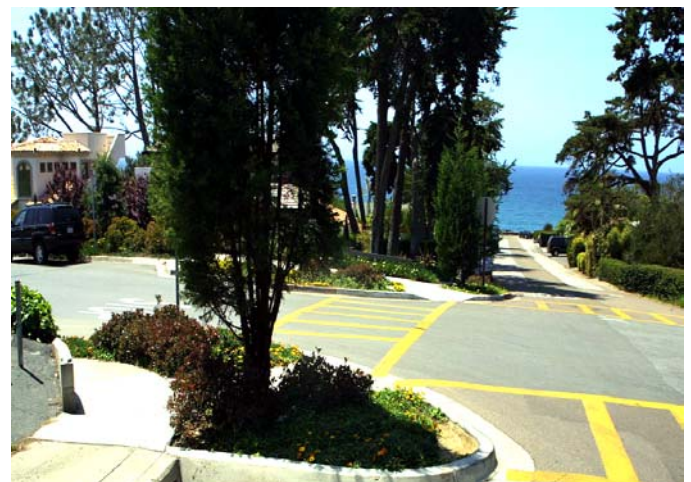
Proposed Forward Street Markings



Forward and Midway



*Traffic "B" Bars,
Davis, California*



*Curb Extensions
Del Casa, California*

Sea Ridge Dr., Calumet Ave. and Chelsea St.

BACKGROUND

West of La Jolla Boulevard local streets provide essential access to beach-side homes, parks and other public space. Twelve hundred and eighty vehicles travel Chelsea Avenue on a daily basis. Speeds on central portions of Chelsea Avenue is 30 mph, about 5 mph higher than desired. Traffic volumes are less than anticipated from the number of homes. Although most local roadways in the nation reflect 10-12 auto trips per house, traffic volumes on these roads show a reduced volume, closer to 8 trips per household on average. Still, residents are concerned with the potential for speed and volume, especially if traffic does not stay in motion on La Jolla Boulevard. Some intersections have poor sight distances, especially if traffic speeds are high. Residents report significant parking by non-residents and visitors on their streets during working hours.

PHASE ONE

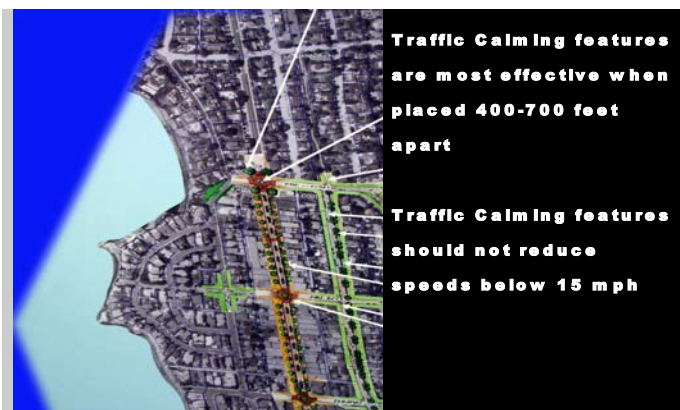
Calumet Avenue and Chelsea Avenue will be restriped in Phase One alterations. A 20-foot driving lane, with no center stripe, is planned for this phase. Traffic "B" Bars (3 yellow, three inch high traffic bars) on the curve between Wrelton and Chelsea will reduce the tendency for motorists to speed around this corner. These bars should be placed on a temporary basis to determine their effects. If the outcome is positive, they can be made permanent, or, in Phase Two, replaced with a narrow median island through the curve. Stop signs are to be added to assign priority at Crystal Drive and Chelsea Avenue and Crystal Drive and Wrelton Drive. The traffic signal at La Jolla Boulevard and Sea Ridge will remain in all phases, unless, at some point, residents seek a roundabout. The first mini-roundabout at Chelsea and Sea Ridge can be considered for this phase, or delayed to Phase Two.

PHASE TWO OR THREE

A median may be added to Sea Ridge Drive at the beach turnoff. Phase Two should include appropriate curb extensions to reduce pedestrian crossing distances, entering and exiting traffic speeds, and alter the visual appearance of the roadway.

Once a roundabout is placed at Turquoise, resulting in 15-20 mph exit speeds, the poor sight lines at Wrelton and La Jolla Boulevard will have significant improved reaction time.

The area on Chelsea near the northern neighborhood park will be considered for an expanded park area and reduced street width. Motorists will have a single pass-thru lane in this area. This treatment will dampen both speed and potential volume. Approval of this lane width concept will need to be worked out with area residents and discussed with the California Coastal Commission, as needed.



Above: Area map and details for example Phase Two and Three Projects.

Below: Example of a temporary roundabout. Shrubs are in temporary planters.



Other treatments can be considered on Chelsea, as needed, such as added a mini-roundabout or curb extensions at Chelsea and Midway, and another at Bird Rock. Traffic Engineer Michael Wallwork, P.E., will look at potential added tools for this area



Above: Average (85th percentile) speeds along Chelsea are 30 mph. Area residents are concerned with the number of commercial workers parking on Chelsea Drive and other area streets.

Below: Phase Two treatments can consider curb extensions to help screen on-street parking, reduce entering speeds, and reduce the street crossing width for pedestrians.

Benefits to Bird Rock with this altered roadway marking, median island and curb extension:

1. Reduced speeds on Chelsea Drive, Sea Ridge Drive and Calumet.
2. Reduced noise and danger.
3. Improved ease in accessing parking
4. Improved sight distances for entering and existing residential driveways and intersections.
5. Reduced potential traffic volume.
6. Reduced crossing distances for pedestrians.



Linda Rosa Avenue

BACKGROUND

Linda Rosa Avenue serves both as a neighborhood street, and as a collector road. Traffic counts at the curve next to Forward are 2,200 per day and increase to 2,900 near the junction with Colima Street and La Jolla Mesa.

PHASE ONE

The proposed plan includes eliminating the double yellow lines on Forward Avenue and Linda Rosa Avenue and painting in the parking lanes to establish a 20 foot wide portion of the street for driving. Existing stop controls on Linda Rosa Avenue are to be retained.

PHASE TWO OR THREE

Phase Two rebuilds the intersection of Linda Rosa Avenue, Colima Street and La Jolla Mesa Avenue. Entering traffic speeds will be reduced to more acceptable levels, and pedestrian crossings will be greatly simplified. Although this intersection redesign has not been sketched at this time, it will include a series of curb radius reductions, as in the example shown below. The area will be fully accessible but less inviting to motorists intending to use Linda Rosa.

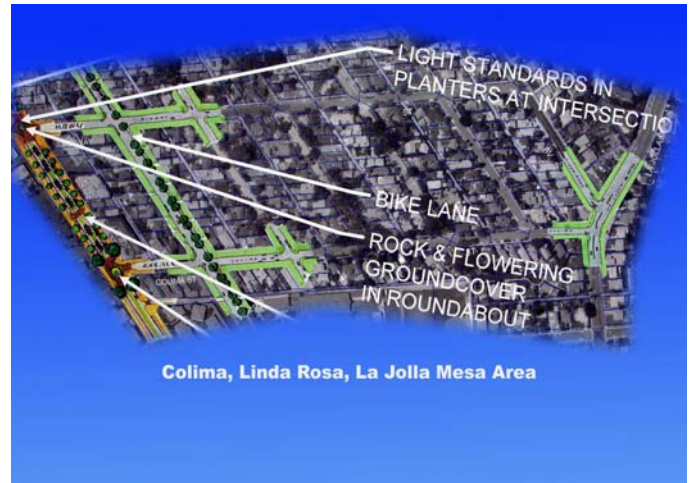


Today Colima Street, Linda Rosa and La Jolla Mesa junctions allow entry speeds that are too high. The above illustration shows an example of successful curb radius reduction. This concept will be used to design each of the entry and exit points to encourage safe, low speed entries to the neighborhood.

Benefits to Bird Rock with this altered roadway marking, "B-Bars" flat top table, refuge island and intersection redesign:

1. Reduced speeds on Linda Rosa Avenue
2. Reduced noise and danger.
3. Improved ease in accessing parking.
4. Improved sight distances for entering and exiting residential driveways and intersections and painting in parking lanes to a width that reduces the center roadway space to 20 feet. This visual tightening of the road is likely to have a modest speed reduction effect.

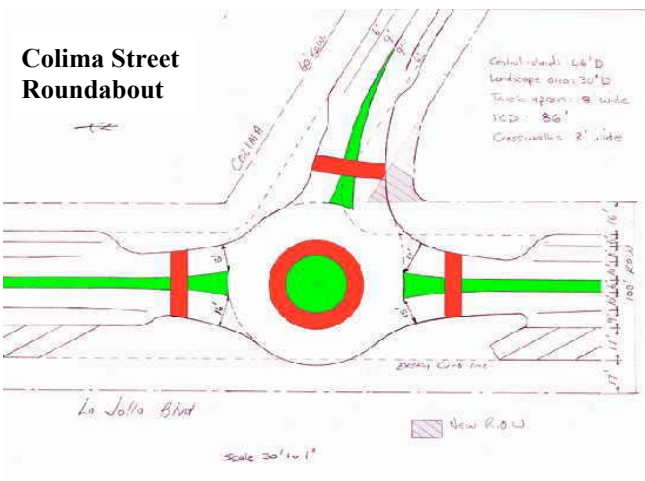
Traffic "B" Bars (3 yellow, three inch high traffic bars) on the curve between Linda Rosa Avenue and Forward Street will reduce the tendency for motorists to speed around this corner. These bars should be placed on a temporary basis to determine their effects. If the outcome is positive, they can be made permanent, or, in Phase Two, replaced with a narrow median island through the curve.



Existing stop controls on Linda Rosa Avenue are to be retained.



La Jolla Boulevard at Turquoise



Example of a three-legged roundabout. Although the Turquoise roundabout will have different dimensions.

BACKGROUND

The intersection of Turquoise and La Jolla Boulevard is overly wide. Speeds in this area are high. Pedestrian crossings are challenging and unsafe. This area is an ideal location to create a gateway entry into Bird Rock.

This area will be designed for a single lane roundabout, as well as landscaped medians, bike lanes and other related treatments to the Colima Street section. It is important for this area to provide a gateway entry to the Bird Rock community. Another problem in this general location is the high rate of speed of motorists rounding the curve just before Wrelton Drive. By placing a roundabout at Turquoise, exit speeds will bring down average speeds crossing Wrelton to 25 mph.

PHASE ONE

No action is proposed for Phase One. If deemed a priority the Phase Two work can be advanced to Phase One. It is suggested that the Turquoise and Cam de la Costa roundabouts offer a gateway pair, and can be constructed concurrently for maximum effect. It is recommended that with the elimination of extra lanes, that Wrelton Drive sight lines be improved by developing a curb extension to allow motorists to pull forward another 12-15 feet.

PHASE TWO

Phase Two rebuilds the intersection into a roundabout gateway, a median and reconstruction of La Jolla Boulevard to the commercial center.

Benefits to the Bird Rock community with this altered intersection rebuild:

1. Reduced speeds on Turquoise and La Jolla Boulevard.
2. Improved, low speed pedestrian crossings.
3. Improved ease in accessing parking.
4. Improved environment for area businesses on Turquoise.
5. Improved landscaping and sense of place
6. Improved reaction time, stopping sight distances, and sight lines at the Wrelton Drive junction.



Placement of a roundabout at Turquoise not only reduces existing speeds to 15-20 mph, it removes one entire lane and allows motorists exiting this road to pull forward to the rose of new curb extension at Wrelton Drive.