



THE CITY OF
SAN DIEGO
CALIFORNIA

Torrey Pines Corridor Study

Transportation Planning
October 2007



Torrey Pines Corridor Study

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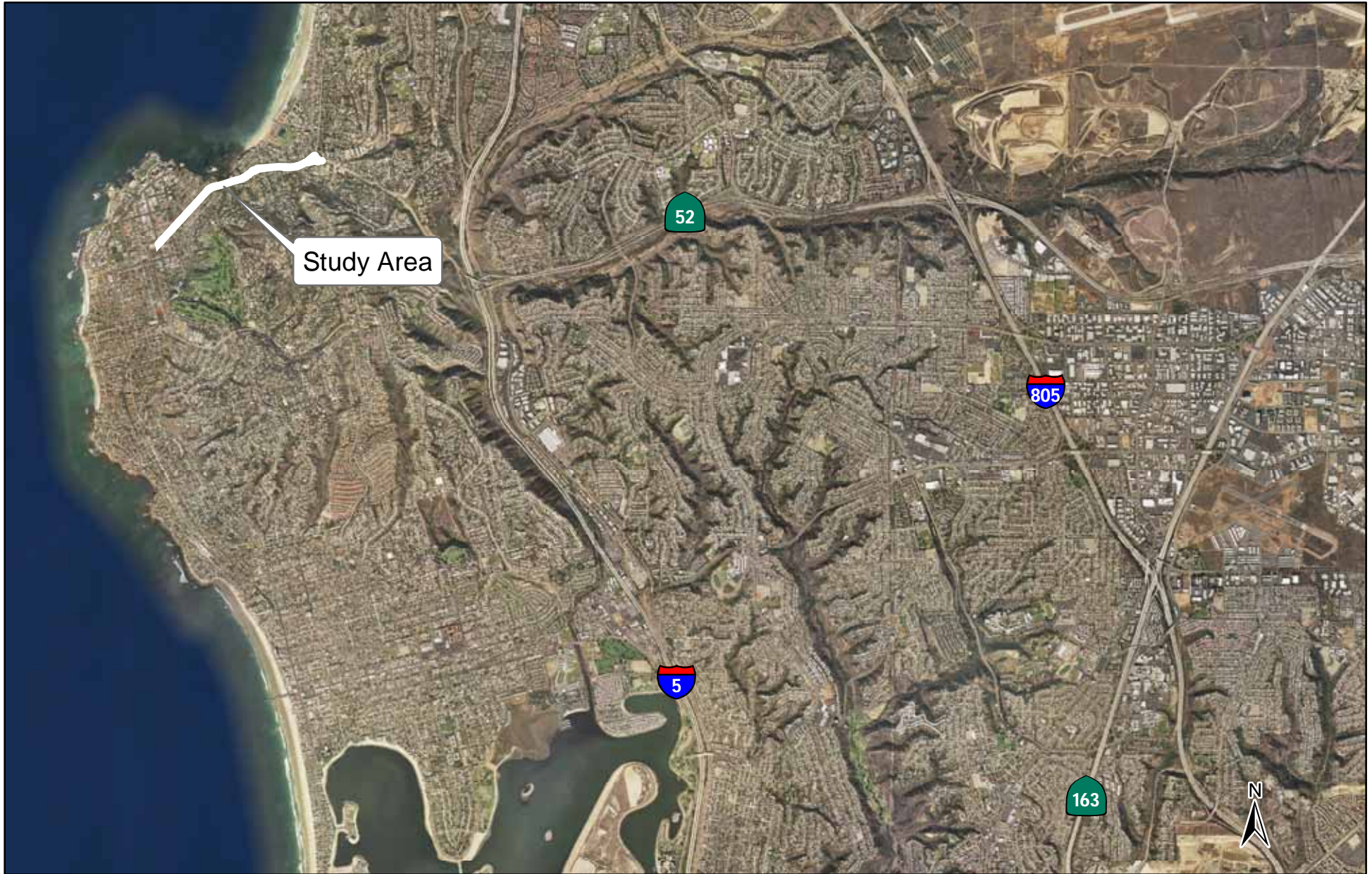
Torrey Pines Corridor Study

Introduction

The Torrey Pines Road Corridor is located within the La Jolla Community Planning area. La Jolla is connected to three other community planning areas of Pacific Beach to the south, University City to the north, and Clairemont Mesa to the east. Figure 1 illustrates the study area and the surrounding communities. Because Pacific Ocean is to the west of the community, development is also regulated by the La Jolla-La Jolla Shores Local Coastal Program and also by the North City Local Coastal Program Land Use Plan. La Jolla is made of approximately 5,718 acres of residential, commercial, and recreational development.

Following the completion of the La Jolla Parkway/Torrey Pines Road, and Hidden Valley Road/La Jolla Shores/Torrey Pines Road reconfiguration in 2003, Council District 1 office and the community organizations requested that the Transportation Planning staff conduct a study to determine what improvements are needed on Torrey Pines Road, west of La Jolla Shores Drive, to better accommodate those who utilize this roadway. Based on the discussions with the Council District 1 office and various La Jolla community organizations, the Transportation Planning staff agreed to conduct a corridor study that would also include safety issues and walkability along the Torrey Pines corridor. The study was to be done after passage of enough time to allow the traffic to settle, after the completion of the new intersection reconfiguration. The corridor limits were determined to be between La Jolla Parkway and Girard Avenue. Figure 2 illustrates the boundaries of the corridor study area.

Also a request from Council District 1 office was made to the Traffic Engineering Division to study feasibility of installing a guardrail on the north side of Torrey Pines Road, between Coast Walk and Prospect Place. The guardrail is intended to prevent vehicles to go over the embankment. After evaluation, the guardrail was recommended to be put on the priority list, and the design for it began in October 1999. The scope of the project changed due to various discussions with community planning organizations. For example, a concrete rail barrier was suggested instead of the guardrail. Later, the plans were postponed pending the outcome of this corridor study.



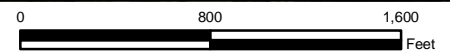
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Feet



Location Map Torrey Pines Corridor Study

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Figure
1



Corridor Study Area
Torrey Pines Corridor Study
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Figure
2

The Torrey Pines Road Corridor Study Committee (Committee), made of residents and members of various community organizations in La Jolla was formed to work with the City's Transportation Planning staff to conduct the corridor study.

The Committee's first monthly meeting was held on November 8, 2004, and it established the following goals:

- Enhance safety,
- Slow down the traffic,
- Promote walkability,
- Beautify and enhance access to view corridors

To speed up the process, the City staff proposed to meet on a bi-monthly basis instead of meeting once each month. The meetings were concluded on November 6, 2006. The meeting agendas and minutes are listed in the Appendix. The Committee's proposed improvements were compiled by Robert Thiele, the Chair of the Committee. The initial "Torrey Pines Road Plan" was completed in June of 2005. The report was distributed and presented to all the relevant community groups. However, due to unresolved issues concerning safe pedestrian crossing, the Committee had several additional meetings in 2007. The minutes of these meetings were not submitted to the City.

Existing Conditions

In order to evaluate the traffic conditions along Torrey Pines Road and to have updated information as a basis for future roadway changes, data collection along the corridor began in November 2004. Some of the daily volume counts and intersection movements were updated in April of 2007 to retime the traffic signals along the corridor. The study boundary is from east of La Jolla Shores Drive to Girard Avenue. Figure 3 depicts the roadway classifications of the corridor per the La Jolla Community Plan. The weekday average of traffic counts are shown on Figure 4. A graphic depiction of the weekday hourly variation of traffic for Torrey Pines Road on Figure 5 shows that heavy traffic periods for both directions are between 6:00 AM and 6:00 PM.

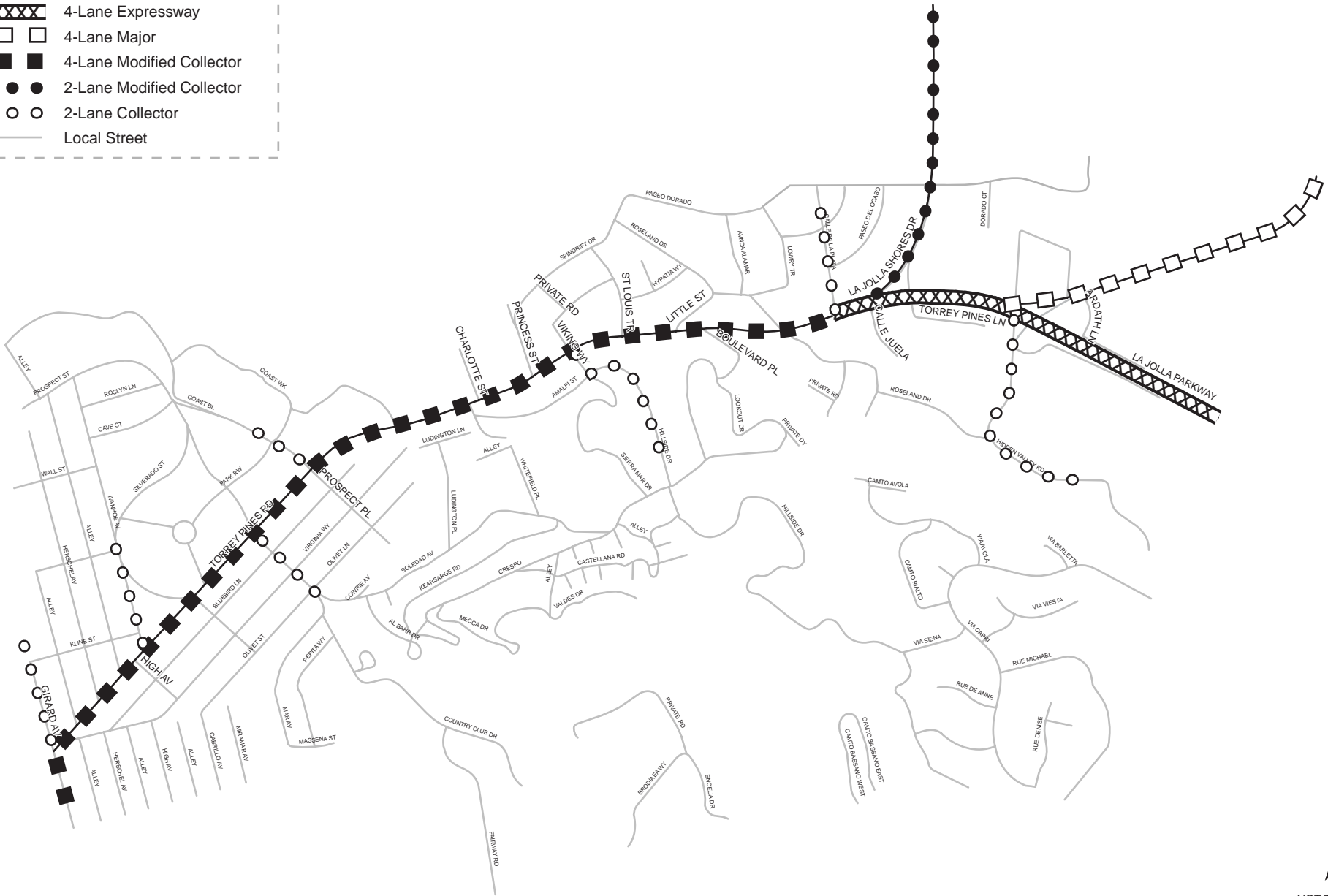
The roadways in the corridor are intersected with other streets in the study area. Most of the intersections along the corridor are without a traffic signal. These nonsignalized intersections, along with their lane configurations are illustrated on Figure 6. The intersecting streets with relatively higher traffic volumes are controlled by traffic signals. Figure 7 illustrates the locations and lane configurations for the signalized intersections. In order to determine the conditions at each of the signalized intersections, manual counts were taken during three peak hours. Figure 8 shows the traffic volumes for the 8:00 – 9:00 AM morning peak hour. The traffic turn volumes for the mid-day period of 12:30 noon to 1:30 PM are shown on Figure 9. The data for PM peak hour, 4:45 to 5:45 is shown on Figure 10. The turning volumes at the intersections of Torrey Pines Road with Princess Street and Viking Way/Hillside Drive were also determined. These intersections were the subject of the Committee's discussion for the possibility of installing traffic signals. The turning volumes for the intersections morning and afternoon peak hours are illustrated on Figure 11 and Figure 12. The storage length for the lanes with turn pockets at seven intersections are illustrated on Figure 13.

Torrey Pines Road in this area is a modified four-lane collector street and is served by San Diego Transit Lines 30 and 34 with connections to other transit routes as shown on Figure 14. The number of passengers who utilize the transit service at each bus stop along the corridor are detailed on Figure 15. This information is useful in considering possible bus stop relocation and potential for pedestrians crossing Torrey Pines Road. It should be noted that due to the high speed of traffic and difficulty crossing Torrey Pines Road, the bus patron figures may not reflect the actual demand for street crossing.

Because traffic calming was established as a goal of the Committee, speed surveys were conducted to measure the speed of the motorists on Torrey Pines Road, Virginia Way, Olivet Street, La Jolla Shores Drive and Paseo Dorado. The survey determined average speed, along with 50th and 85th percentile of speed at various locations. These findings along with posted speed limits are illustrated on Figure 16.

Legend

- XXXXXX 4-Lane Expressway
- □ □ 4-Lane Major
- ■ ■ 4-Lane Modified Collector
- ● ● 2-Lane Modified Collector
- ○ ○ 2-Lane Collector
- Local Street



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Street Classifications
Torrey Pines Corridor Study
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Figure
3

Legend

18,000 Average Daily Traffic



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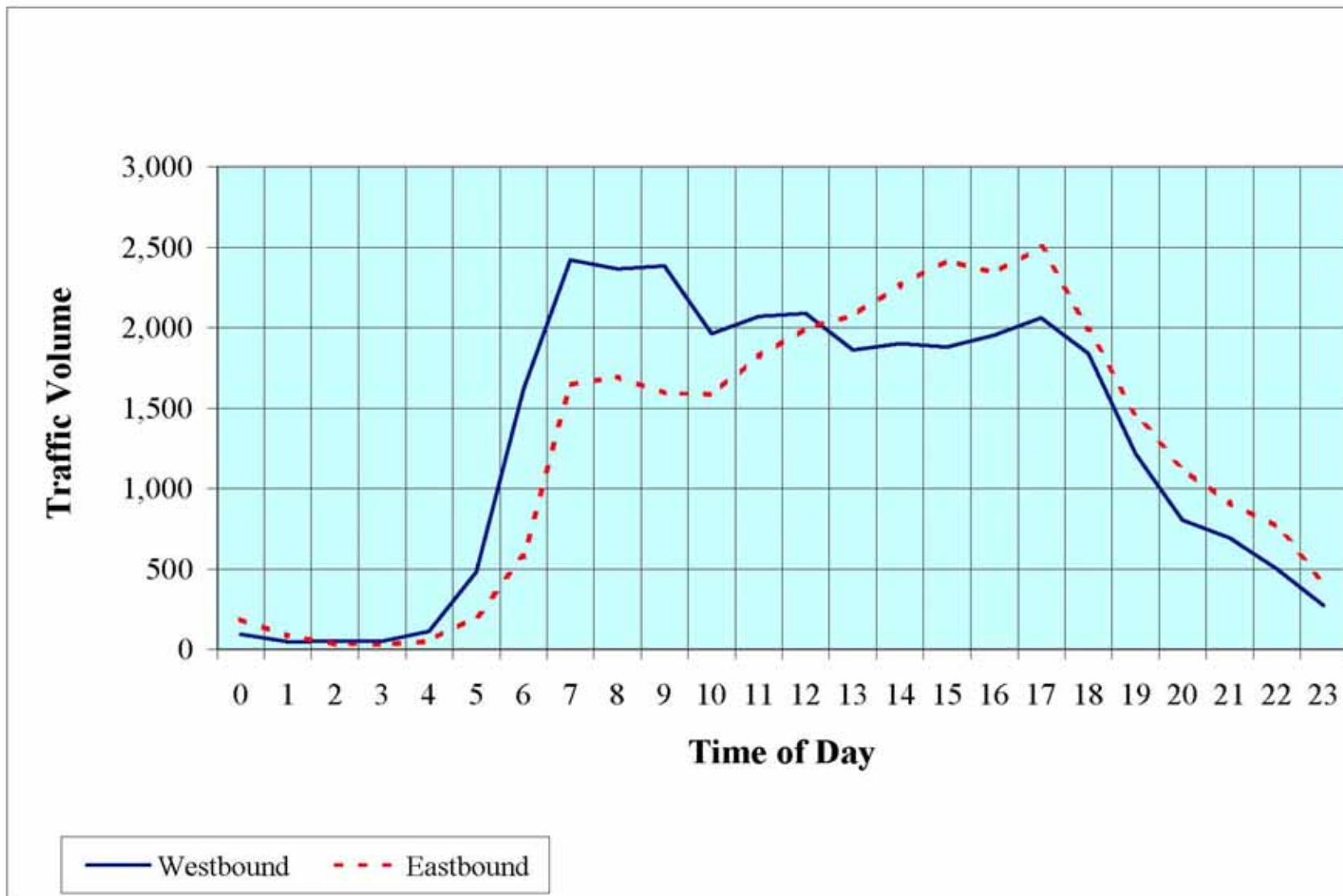


Average Daily Traffic

Torrey Pines Corridor Study

City of San Diego • Transportation Planning

Figure
4



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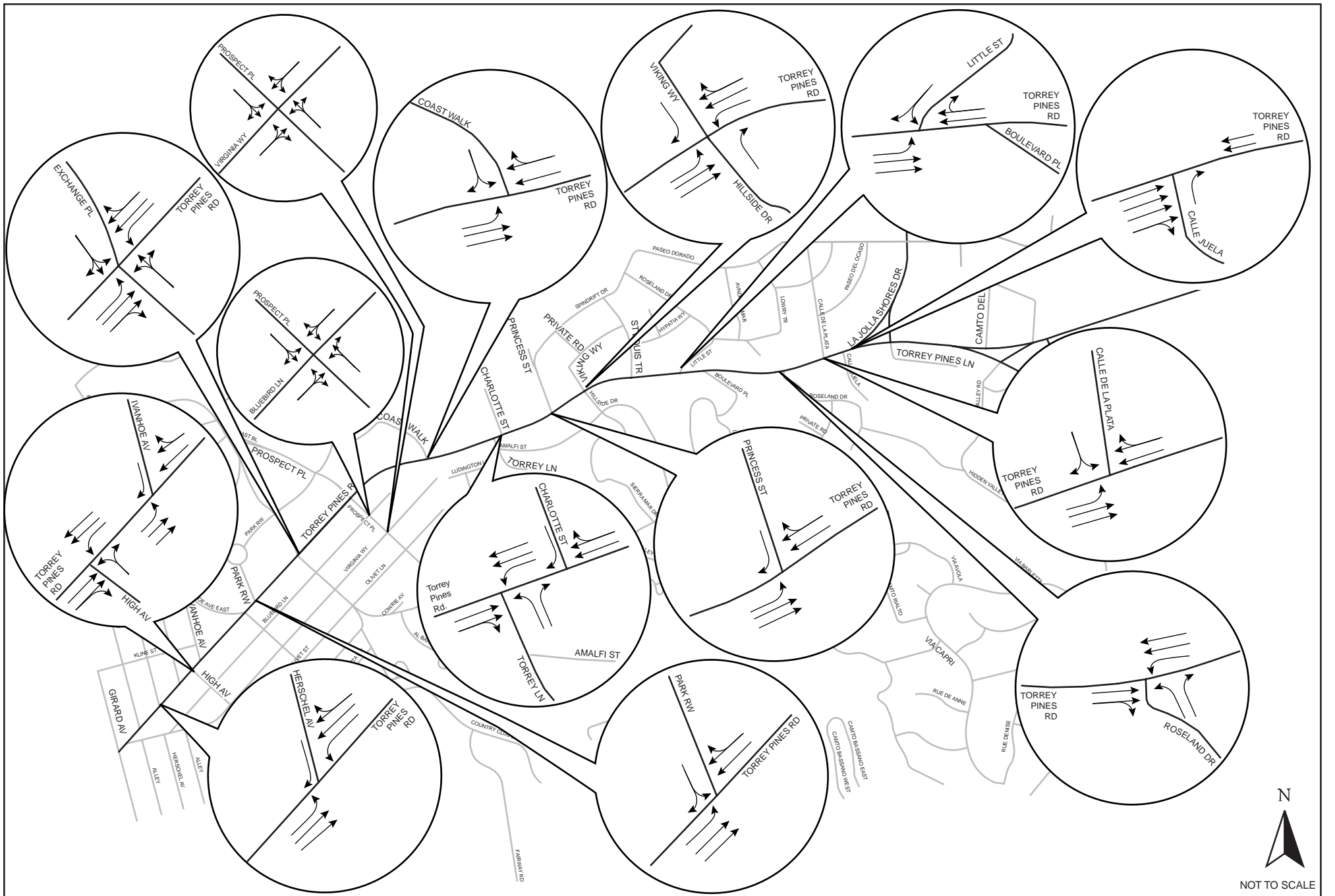
Hourly Variations of Weekday Traffic on Torrey Pines Road

Torrey Pines Corridor Study

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Figure
5



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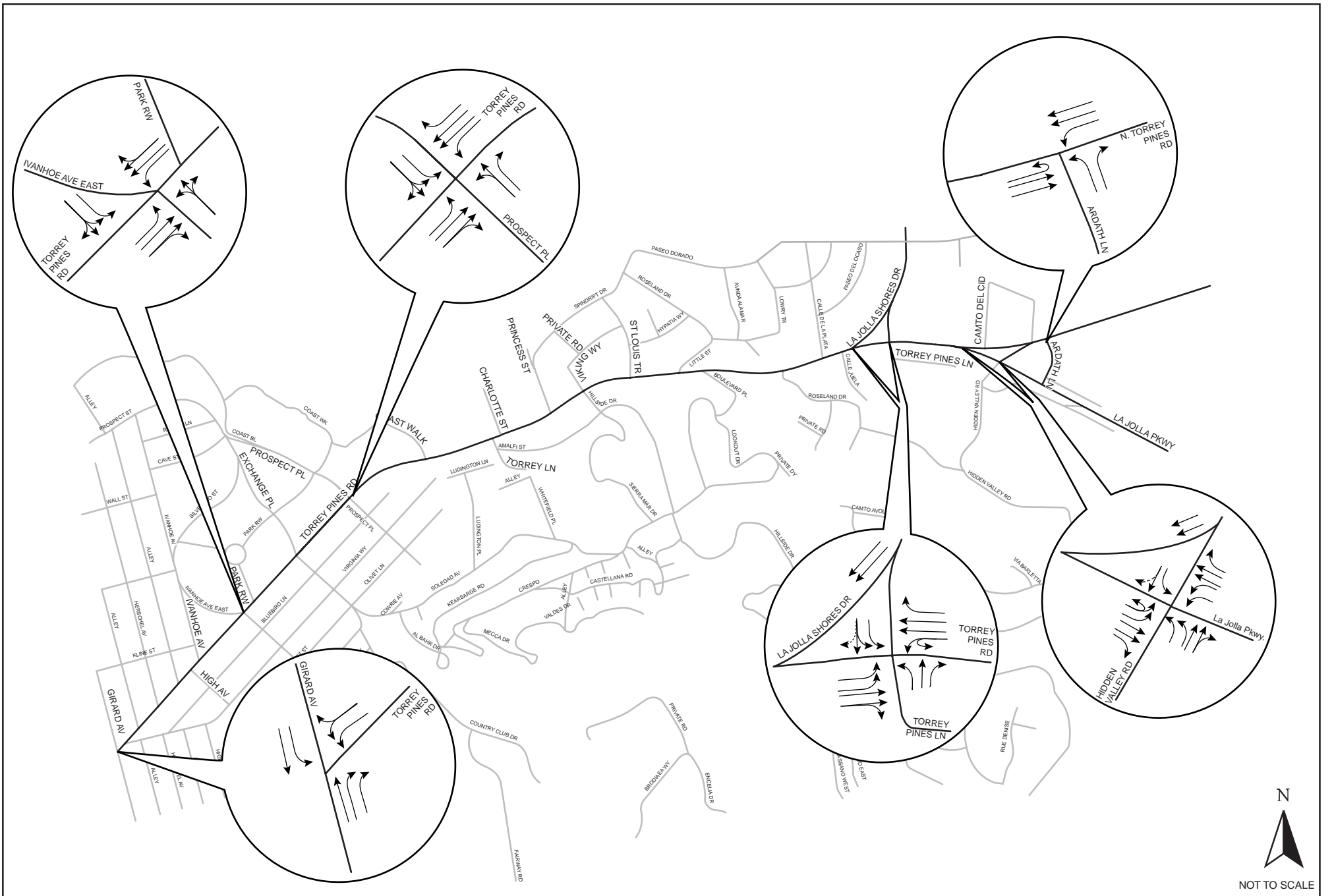
Non-Signalized Intersections Lane Configurations

Torrey Pines Corridor Study

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Figure
6





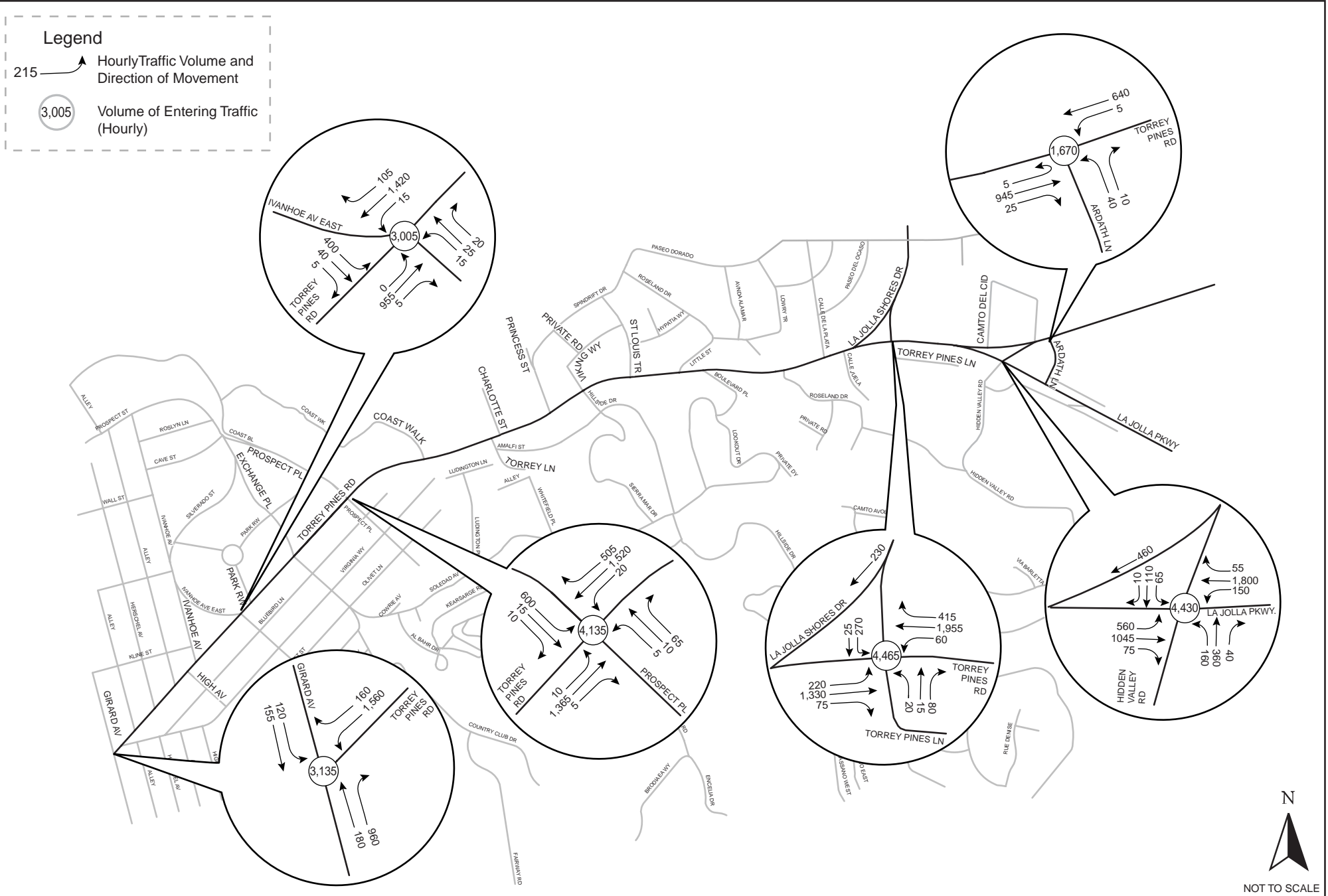
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Signalized Intersections Lane Configurations

Torrey Pines Corridor Study

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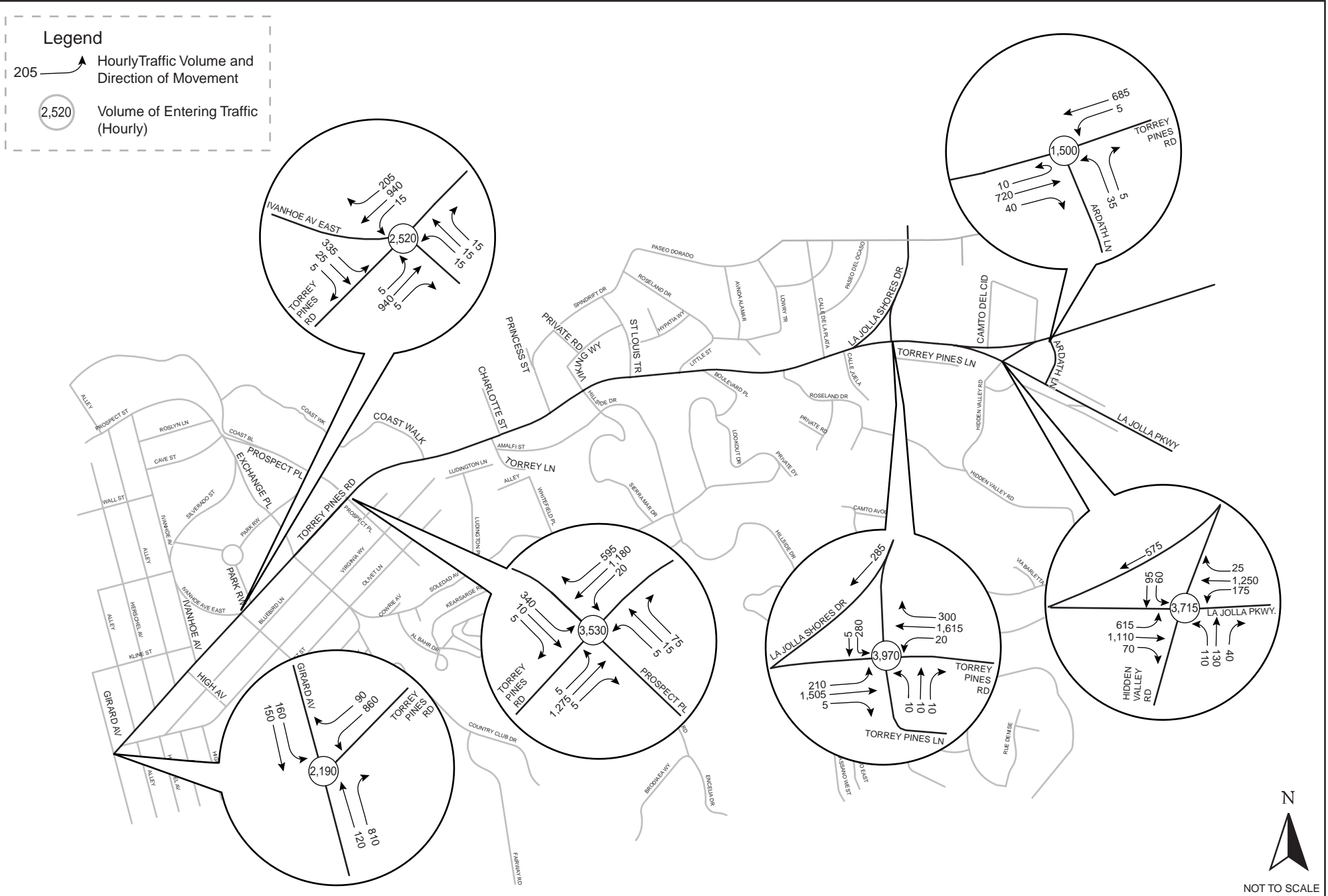
Signalized Intersections Turning Volumes -- AM Peak

Torrey Pines Corridor Study



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Signalized Intersections Turning Volumes -- Mid-Day Peak

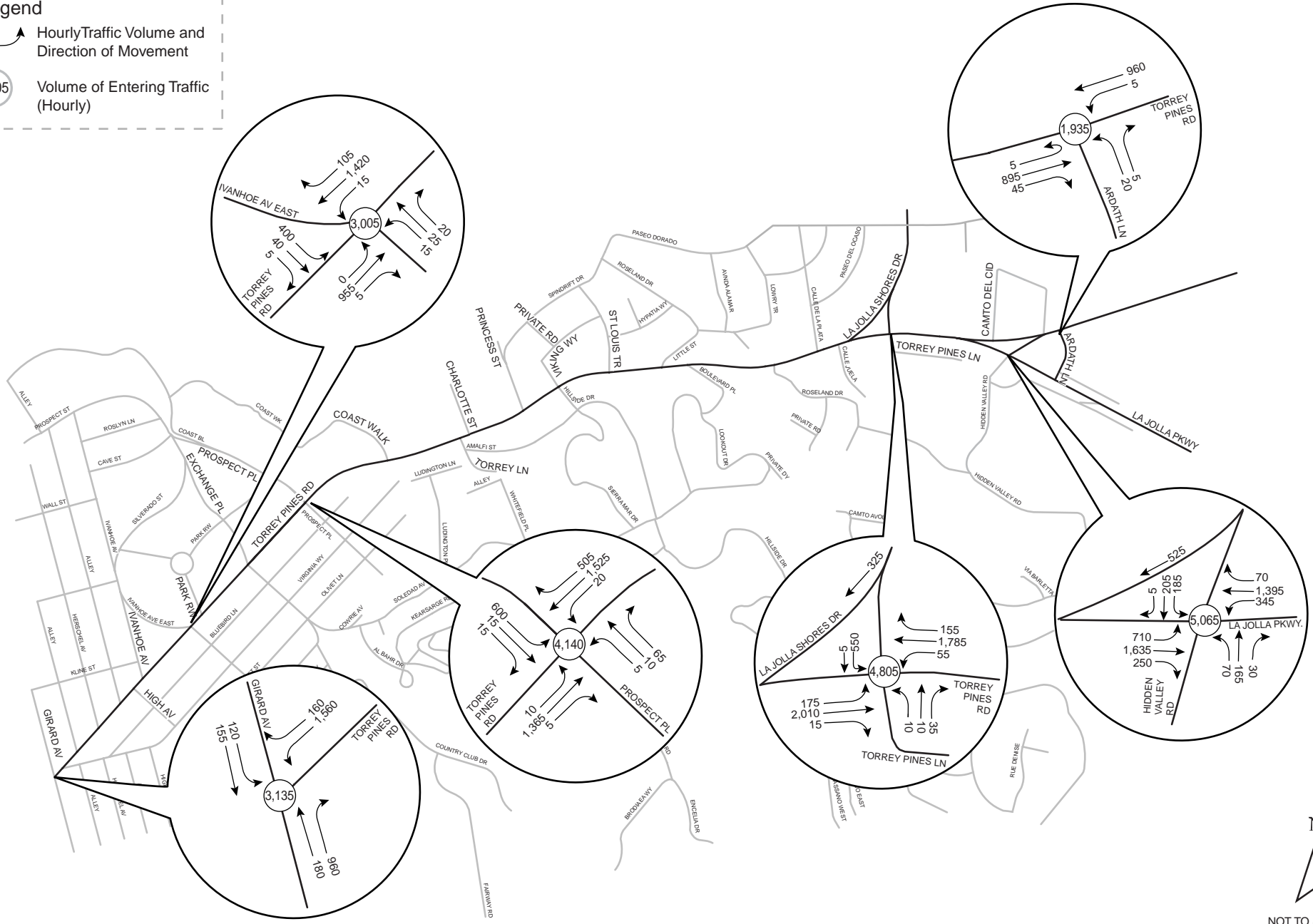
Torrey Pines Corridor Study



Legend

215 Hourly Traffic Volume and Direction of Movement

Volume of Entering Traffic (Hourly)



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Signalized Intersections Turning Volumes -- PM Peak

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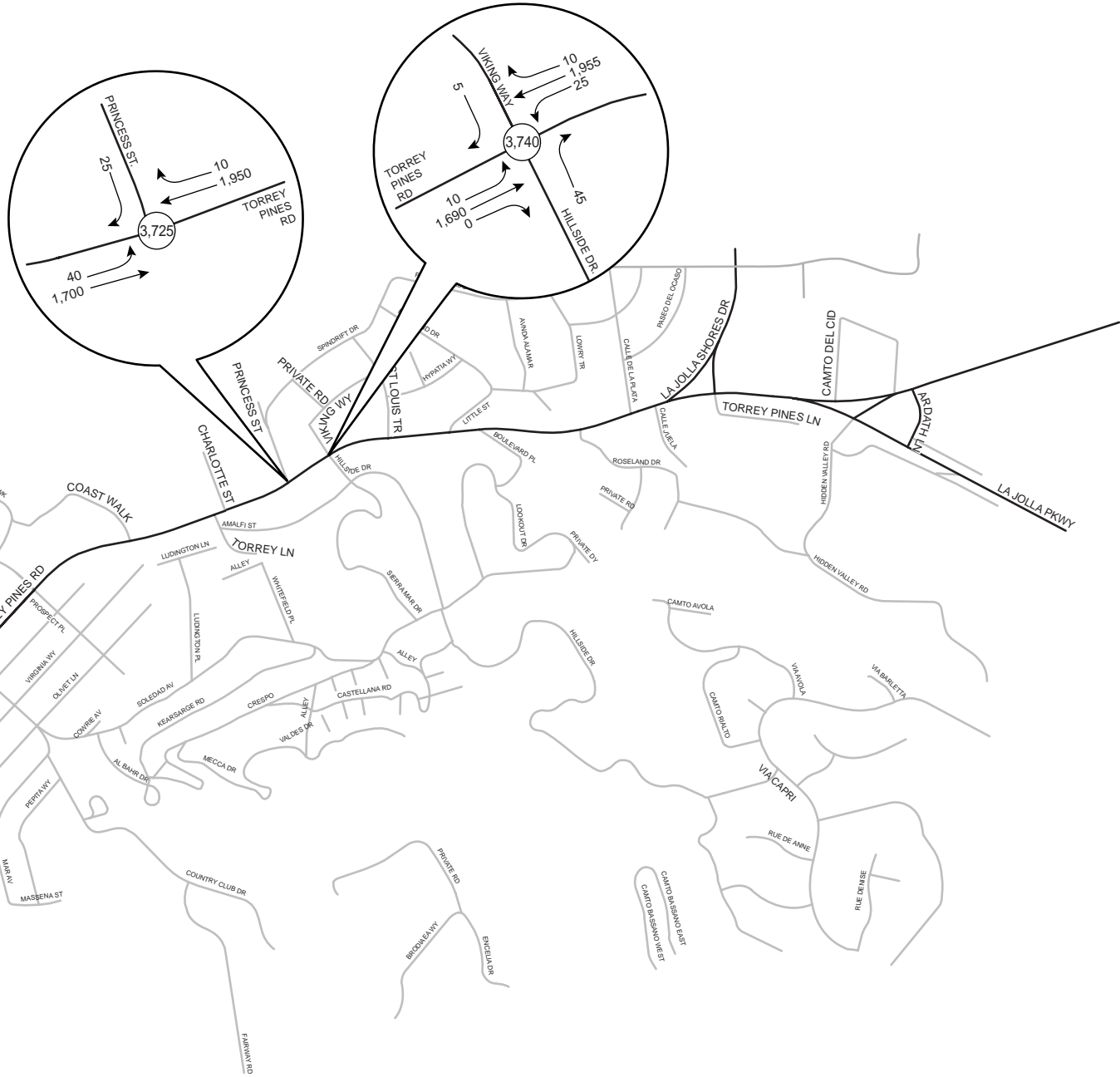
Figure
10



Legend

45 Hourly Traffic Volume and Direction of Movement

3,740 Volume of Entering Traffic (Hourly)



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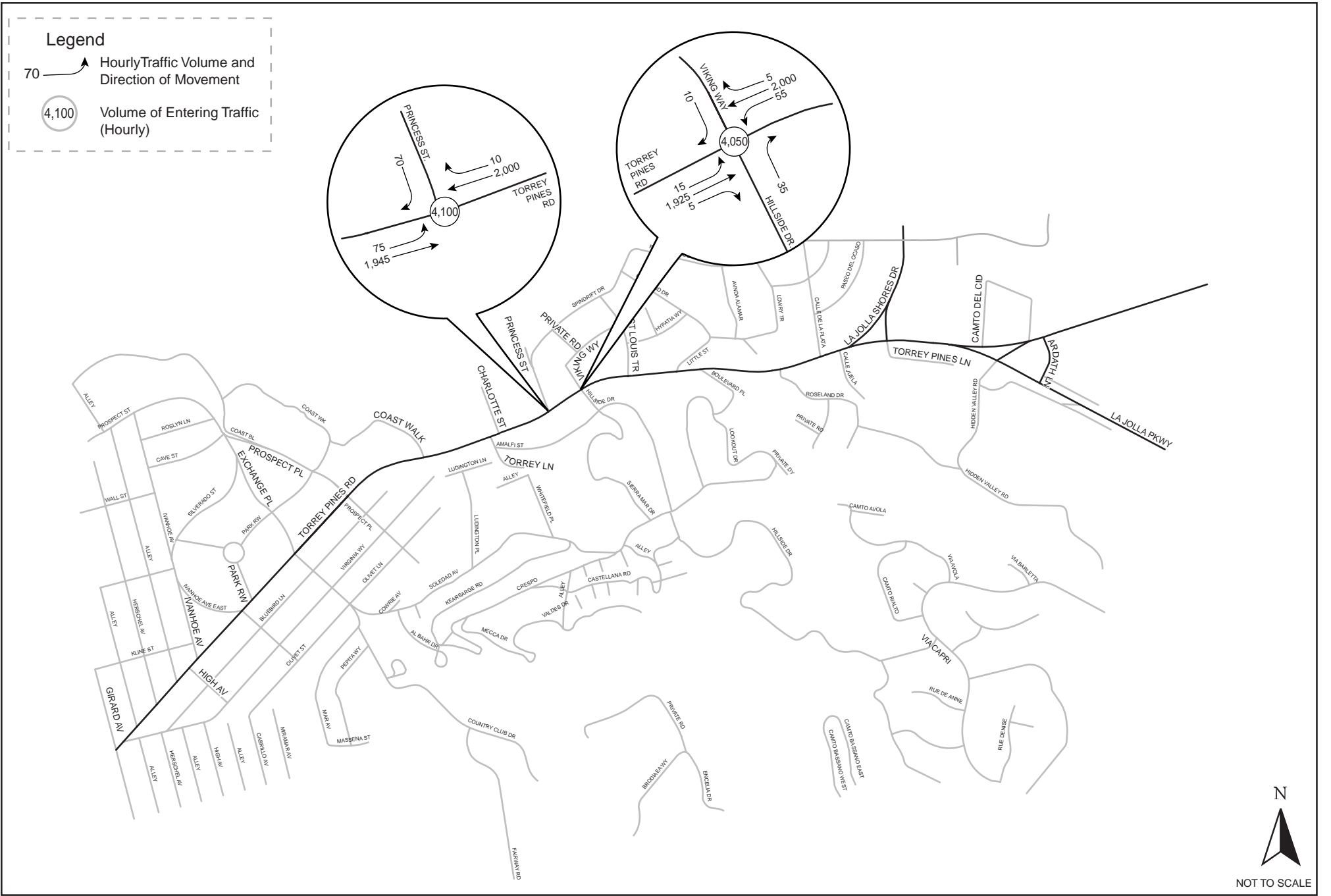
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Princess & Viking/Hillside Turning Volumes -- AM Peak

Torrey Pines Corridor Study



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Princess & Viking/Hillside Turning Volumes -- PM Peak

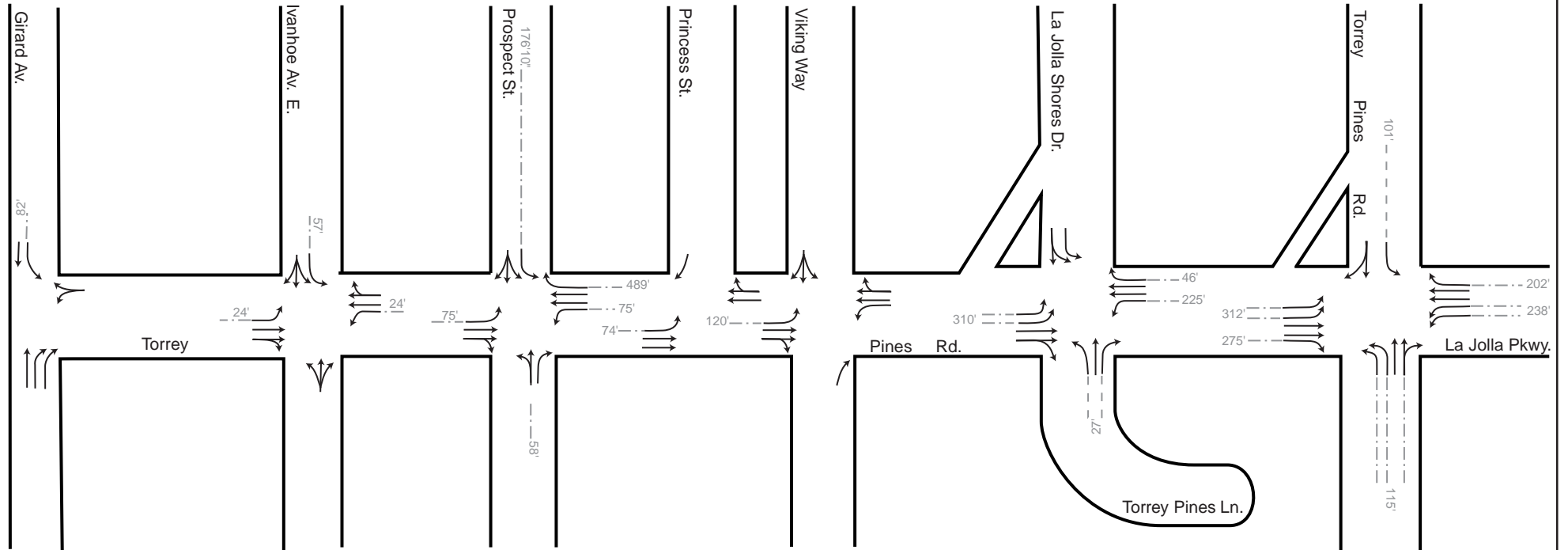
Torrey Pines Corridor Study



Legend

24' Turn Pocket Length

— Curb Line



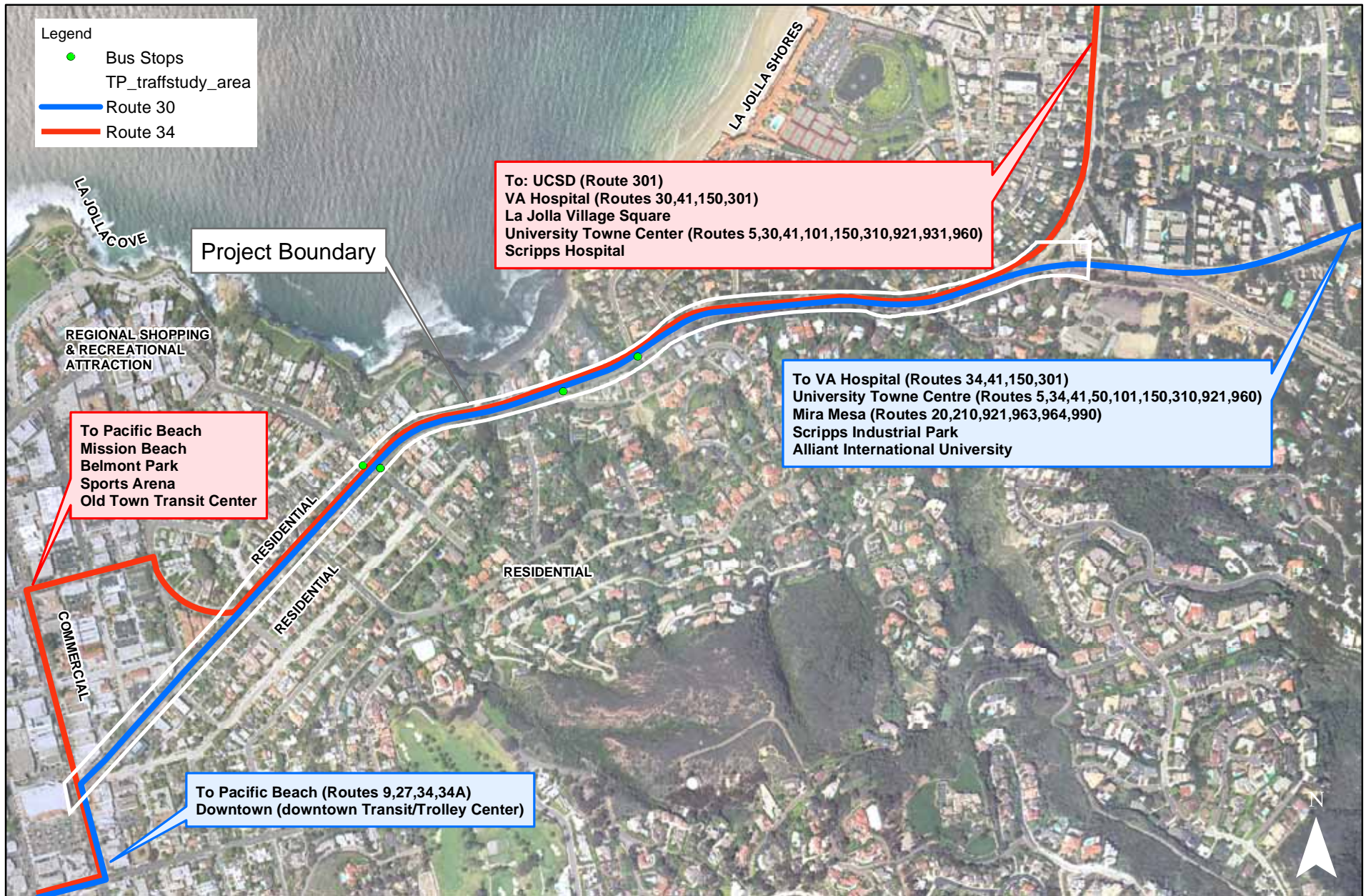
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Signalized and Selected Intersections Lane Configurations

Torrey Pines Corridor Study

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Transit Network Torrey Pines Corridor Study

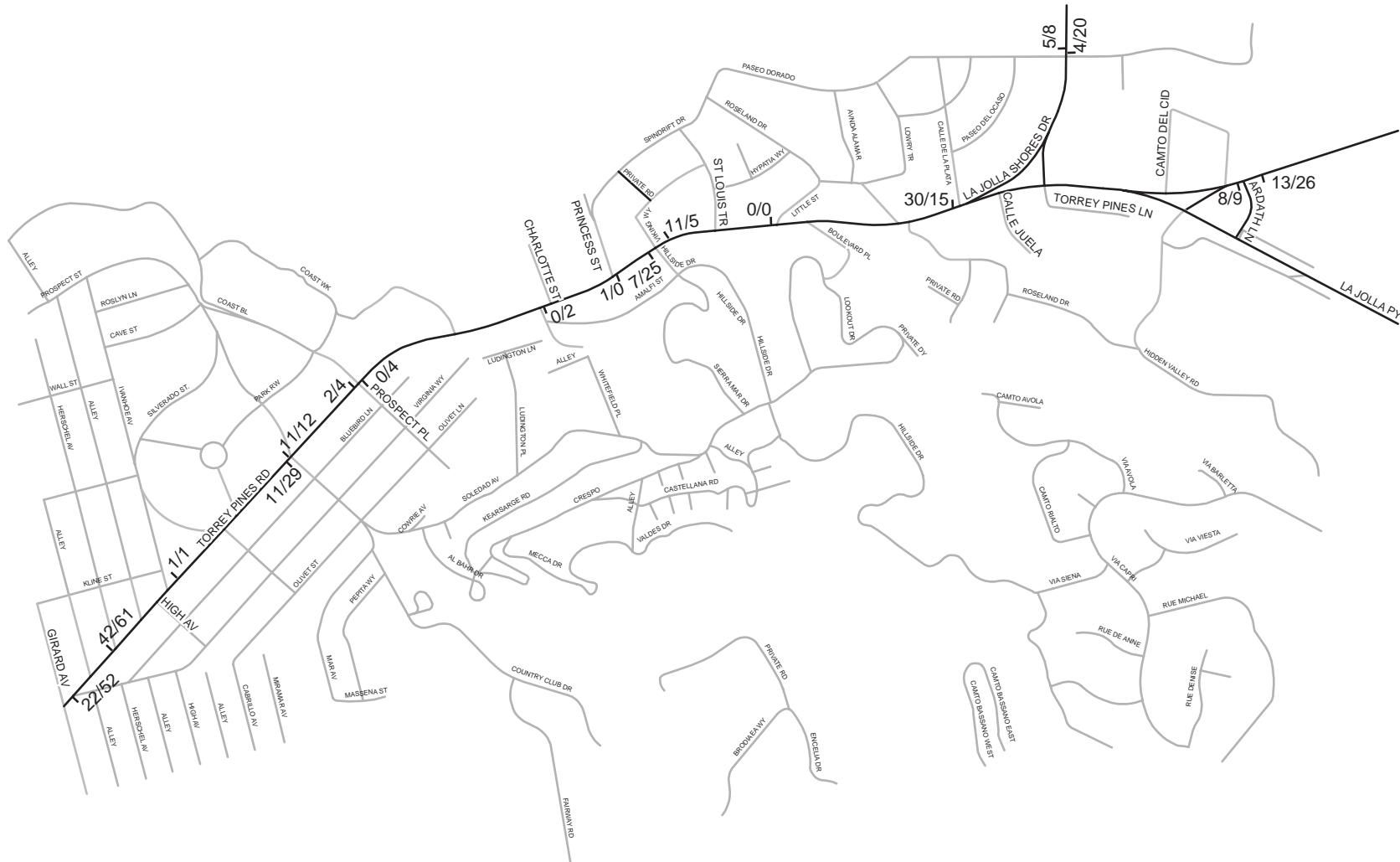
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Figure
14

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11/5 Daily Ons/Offs



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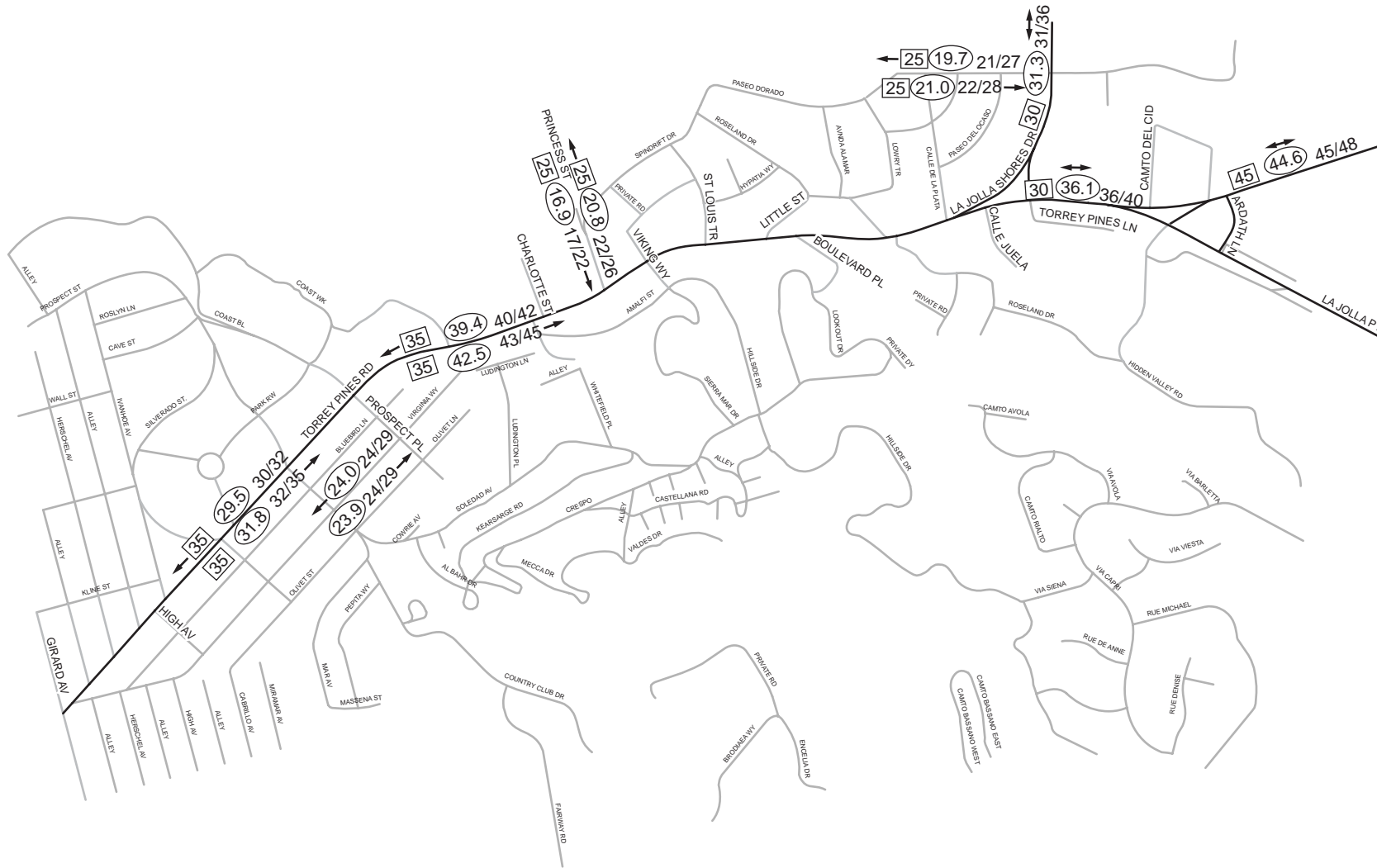
Daily Passenger Activity for Transit Lines 30 & 34

Torrey Pines Corridor Study

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Legend

- 35 Posted Speed MPH
- 48.5 Average Speed MPH
- 36/40 50th/85th Percentile MPH



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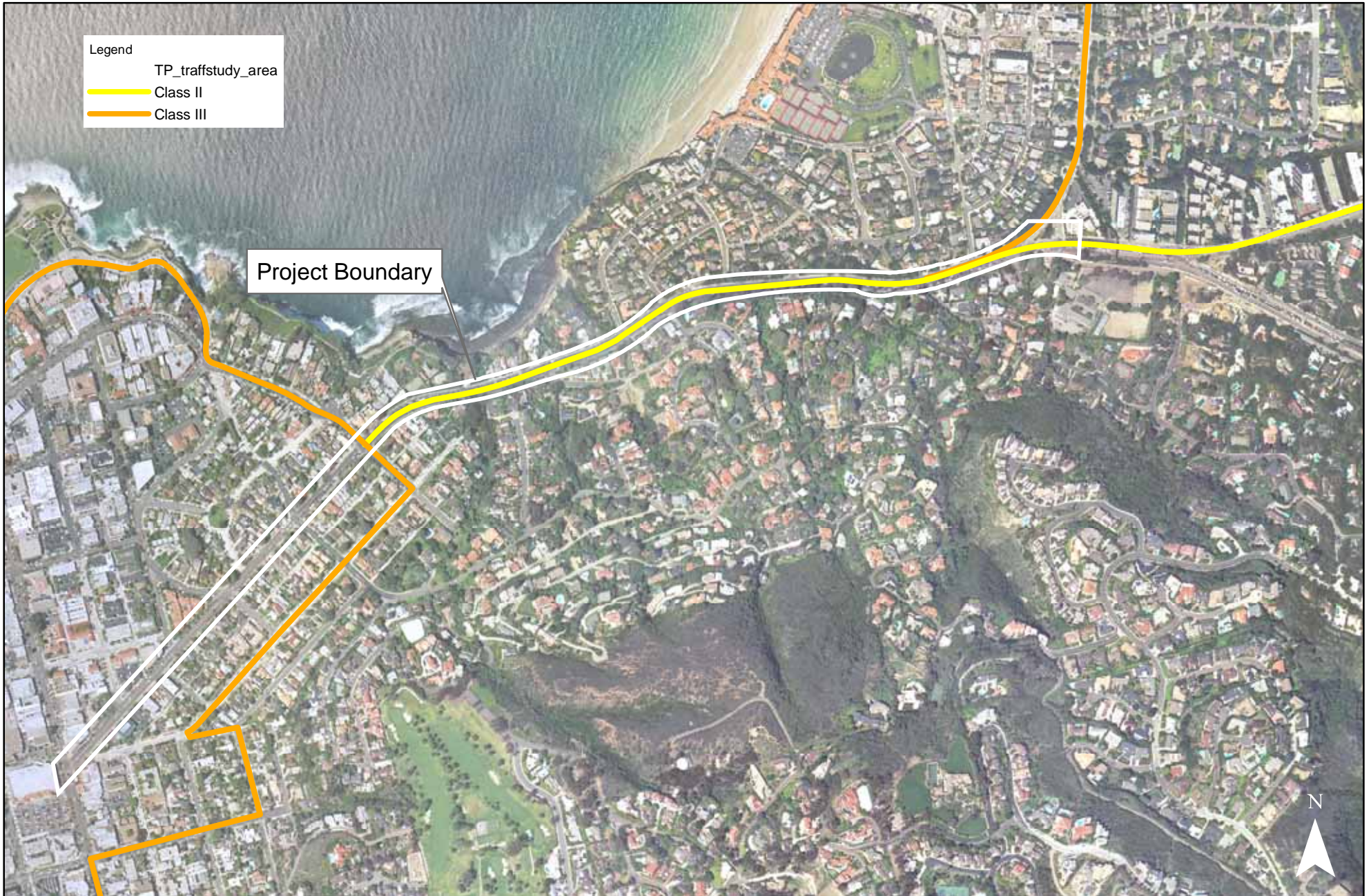
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Speed
Torrey Pines Corridor Study
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Figure 17 illustrates a portion of the City's Bicycle Master Plan in the immediate corridor study area. As shown, Torrey Pines Road between La Jolla Parkway and Prospect Place includes a Class II bicycle facility.

To determine the public right-of-way along Torrey Pines Road for sidewalk widening, the Engineering & Capital Projects Department staff surveyed the corridor and provided aerial photographs and plots that depicted the public right-of-way. Figures 18a through 18c illustrate property lines and public right-of-way.



Bicycle Master Plan
Torrey Pines Corridor Study
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Property Lines, Prospect Place to Ardath Lane - Section A

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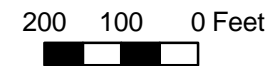


Property Lines, Prospect Place to Ardath Lane - Section B
Torrey Pines Corridor Study

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Figure
18b



Property Lines, Prospect Place to Ardath Lane - Section C
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Figure 18c

Identification of Deficiencies

Based on the review of collected data depicted on previous pages, input from Committee members, area residents, and merchants, the following deficiencies were identified that need to be improved on Torrey Pines Road:

1. High speed of traffic
2. Lack of adequate sidewalks
3. Lack of adequate pedestrian protection between the street and the sidewalk
4. Lack of sufficient pedestrian and vehicle protection behind some of the steep slopes
5. Beautification need along the corridor
6. Beautification needs of two vacant/abandoned areas at Amalfi Street and at Little Street
7. Need to improve safe access to driveways west of Princess Street on the north side, and access to residents further south.
8. Lack of continuous bike lanes.
9. Lack of landscape maintenance.

Proposed Improvements

Based on the identified problems, the following improvements were approved by the Torrey Pines Road Corridor Study Committee. The figures below illustrate street cross sections at four locations within various right-of-ways along Torrey Pines Road. These cross sections along with other following figures were prepared by Robert Thiele, architect, the chairperson of the study committee who volunteered his services. City staff has modified the figures for clarity and to reflect the correct right-of-way and the recommended dimensions based on the City's Street Design Manual.

1. Proposed Street Cross Sections

The proposed street cross sections at various points along Torrey Pines Road are shown in Figures 19a through 19d.

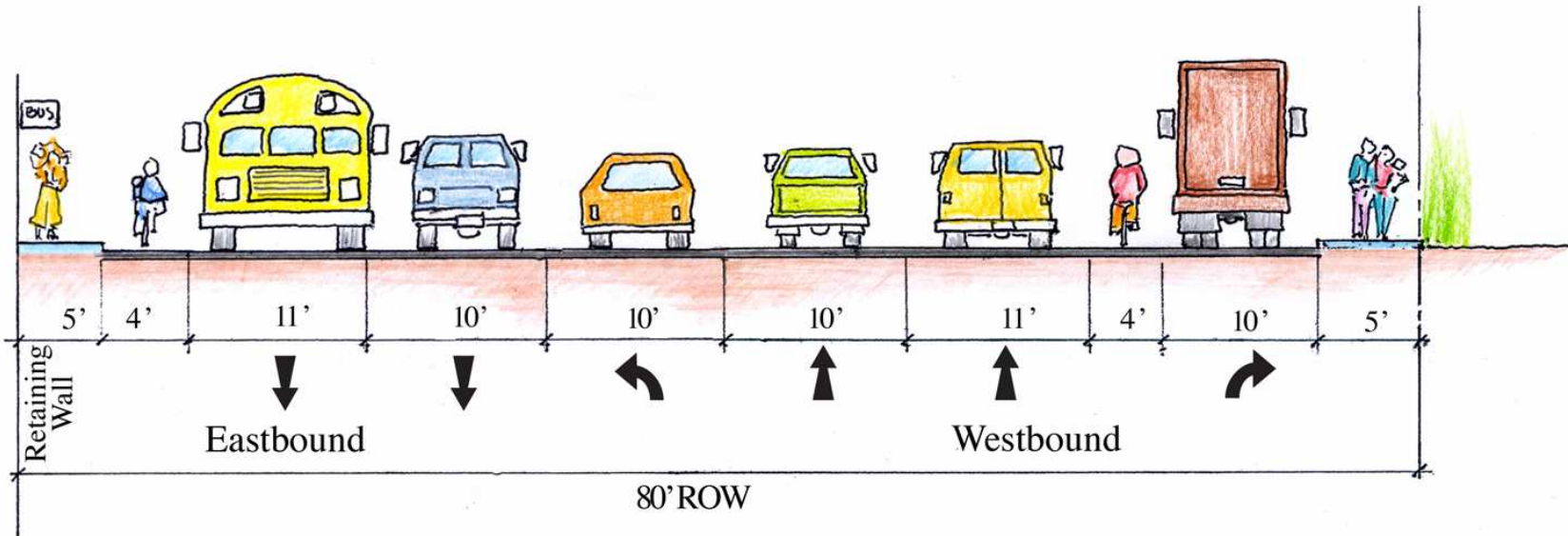


Figure 19a - Torrey Pines Road at Prospect Place

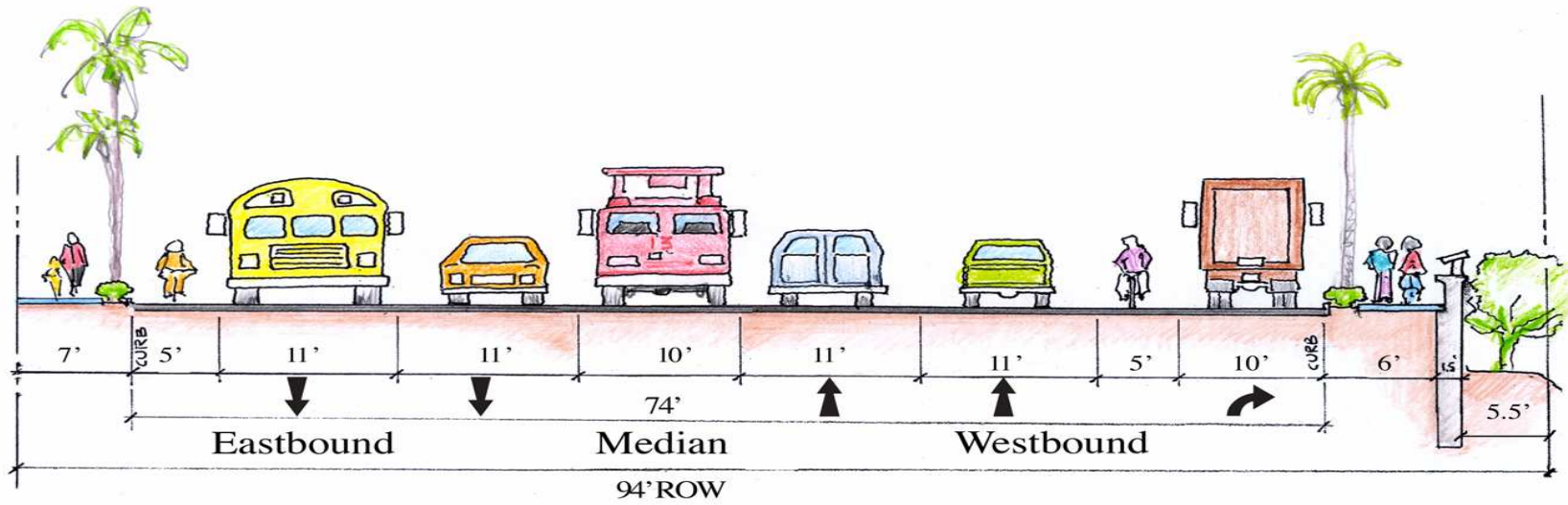


Figure 19b - Torrey Pines Road, 200' East of Prospect Place

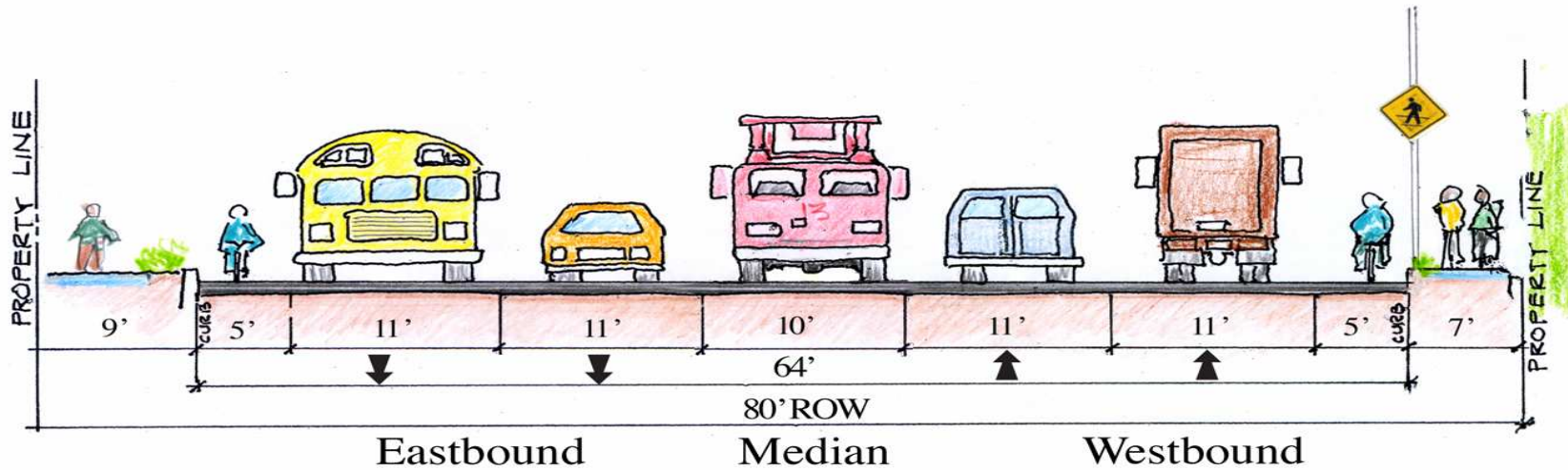


Figure 19c - Torrey Pines Road West of Princess Street

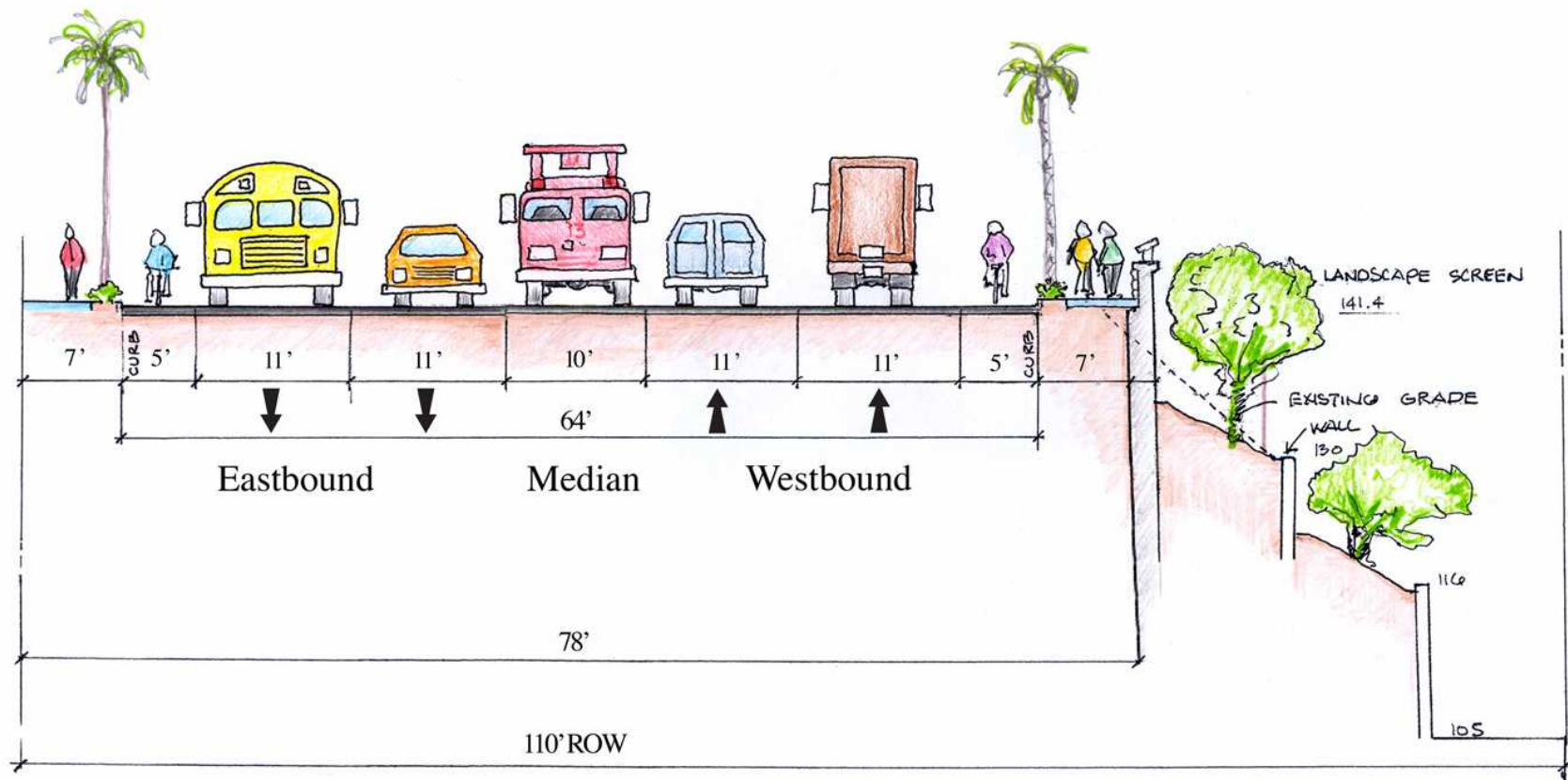


Figure 19d - Torrey Pines Road, 360' East of Prospect Place

2. Guardrail #9

Due to the roadway curvature and rapid elevation drop north of Torrey Pines Road, from west of Coast Walk to east of Prospect Place, a guardrail is proposed in this segment. This 420 feet long guardrail will prevent out of control vehicles from falling in to the properties (Lots 14 through 18), that are below Torrey Pines Road. The guardrail is to be made of concrete cobble stone.

To provide pedestrians protection from potential run-away vehicles in the guardrail installation area, 18" concrete bollards spaced five feet apart, or some other type of positive barriers are recommended to be installed. See Figures 20a and 20b.



Figure 20a

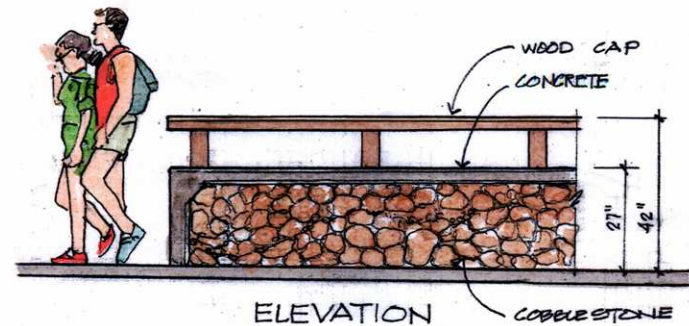


Figure 20b

Guardrail #9 – 420' Between Coast Walk and Prospect Place

3. Bollards

To enhance pedestrian safety along Guardrail #9 (see Item 2 above), use of 27" x 12" precast concrete bollards (or similar protective products) with reflectors at 4' to 5' intervals may be installed. See Figure 21.

Figure 21



4. Sidewalks

A major concern of the Committee is to have a minimum of 5-foot-wide unobstructed sidewalk on the north side of the Torrey Pines Road. The Committee approved new curb and gutter, 5 feet sidewalk, and 2 feet of parkway (7 feet between curb face to property line). All the utility devices, such as telephone boxes, gas valves, light poles, etc., are recommended to be clear of the 5 feet area of the sidewalk, as appropriate.

The Engineering & Capital Projects Department (ECPD), plans to provide slope reconstruction along the south side of the Torrey Pines Road where needed. The project includes a sidewalk that is 5 feet wide. The first segment of this project is 350 feet long and is located between Lookout Drive and Roseland Drive. Depending on funding availabilities, this segment can be constructed as part of the rest of Torrey Pines Road improvements, or separate from it. According to ECPD, the design is complete and the project awaits funding to be constructed.

5. Median Design

A ten-foot-wide median is to be reconstructed in the center of Torrey Pines Road. The median will allow emergency vehicles to drive over it. Residents on the north side of the road will be able to use the median to make left turns to their driveways. The type and material to be used for the median will be determined during the design phase of the project, based on the community input.

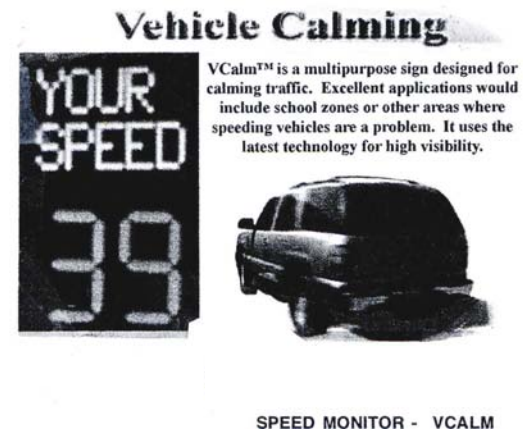
6. Bike Lanes

A 4 to 5-foot-wide continuous marked bike lane is recommended along each side of Torrey Pines Road.

7. Speed Indicator

Traffic calming devices such as “V Calm” speed indicators, are recommended at two locations so that motorists are advised about their traveling speed at two locations: 1) For eastbound traffic, install a unit east of Amalfi Street. 2) For westbound traffic, install a unit just west of St. Louis Terrace. Figure 22 below illustrates a “V Calm” device that displays the speed of approaching vehicles.

Figure 22



8. Transverse Striping

To reduce the speed of motorists another traffic calming device known as transverse striping may be used. Transverse pavement marking patterns, for drivers create the illusion of increasing speed, and may be installed in both directions, ahead of the proposed unmarked pedestrian crossings at Amalfi Street and St. Louis Terrace. Figure 23 illustrates an example of transverse striping.



Figure 23

9. Little Street Park

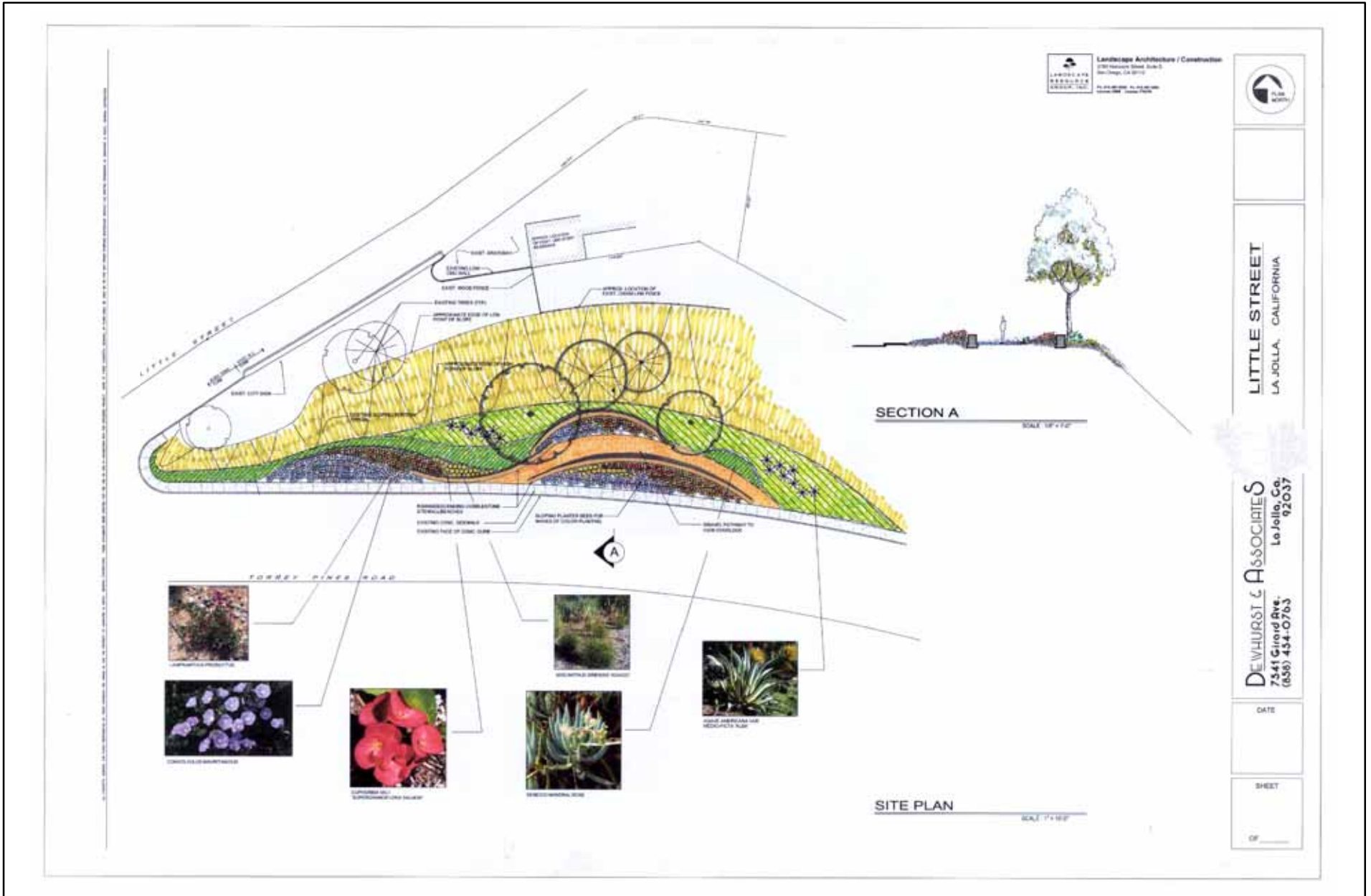
This park is to be landscaped with appropriate plant and vegetation types. The following page illustrates the proposed park plan, prepared as a free service by Dewhurst & Associates, landscape architects. See Figure 24.

10. Lighting

Relocate light poles and signage outside of the sidewalk area, as appropriate.

11. Amalfi Park

Construct a new pocket park to include a bus stop and landscape pallet, similar to Little Street Park, at Amalfi Street.



Landscape Architecture / Construction
 2781 Harvard Blvd, Suite 2
 San Diego, CA 92119
 Tel: 619.594.1111
 Fax: 619.594.1112



LITTLE STREET
 LA JOLLA, CALIFORNIA

DEWHURST & ASSOCIATES
 La Jolla, Ca. 92037
 7541 Girard Ave.
 (619) 434-0763

DATE

SHEET

OF

Little Street Park
Torrey Pines Corridor Study
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Figure
24

12. Bluff Stabilization

The bluff stabilization is recommended to be done with concrete rock planted wall on the south side of Torrey Pines Road, between Roseland Drive and Hillside Drive, and between Amalfi Street and Coast Walk. The design could be three dimensional rockspace with 100% concrete stone wall plantscape or other appropriate material. As indicated in the Sidewalk section above, the Engineering & Capital Projects Department plans to provide slope reconstruction along the south side of the Torrey Pines Road where needed as a separate project. The first segment of this project is 350 feet long and is located between Lookout Drive and Roseland Drive. The design is complete and the project awaits funding to be constructed.

13. Parkway Trees

As a beautification measure and added safety feature, the following tree options are proposed for the parkway segment that is to be constructed between the roadway and the sidewalk: Washingtonia Robusta (Mexican Fan Palm); King Palm, Queen Palm; Tristania Laurina (Water Gum); and Jacaranda. Final decision regarding tree selection will be made during project design phase, based on community input.

14. Fences

The following fence standards are proposed as replacement options for existing chain link fences along the north side of Torrey Pines Road:

- A. 42"-high pedestrian barrier with wooden posts and 2"x6" grid with coated wire fabric in black. See Figure 25a.
- B. 72"-high property rigid fence with wooden posts and 2"x6" grid wire. See Figure 25b.

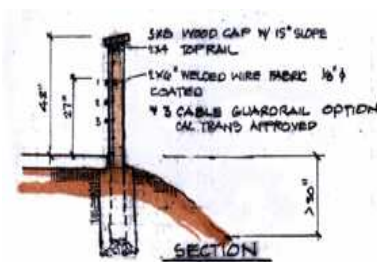


Figure 25a
42"- High Standard Fence

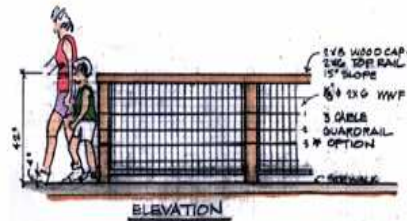
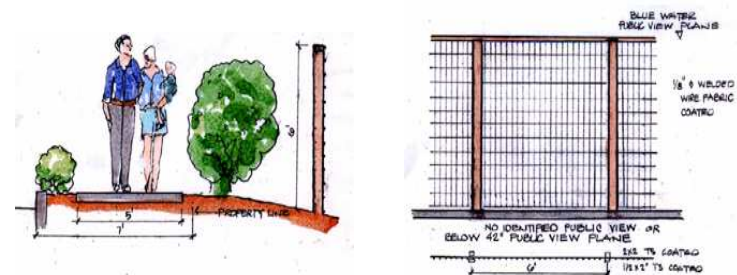


Figure 25b
72"-High Standard Fence – No Identified Public View



15. View Corridors

Create view corridors per the La Jolla Community Plan. This involves lowering the existing landscaping as appropriate, per City standards. Figure 26 illustrates the fence example along identified public views.



Figure 26 - 72''-High Standard Fence – With Identified Public View

16. Guardrail

Install a 42''-high guardrail (3-cable or timber) east of Coast Walk (parcel #2), and across from Amalfi Street (parcel #11), as a safeguard against vehicles that may run off the roadway.

17. Noise Reduction Pavement

To reduce the noise of traveling vehicles along Torrey Pines Road, use of a recycled tire mix with asphalt or other approved material are encouraged, as appropriate.

18. Signage

Relocate all signage from median and sidewalk to the parkway area, as appropriate.

19. Drain System

To improve drainage, it is recommended the curb in front of the catch basin on the south side of Torrey Pines Road, across from Charlotte Street be removed, as appropriate.

20. Maintenance Assessment District

Establish a Maintenance Assessment District to pay for the upkeep of landscaped areas.

Other Issues

Traffic Signals at Princess Street and Viking Way

The minimum requirement for installation of a traffic signal has been met for the intersection of Torrey Pines Road and Princess Street. However, the design for the traffic signal at this intersection was put on hold, pending the outcome of this corridor study. The eastbound left turn traffic volume from Torrey Pines Road to Princess Street is 40 vehicles during the morning peak hour and 75 vehicles during the PM peak hour. See Figures 11 and 12. A Gap Study conducted by City staff during the PM peak hour indicated that there are sufficient gaps to meet the left turn demand at this location.

The Committee also evaluated the possibility of a traffic signal at the intersection of Torrey Pines Road with Viking Way/Hillside Drive. The intersection did not meet the minimum requirement (warrant) for installation of a traffic signal. The AM peak hour left turn volume for the westbound traffic from Torrey Pines Road to Hillside drive is 25, and the PM period includes 55 turning vehicles at this location. The eastbound left turn from Torrey Pines Road to Viking Way is 10 vehicles during the AM peak period and 15 vehicles in the PM peak hour. See Figures 10 and 11.

There were a lot of discussion for and against traffic signals for each location and both intersections together. In summary, some of the residents along Princess Street and Viking Way felt the traffic signal will divert vehicles from Torrey Pines Road to these narrow streets. The residents on the immediate south side of the streets were concerned about the visual impact of the traffic signals. Supporters of the traffic signal argued that installation of traffic signal(s) will allow a protected left turn, given the fast speed of travel on Torrey Pines Road. The left turn phase (when the through movements on Torrey Pines Road are prohibited by traffic signals), could also allow the residents along the north side of Torrey Pines Road, west of Princess Street, to have an easier access in and out of their driveways. A traffic signal at this location will also provide protection for pedestrians crossing Torrey Pines Road.

Based on the Committee discussions, a pedestrian traffic signal is recommended to be installed at Princess Street. After construction, it will be monitored for its performance and accommodating the latent demand. The signal could also have the needed equipment to be converted to a limited function traffic signal, should the need arise in the future. The installation of the pedestrian signal may be done independently of the other Torrey Pines Road recommended improvements.

Appendix: The Torrey Pines Road Corridor Study Committee Minutes

The meetings were held at the La Jolla Public Library.

November 8, 2004	37
January 10, 2005	41
January 31, 2005	44
February 14, 2005	48
February 28, 2005	53
March 14, 2005	58
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April 11, 2005	63
April 25, 2005	69
May 9, 2005	73
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LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES CORRIDOR STUDY COMMITTEE

MINUTES

November 8, 2004

Committee Members Present

Chair – Robert Thiele, Deborah Marengo, Martin Mosier, Claude-Anthony Marengo, Yvette Marcum, Patrick Ahern, Ken King, Dan Allen, Oscar Strauss, Todd Fry, Fran Graham, Matthew Meek, Mary Coakley, Wayne Miller, Leigh Plesniak, Kate Adams, Siavash Pazargadi,

Meeting called to order 5:30 pm

Introductions

Chair gave a recap on how the committee was formed and introductions of the committee members.

Councilmember Peters requested a corridor study be conducted a year after the completion of the reconfiguration of the throat. To look at the success of the intersection and problems which may have developed or old issues with the rest of the corridor.

The purpose of the study is to identify safety and beautification issues along the Torrey Pines Road Corridor starting from LJ Shores Drive and Torrey Pines Road (TPR) to Girard and Torrey Pines Road.

Some members voices concerns that we should start up the hill at the entrance to La Jolla at interstate 5. The committee should focus on the following areas of concern; beautification, safety and maintenance.

M. Coakley – by starting at the beginning of the corridor is an opportunity to tie La Jolla together with one common thread, like cobble stone. Concerns were also raised about maintenance of the TPR.

D. Marengo explained current maintenance of the new intersection is funded by Promote La Jolla (PLJ). Currently there is a minimal budget to maintain the remainder of TPR road.

The Alpha Project is used a couple of times a year to do clean up and weed maintenance.

M. Mosier discussed the current landscaping and how the city would just assume stamp concrete the medians.

D. Marengo pointed out that the first median when entering La Jolla still remains without landscape and PLJ has been trying to negotiate and raise funds to landscape this area. The city was intending to just stamp concrete the entire area.

CA Marengo concerns are maintenance and responsibility. Where does the City and Caltrans boundaries start and stop. How do we enforce their responsibility to provide the required maintenance? The entrance to LJ needs to be maintained.

Chair introduced Siavash Pazargadi is the manager of the corridor study.

Three phases of the project data collection include traffic counts by machine peak hour traffic counts manually and aerial photos counting street, stairs, guardrails, etc. looking at whether these guardrails provide protection today which were intended when originally installed.

Looking at streets which are possible diverters of traffic, most accidents in areas.

L. Plesniak questioned number of accidents reported versus actual. Siavash noted that the SDPD only collects data on accidents which involve injury or large property damage. (warrants/records). The committee was asked for additional input on accidents or potential traffic issues. He suggested the committee walk the corridor study area and review some of the issues on site.

Analysis of traffic to be performed and identify areas with problems, the group to explore:

- Engineering

- Discussion on the identified problems

- Provide recommendations

- Create a CIP (capital improvement project) for the implementation

W. Miller requested that Virginia Way be added to the study corridor. Virginia Way is used by many as a bypass to TPR. The speed of the traffic traveling on this residential street is high and should be monitored as part of the study and look at possible traffic calming measures.

Committee reviewed 4 aerial photo/sections and commented on issues they would like to have explored.

Section 1 (Girard up TPR to Ivanhoe)

- bicycle issues
- Two schools in the immediate area – increased pedestrian traffic which slows vehicles traffic traveling down TPR.
- signalized crosswalks, demand crosswalk, explore timed with Girard
- sidewalk on the right side of the street needs to be corrected
- bus stops on both sides of the TPR need to be reviewed for pedestrian safety and traffic circulation.
- pedestrian safety median and crosswalk
- traffic issues with vehicles exiting and entering wine barrel market plaza
- traffic calming measures
- replace missing street light
- Ivanhoe – review visibility at signalization, and left turn signal on to TPR not triggering
- review areas that conflict with on-street parking

Section 2 (TPR Ivanhoe down to Coast Walk)

- area had been reviewed by the guardrail committee. Chair to bring guardrail committee findings to next meeting.
- explore the bike route going down Virginia Way and being extended through the Virginia Way right of way to Prospect.
- review the warrant for accidents at Prospect and TPR intersection
- review left turn signalization from TPR to Prospect
- slowing traffic due to trucks making a right turn onto Prospect Place from TPR review a possible truck ordinance
- review the number of rainbow curbs
- review beautification issues, add view corridors where possible
- continuity of fencing materials throughout the corridor/control landscaping
- sidewalks on both sides of the street, explore accessibility and safety.
- review all right of way on both sides of the street
- work with neighbors and community groups to achieve improvements

Section 3 (TPR Coast Walk to LJSD)

- traffic signalization at Princess Street
- explore signalization at Viking
- remember to refer back to LJCP when discussing beautification and view issues
- visit city budget on annual allocation for sidewalk replacements on school routes.
- move Princess Street signalization to Viking

- bus stops need benches – between Viking and Princess

Section 4 (LJSD through the intersection)

- Torrey Pines trees overgrown, sidewalks damaged
- transit options for LJ, bus lanes, priority lanes, shuttles, super loop

(note - invite someone from SANDAG to address the committee)

- vacant lots at intersection – possible remote parking, shuttle, super loop.

Committee discussed next meeting, there will be no meeting in December. Next meeting to be held on to the second Monday, January 10, 2005 at 5:30 pm

Happy Holidays and a wonderful New Year

Meeting adjourned at 7 pm

Respectfully submitted

Deborah Marengo

Secretary

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #2

January 10, 2005

Committee Members: absent

Chair – Robert Thiele, Martin Mosier, Claude-Anthony Marengo, Yvette Marcum, Patrick Ahern, Ken King, Dan Allen, Oscar Strauss, Todd Fry, Fran Graham, Mathew Meek, Mary Coakley, Wayne Miller, Leigh Plesniak, Kate Adams, John Norris, Sally Fall (for Todd Fry), Marty McGee (CPA)

City Staff: Siavash Pazargadi, Shahriar Ammi

Meeting called to order 5:30 pm

Introductions: Sign Sheet

Chair gave a recap on how the committee was formed and how the areas to be explored would be reviewed. The following is a recap of those areas:

Area 1 Girard down Torrey Pines Road (TPR) to Ivanhoe

- bicycle issues
- Two schools in the immediate area – increased pedestrian traffic which slows vehicles traffic traveling down TPR.
- signalized crosswalks, demand crosswalk, explore timed with Girard
- sidewalk on the right side of the street needs to be corrected
- bus stops on both sides of the TPR need to be reviewed for pedestrian safety and traffic circulation.
- pedestrian safety median and crosswalk
- traffic issues with vehicles exiting and entering wine barrel market plaza
- traffic calming measures
- replace missing street light

- Ivanhoe – review visibility at signalization, and left turn signal on to TPR not triggering
- review areas that conflict with on-street parking

Area 2 TPR Ivanhoe down to Coast Walk

- area had been reviewed by the guardrail committee. Chair to bring guardrail committee findings to next meeting.
- explore the bike route going down Virginia Way and being extended through the Virginia Way right of way to Torrey Pines.
- review the warrant for accidents at Prospect and TPR intersection
- review left turn signalization from TPR to Prospect
- slowing traffic due to trucks making a right turn onto Prospect Place from TPR review a possible truck ordinance
- review the number of rainbow curbs
- review beautification issues, add view corridors where possible
- continuity of fencing materials throughout the corridor/control landscaping
- sidewalks on both sides of the street, explore accessibility and safety.
- review all right of way on both sides of the street
- work with neighbors and community groups to achieve improvements

Area 3 TPR Coast Walk to La Jolla Shores Drive

- traffic signalization at Princess Street
- explore signalization at Viking
- remember to refer back to Community Plan when discussing beautification and view issue
- visit city budget on annual allocation for sidewalk replacements on school routes .
- move Princess Street signalization to Viking and Hillside
- bus stops need benches – between Viking and Princes sidewalks and bluff stabilization on the south side of TPR

Area 4 LJSD through the intersection

Torrey Pines trees overgrown, sidewalks damaged

transit options for LJ, bus lanes, priority lanes, shuttles, super loop (note - invite someone from SANDAG to address the committee)
 vacant lots at intersection – possible remote parking, shuttle, super loop. Chair recommended that the committee focus on **Area 3** for today’s meeting. The Committee is to look at lowering speed of traffic, pedestrian safety, beautification, safety and the walk ability along Torrey Pines Road. Also the possible installation of traffic signalization at Princess and Torrey Pines Rd. Siavash Pazargadi provided 7 handouts including a Map of Area 3.

Figure 5 – Average Daily Traffic

Figure 6 – Signalized Intersection Measurements

Figure 0 – Signalized Intersection Lane Configurations

Figure 7 - Non-Signalized Intersection Lane Configurations

Figure 14 – Selected Non-signalized Intersection Turning Volumes – AM Peak

Figure 16 - Selected Non-signalized Intersection Turning Volumes – PM Peak

He reviewed the traffic patterns, warrants and issues. Siavash supplied the group with the number of trips up and down Torrey Pines Road, the number of right hand turns from Princess onto Torrey Pines Road, curb widths, bike lanes, etc.

The committee discussed the installation of a traffic light at Princess and Torrey Pines Road. Siavash stated that the warrants representing the number of traffic accidents at this intersection justify the installation of such a traffic light. The committee requested that Siavash return with the warrant study. Discussion continued about traffic patterns and possible location for installation of the light.

Dan Allen, resident on Hillside Drive presented the case for the light to be at Hillside Drive and Viking Way vs. Princess Street. Visibility issues, speed of traffic and pedestrian crossing issues were discussed around the table.

John Norris, resident on Viking Way, had concerns about increased traffic on Viking Way caused by cars going to the Beach Club and the Shores area from Hillside Drive. He also pointed out increase in noise, dirt and light pollution.

Ken King brought up the concept of traffic calming. Suggested that recommendation such as the ones provided by Dan Burden in Bird Rock should be explored to see if some of these items may be implemented.

Chair wanted to take a show of hands as to how many preferred the following for the installation of the traffic signal. Note 14 in attendance, chair and 3 others did not vote.

Princess Street – 1 vote

Hillside Drive and Viking Way - 9 votes

The Chair informed the committee that community outreach was extremely important. He urged representatives to contact their neighbors and bring more people to the meetings. The next meeting for this discussion will be Valentines Day, February 14 from 5:30 to 6:30.

City staff will bring the Pros and Cons of the 2 locations discussed today to the next meeting. Siavash also indicated that the City would apply for State Transportation, Smart Growth Funds if the Study is Approved.

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD STUDY COMMITTEE

MINUTES – MEETING #3

January 31, 2005

Committee Members : absent - Martin Mosier, Claude-Anthony Marengo, **Chair** – Robert Thiele, Deborah Marengo (PL), Yvette Marcum, Patrick Ahern (TC), Ken King (LJSA) , Dan Allen, Oscar Strauss, Todd Fry, Fran Graham, Mathew Meek, Mary Coakley (LJPB), Leigh Plesniak, Kate Adams, Marty McGee (CPA), John Norris

City Staff: Siavash Pazargadi, Shahriar Ammi

Introduction of residential guests.

Meeting called to order 5:30 pm

Introductions: Sign Sheet

Chair gave introductions – recap the purpose of the Torrey Pines Road Committee (TPR) and reviewed the sections of Torrey Pines Road that the committee is exploring recommendations for. The Committee reviewed Guardrails and Sidewalks in Area 2 and 3 between Prospect Place to Princess Street and Princess to Calle de la Plata. Siavash discussed the concerns with safety and speed of traffic on TPR. After the reconfiguration of La Jolla Parkway, Councilman, Scott Peters requested Traffic Engineering to prepare a study to evaluate results of the intersection and requested a community based committee to reevaluate Torrey Pines Road and look at safety, speed, sidewalks and beautification. The committee is also to review the need for a traffic signal, traffic calming and improved sidewalks and the potential impacts to adjacent streets. The committee reviewed the options which came out of the Guardrail #9 Committee that reviewed a City proposed guardrail between Prospect Place and Coast Walk in July 2003. The options include the installation of a 36” guardrail between traffic and pedestrians or a 42” guardrail on the ocean side of a 5’ sidewalk. We reviewed various guardrail designs including cobble enhanced concrete and wood. Chair noted the recent accident involving a Yellow Cab going over the edge at Amalfi and TPR in early January. Fran Graham, representing the neighbors between Coast Walk and Prospect Place, voiced her concerns regarding a recent accident on Torrey Pines Road which if the fence and its steel post was not there the car would have gone over the side onto private property.

Feels the committee should look at a much larger wall with steel to keep cars from going over the 25' embankment, she recommends a six foot wall.

The committee needs to remember that it is important to keep a delicate balance of all the issues before us.

Mary Coakley requested information on how many accidents involving vehicles and pedestrians. She also raised the concerns that a guardrail on the street side could be of danger, cars may hit the rail and bounce back into the traffic causing more of a problem. They could hit other cars, bicyclists, or pedestrians. This needs to be explored further while keeping beautification of TPR in mind. Siavash addressed the issue. Most incidents have happened in off peak times. Said he does not have evidence that traffic would bounce back. Guardrails do require a recovery period when you have a drop of more than ten feet as with TPR. Marty McGee agreed with Mary that we need to explore the guardrail placement, materials used and a bicycle lane with safety issues since the guardrail committee had never reached a decision on this.

Patrick Ahern, stated that aesthetics are as important as safety. The community plan for La Jolla calls for view corridors to be preserved and reinstated where possible.

Eric Korevaar, representing the neighbors between Princess and Coast Walk pointed to safety or perceived safety as the most important issue when we walk up and down the sidewalk along Torrey Pines Road. Dan Allen, representing Hillside Drive area raised concerns that K rail is hard to maintain and the city presently does a very poor job. They tend to collect trash and grow weeds and are unsightly.

Kate Adams, representing residents around Calle de la Plata, Area 3 noted that none of the options from the prior committee show a bike lane, the sidewalk has been increased in some areas, and the drawings fail to reflect what is actually on the sidewalks obstructing the ability to walk like electric boxes, meters and poles, etc. She personally feels a guardrail between the street and sidewalk are unsafe.

Ken King, representing the bicycle coalition - safety and aesthetics are number one. The bike lane presently stops when the right hand turn lane starts on TPR. The only safe way for cyclists is to have a large enough through lane. There is not presently enough room to get out of the turn lane. Guardrails are unsafe, you can not ride close to them, they collect debris, he would like to see the sidewalk widen so cyclist can ride on the sidewalk. It is legal in this area. He would like to see the guardrail on the ocean side.

Yvette Marcum agrees that if a guardrail is installed on the street side cyclist will tend to get sandwiched in between the wall and the traffic. Would like to see the rail on the ocean side and should resemble the rock wall down at the cove. The view corridor should be restored.

Marty McGee – noted it is not the intention of the committee to eliminate landscaping and install a wall. Our concept is to trim back the landscaping, restore the view, and improve safety. Marty has requested warrants for TPR, Siavash will provide Robert with the information. Only accidents that include injury are reported to the police.

Patrick Ahern – asked Siavash if we have to have a guardrail. If we do then can it be the cobble wall recently installed at the Cove or can we have no guardrail at all.

Siavash noted that the cove wall was not to protect the cars from going down but to protect pedestrians from falling over the edge. No guardrail at the curb – Siavash said he will get back to us on that. Are we installing a guardrail to protect cars or people? How many accidents have occurred? None were evident by Siavash's numbers.

One attendee asked why this committee is being fast tracked. Siavash mentioned that SANDAG has grant funding that we could apply for but the committee should not rush through this process just because of the grant. There was discussion on the placement of sidewalks. Today no sidewalks exist on the south side of TPR. The sidewalks on the North side of TPR are extremely narrow at some points. Shahriar Ammi was asked if the public right of way on the North side was able to achieve a five foot sidewalk. Shahriar Ammi said he did not have all the information with him to see if the right of way was there without taking some ones private property to achieve this.

In areas 2 and 3 is it difficult for a pedestrian to cross safely to access bus stops. If the bus stops there is no sidewalk to stand when waiting for the bus.

There was committee discussion on safety and bluff instability as evident from the recent rains on the south side of TPR. The committee is to review and complete some layouts on the proposed sidewalks. Fran Graham would like to see sidewalks on the south side only.

Mary Coakley would like wider sidewalks.

Marty McGee noted that our discussion was premature since we did not have all the information and we need boundaries to continue with this discussion item moved to a later meeting.

Patrick Ahern stated that there is something to be said for the ranch feeling when entering La Jolla and he is not necessarily in favor of concrete sidewalks on both side of TPR. Suggested that we keep our minds open to other material options such as the use of natural composite like materials such as what is used at the zoo.

Dan Allen's professional opinion is that the installation costs between Hillside and Roseland on the south side is too high for too little gain.

Kay Adams - favor of sidewalks on the north side with a crosswalk.

Little Street Pocket Park– no update but needs to be included as part of the beautification of TPR.

At our next meeting the committee will be discussing the possible installation of the dual signalization at Princess and Viking.

Marty Mc Gee again is requesting from Siavash the warrants for this installation. After much discussion Siavash has agreed to furnish the Chair with these numbers for our next meeting. Chair will complete a summary of ADTs and warrants for our next meeting.

Siavash did note that there have been seven right hand turn accidents at Princess, but he will give the committee more information.

Chair mentioned that he appreciated the involvement of so many residents and will make every attempt to continue the discussion until all are heard and to Notice local newspapers about meeting schedule and agenda items to be discussed. He gave his thanks to several residents from Viking Way for attending and the participation.

Meeting Adjourned to February 14, 2005 at 5:30 at the Library.

Respectfully submitted
Deborah Marengo, Secretary

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #4

February 14, 2005

Committee Members : absent - Martin Mosier, Claude-Anthony Marengo, Ken King, Fran Graham, **Chair** – Robert Thiele, Deborah Marengo, Yvette Marcum, Patrick Ahern, Dan Allen, Oscar Strauss, Todd Fry, Wayne Miller, Leigh Plesniak, Mary Coakley, Kate Adams, Marty McGee, John Norris

City Staff: Siavash Pazargadi, Shahriar Ammi

Meeting called to order 5:30 pm

Chair gave introductions – recap the purpose of the Torrey Pines Road Committee (TPR) and reviewed the sections of Torrey Pines Road that the committee is to explore and make recommendations on. Today was a review of section 3 which covers Princess, Viking Way, and Hillside.

Chair explained that the committee is made up of 16 voting members, introduced members John Norris and Dan Allen. John represents many of the residents in this area and Dan represents several residents from Hillside. Both areas represent different views.

Chair also explained that this group is advisory to the City and No votes will be taken tonight.

Chair read in to the minutes corrections to minutes from the January 31, 2005 meeting:

- Page 3 paragraph 4 Siavash said cove wall was designed not to protect people but to stop cars.
- To be added - the study area is extended to Pearl Street .

Siavash noted that he did look into if the walls could replace the guardrail and they could provided that they were a minimum height of 28 inches.

Chair also added to the record that two letters were received in opposition to the installation of a light at Princess, Viking, and/or Hillside. The letters were written by Jean McKee and Lee Lambert.

Chair also entered to the record that he attended a meeting with six residents from Viking Way. Meeting notes were taken and will be entered into the record.

Chair noted that we had requested right of way encroachments from the City and the information has not yet been received. This information is necessary to see if the sidewalk can be widened to five feet.

Chair established a brief objective for the committee; slow traffic, increase safety, walkability, beautify and enhance views.

Chair introduced John Griffith he represents the area residents from Hillside, Viking Way and Princess. Mr. Griffith stated that he was here on behalf of committee member John Norris, and would like to enter into the record a statement and petition in opposition of any traffic light on Princess, Viking Way and Hillside. The petition has been signed by approximately 180 residents from both the east and west side of TPR.

To summarize the statement the residents feel the following about the installation of a stop light:

- It is not safe
- It is disruptive to the neighbors
- It meets no regulatory threshold

Three constituent groups were polled:

1. Neighbors – residents on Hillside, Viking Way, Princess and Spindrift. They felt that they would be inconvenienced by a traffic light from noise, air pollution and diminished safety. These streets are narrow and congested.
2. Commuters – 40,000 commuters go through this area. Those who they spoke with do not want more delays, lights increase accidents.
3. Pedestrians – no actual pedestrian count. Residents think maybe 15 to 20; however, there have not been any pedestrian injuries. There is a safer route at the current stop light.

Dept of Transportation warrants – eight warrants, City requires adherence to Caltrans warrants which there are eleven. The installation of a light is justified only if warrant is met and a traffic study is completed. One warrant would be 190 pedestrians in an hour or 100 in four hours. Another warrant is the accident threshold – four criteria need to be met and tried; Injury crash with property damage greater than \$500. We heard that there were seven in a three year period. We are not sure how many accidents actually occurred and in what time period. If this is the case then it says appropriate remedies need to be tried and enforced. Only one has been tried and it was to reduce speed limit, and has not been enforced. SDPD says it is difficult to enforce the speed limit along TPR. Also you cannot seriously disrupt the flow of traffic. Incoming traffic into TPR must be 60 vehicles or more per hour. We do not feel that we meet Caltrans criteria for the installation of a stop light.

Siavash – responded with a slide presentation on traffic warrants at the intersection.

Chair acknowledged Jim Federhart a traffic engineer and audience participant was available to answer questions.

Siavash introduced the California Vehicle Code, devices and guidelines. He informed the committee that this Federal guideline now supersedes the State. This was adopted in 2000, chapter 4 gives 8 guidelines and one needs to be met for signalization.

The accident data provided shows 8 to 9 accidents at Princess Street in a three year period. The following accidents per year:

- 2001 1
- 2002 2
- 2003 3
- 2004 2

Accidents at Hillside per year:

- 2001 1
- 2002 3
- 2003 1

Accidents have clearly improved since the reconfiguration of the intersection at La Jolla Parkway.

W. Miller asked how many accidents were related to excessive speed or drinking. Staff did not have any information on these issues.

Traffic volumes – this data was collected during peak times which is 4:30 to 5:30 during 11/04:

- There are approximately 75 cars having difficulty turning left on to Princess. Right hand turns have some difficulty. There are approximately 65 cars that go up the hill on Hillside it is not known how much of this traffic is cut troughs.
- The speed limit is 40 and 45, based on the fact the TPR is considered rural in the guidelines. The committee did not feel that a traffic corridor handling 40,000 vehicles per day was rural. The State guidelines say that populations in excess of 10,000 will be considered urban.

Chair asked if this area meets the criteria to install signalization.

Siavash said it meets the warrant under peak hour traffic. But there is nothing that says a light must be installed but over the years the City has received several requests for a light to be installed. So this has been on the list for years and is not fully funded. Staff said that after the Throat was finished we would revisit the light which we are now doing so.

M. Coakley – felt that since the reconfiguration of the throat that we need to look and study traffic now and see if this is still needed. Traffic has improved and it appears to be much safer to make turns onto Hillside.

Siavash said we could do a longer study, a gap study, to see if the flow of traffic has indeed improved.

There was discussion on the 9-1 vote taken by the committee with regards to the installation of the light at our last meeting and if we still felt this way. D. Allen pointed out that the vote was not whether committee was in favor or opposed to the installation it was that we were getting one installed and the question was how will it be installed and at which intersection Hillside and/or Princess. Now it appears that we have the opportunity to decide.

J. Hazard - TPR resident asked Siavash if the signalization was installed would the traffic volumes increase on the side streets. He said that it was hard to determine what the volumes would be but it would most likely increase. Could use traffic calming to mitigate the increase in traffic.

Mr. Craig – unfortunately we have too many cars going through our neighborhood we can just let the traffic flow and pretend it is the sound of the sea crashing. Every day on Torrey Pines Road we have serious back ups, they actually help with getting time to make your turns. Maybe increasing the double red signals another second or two in order to create a bigger gap without any new lights would give more of a gap to allow turns and stopping traffic is relatively small inconvenience.

Ms. Hill – directing traffic on to Viking a street which is narrow, lined with cars and has several curves is hazardous.

K. Adams – making the light longer will only make it more onerous, more people will then use a short cut through Princess.

L. Harris – resident of TPR at Little Street. Wanted to register that he is opposed to the installation of any light at Viking. Concerned that a traffic light would increase people trying to avoid the light by turning down Little Street. The road is a narrow sharp turn and now most people attempting this turn go into his driveway to complete the turn and it is dangerous.

M. Coakley – Mr. Craig has made the best argument for nullifying the installation of the traffic signal. During peak times the traffic is controlled by numbers, the amount of car slows traffic and it is safer to make turns.

W. Miller – was curious if the City has given any consideration to synchronizing the traffic lights and posting a reduced speed limit down TPR. Like 30 miles per hour even though speed limit might be greater, but this will not solve the peak time control issue but it will help reduce speed.

Siavash – has done synchronizing, it was better, now it is not as good, but we really need 3 lanes and we are marginal on capacity. The distance however is quite a bit between signals, over 1500 feet, cars come all at one time and you lose efficiency.

Mr. Allen – need to get the police dept. to enforce the speed limit. Then we would not have this problem.

Ms. Montgomery – we need to slow traffic.

Siavash – we are looking at widening the sidewalks to slow traffic, but some of the widths of lanes are 10 and 11 feet so there is not enough room to do anything else.

J. Hazard – noticed that there are not enough signs on TPR, not that you want to add more signs, but is there flashing lights or something which can be used to bring your attention to the sign.

Mr. Craig – there signs that communicate the speed a car is traveling at. Signal can be triggered by speed and turn red.

Mr. Federhart – 85 percentile speed limit must be posted. Enforcing the speed limit, the police can not write tickets unless the 85 percentile is reached. This is state law. Accident rates might go up with a signal and increase accidents. You will also increase accidents on the side streets.

Chair asked that committee look at traffic calming ideas.

Mr. Griffith - All committee members should have a copy of the position paper which he submitted. Would like to get a better understanding on the warrants and asked that Siavash bring more information to the next meeting.

Meeting adjourned
Respectfully submitted.
Deborah Marengo

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #5

February 28 2005

Chair – Robert Thiele

Committee Members :Deborah Marengo, Yvette Marcum, Patrick Ahern, Dan Allen, Todd Fry, Wayne Miller, Leigh Plesniak, Mary Coakley, Kaye Adams, John Griffith, Marty McGee, Martin Mosier, Claude-Anthony Marengo, Ken King, Fran Graham , Oscar Strauss, John Norris

City Staff: Siavash Pazagardi, Shahriar Ammi

Meeting called to order 5:40 pm

Chair gave introductions – this is the Fifth Meeting of TPR at the request of Scott Peters to look at safety, improvements, walk ability and beautification of TPR. Last meeting we looked at signalization on TPR, strong message from the residents that they do not want a traffic light. The Committee will not be discussing tonight or taking any action on the light this evening.

Chair - Letter read into the record from David Schroedl with opposition to the installation of a traffic light on TPR. Chair asked that if anyone else wanted to voice their opinion regarding the traffic light – no comments.

Comments on the Minutes:

Adrienne McCubbin, Viking resident - Discussion on the minutes regarding the statement made by Siavash regarding warrants for the installation of the traffic light.

Siavash stated the minutes were correct and concurred that Princess did have warrants but after further review of the warrants at the last meeting there were not sufficient warrants in the past twelve months.

A. McCubbin was concerned that the minutes reflect what will be used to determine whether or not warrants are met. Siavash stated, only the warrants would be used to determine whether a light would be installed not the minutes.

L. Plesniak pointed out that the purpose of the minutes is to reflect what was stated at the meeting and should stand.

A. McCubbin additional comments on the prior meetings minutes. Page 3 reflects a 3 - year period and dates reflect a 4 year period. What is it? The number of accidents was reflected as 7 and should be 8. On page 4 questioned the word difficulty. Said it was hard to determine the use of the word.

Siavash answered the concerns about the time frame and concurred that the period was 8/01 to 1/05 and there were 8 accidents during that period. As far as the word difficulty, the word was used by the person quoted and should stand to accurately reflect comments at the meeting.

Minutes to stand.

L. Plesniak stated she was not at the last meeting and her name should be replaced with her husband's name Eric Koredar.

Griffith – page 4 change (it) to Princess

Agenda Modification

Y. Marcum - move the right of way information to first on the agenda.

Chair - Agreed

Committee received a hand out from the City regarding the legal right of way between public and private property. The area being reviewed is from Princess to Prospect. The purpose is to see how the sidewalk can be increased. The current side walk width at Princess is 3' 3".

A review of the encroachments of private property onto the sidewalk or public right of way was conducted on the south side of the street and staff will return to the committee with an overlay to clarify existing encroachments on the north side of the street.

Chair reminded the committee that our areas of review where; Slow traffic; Increase safety; Create a walk able community He added that increasing the width of the sidewalk was a very important aspect of this process and felt that this be a great achievement for the group. To achieve this it may require moving the sidewalk into the street. Sidewalk can be widened to

5 feet and we could look at moving the curb out into the street and reducing lane widths. The street is 65 feet wide, curb to curb, then we need 5 feet to the property line, the curb will need to be moved, there is a steep drop off to the north. This would require the curb being pushed into the street 3 feet with no improvement of the south side of the street. Princess to Prospect, Siavash will draw and show if a right of way take is needed to achieve that, it will be shown in cross hatch.

CA Marengo -Page 2 east of Coast Walk lots 1 & 2 will go back to its 5 foot plus, the fence is for security only until the development of these sites are complete.

Siavash was asked about the installation of a crosswalk and said the 85 percentile @ 40-45 mph with a crosswalk gives pedestrians a false sense of security and would not be recommended without signalization. On the current speed of TPR you need signalization for safety and pedestrian.

CA Marengo also recalls that lots 4, 5, 6, & 7 were part of the realignment and should be checked for an EMRA.

Chair asked committee for comments and other options for traffic calming;

F. Graham voiced that the fences are important for safety.

K. King asked Siavash if there is data regarding flashing crosswalk available for the committee.

W. Miller – primary interest in flashing speed indication

1. any history if this works to calm traffic
2. are lights too bright to disturb residents

Discussion on Vcalm signs, they are not too bright, can be programmed to display current speed of traffic or message to calm traffic.

Siavash said there are three vcalms currently installed and five are to be installed throughout the City. The one recently installed on Waring Road has not received any complaints about being too bright and disturbing residents.

K. Adams comments – feels widening sidewalks, and flashers are great plus speed indication. Does not feel that anything should be put in median due to the fact that emergency vehicles needing to get through traffic.

Siavash said that the medians can be beautified with stamp concrete and curbs curved so that emergency vehicles can ride over them. Mentioned that a maintenance assessment district could be formed to assist with landscape maintenance.

D. Allen asked if speed lumps or roar strips-rumble strips could be looked at, they are curves in the pavement which slow traffic and used by Caltrans. Also the use of automated speed ticket machines.

Fran – mentioned that in the heavy rains the police were trying to get vehicles to slow down and they could not.

Chair mentioned that in two weeks Andy Hamilton will be at our meeting to discuss pedestrian traffic calming.

T. Fry – liked widening of sidewalks, crosswalk, flashing yellow lights like currently used in Del Mar and the need to slow traffic.

CA Marengo – believes that this is the entrance to La Jolla, as such it needs to have more of village approach, needs a lighting district, landscaping, and create a atmosphere that slows traffic, opens the views corridor and is reflective of the community. We need more lighting to prevent graffiti.

L. Plesniak – disagree that light is a safety issue. Believes it is for the common good, would like to see a bike lane with a curb.

K. King – disagrees -the bike lane with curb as with the one on Friars Rd doesn't work and is dangerous

Siavash agrees a bike land with curb is dangerous.

L. Plesniak - the storm drains are a big issue, her house was flooded in the recent rains. Need to look at this issue.

J. Griffith – another 110 signature opposed signal, no crosswalk with flashers. Would like to see Vcalm signs as a possibility.

K. King glad to hear that we will hear from a traffic calming expert. We need crosswalks and asked if it is possible to have a crosswalk with a light that turns red.

Y. Marcum – wants beautification and a sidewalk that cantilevers out to ocean with lookouts. Bike lane without rail since it is not safe and collects trash and retaining walls.

Siavash said that medians can be used to slow down traffic along with reducing the width of the lanes.

M.. Coakley supports Siavash and CA's ideas regarding medians and traffic calming.

B. Allen would like possibly radar and some form to reduce speed.

A. McCubbin in favor of a median to slow traffic and asked the costs of a pedestrian bridge instead of a crosswalk, lookouts are great for walking but view corridors are not good for driving.

Bill Nyhan a resident of Spindrift believes that only a traffic light will work said he was sad to hear that the door was closed on this issue. People become frustrated waiting to make a left hand turn.

Meeting Adjourned to March 14, 2005

Respectfully submitted
Deborah Marengo

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #6

March 14, 2004

Chair – Robert Thiele

Committee Members : Deborah Marengo, Yvette Marcum, Dan Allen, Todd Fry, Leigh Plesniak, John Norris, Mary Coakley, Martin Mosier, Claude-Anthony Marengo, Ken King, Fan Graham

City Staff: Siavash Pazargadi, Shahriar Ammi

Meeting called to order 5:30 pm

Chair gave introductions – noted to the committee that the signal light on Torrey Pines Road will be put on hold and no action will be taken by the committee due to much opposition within the community. At our next meeting we will have a presentation from Andy Hamilton from Walk San Diego.

At this meeting :

- The committee will continue to look at safe ways of pedestrians crossing the street.
- A presentation of Little Street Park
- Explore Amalfi pocket park
- Look at additional traffic calming measures

Agenda Items

Presentation from Don Dewhurst on the Little Street Park

Mr. Dewhurst gave a brief history on how the concept of the Little Street Park came to be. The Committee reviewed the overall plan and design concept for the Little Street Pocket Park. As of today there is not sufficient funding available to pay the City for the

installation of water meter and utility services to the property and funds for ongoing maintenance. The project is presently on hold until funding can be secured.

It was suggested that the committee look at fence standards up and down TPR and adjacent to the park.

Siavash said the committee should invite Park and Rec. to participate and buy into the park.

T. Fry said people tend to view parks for skate boarding and seating. Recommended that the installation of any benches be looked at carefully since they tend to invite transients and skateboards.

Amalfi Park was suggested as good idea for beautification and possibly relocated the bus stop.

D. Allen pointed out that Amalfi is not a public street.

A discussion on Pedestrians crosswalks by the Committee. Unmarked crosswalks –

Siavash explained that there is a 20-25 mile threshold for a crosswalk. There also needs to be refuge medians for safety. Unmarked crosswalks are not recommended for TPR.

A discussion on the medians up and down TPR by the Committee. The medians can be designed as landscaped medians. The committee looked at a grasscrete to fill the median, which is strong enough to have emergency vehicles drive over them with grass growing through the grate for beautification.

M. Montgomery – feels the real problem is that the city needs to enforce the speed limit.

Adriene - would like to see wider sidewalks – planted medians and drop flashing indicators to slow traffic.

K. King – would like to look at on street striping and graphics to slow traffic.

L. Plesniak – would like more flashers and seven foot sidewalks

D. Allen would like to look at different types street furniture

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #7

March 28, 2004

Committee Members :

Chair – Robert Thiele, Deborah Marengo, Yvette Marcum, Todd Fry, Leigh Plesniak, John Norris, Mary Coakley, Martin Mosier, Claude-Anthony Marengo, Ken King, Fan Graham, Patrick Ahern, Sally Fall

City Staff: Siavash Pazargadi, Shahriar Ammi

Meeting called to order 5:30 pm

Chair gave introductions – and introduced Andy Hamilton from Walk San Diego.

Andy discussed Walk San Diego and gave a brief overview of a brochure published by the organization. The booklet reviews various types of traffic calming measures now in use in various areas. He noted that the committee had been interested in the flashing crosswalks like the ones in now in use in Del Mar. These crosswalks are very costly and approximately \$20,000 per leg and one crosswalk on TPR would cost about \$120,000. He also felt that with the trips per day on TPR that a crosswalk would not be feasible. Walk San Diego does not recommend the installation of stop signs, they create bad driving behavior between signs. Speed humps/lumps do not work on a road with high trips per day. They can be affective on residential street to prevent cut through traffic. Crosswalks or speed tables are also not recommended. But raised crosswalks and intersection tables have proven to be very effective on roads which have lower trips per day. Roundabouts, traffic circles and chicanes are proven to be good traffic calming measures. Some areas have also used oval or different shaped medians to calm traffic. One way slow points, and slow points with speed table and angled slow point are also used to create bottlenecks on residential streets. Two way slow points with a median is another variation to slow traffic on wide residential streets. Street closures have worked on some residential streets to prevent traffic cutting through. Gateway Treatment signs have been very affected and could work on TPR. It would let people leaving the highway know that they are entering a neighborhood. Gateway treatments are good applications for residential, collector and arterial streets. This has worked well in areas like Hillcrest, 30th and University, Carmel Mountain, North Park and Little Italy.

Committee asked if this type of traffic calming was effective after you passed the entrance sign. Andy pointed out that the community identification sign sets a theme for the community and that theme should carry through the residential community. Pedestrian Refuge

Island incorporating pavement changes, these are also used effectively in Del Mar and on El Cajon Blvd. Gives the pedestrian safety half way across the street and can beautify with landscaping. Neck down at the end of the streets, bulbouts and giving the street a road diet by reducing the number of lanes or width of lanes is also very effective. Diagonal parking is also used and has been effective in Pacific Beach and Encinitas.

Committee comments

F. Graham would like to consider sidewalks on both sides of the streets, feels it would create more of a village feel. Sidewalks can help beautify and broken gunite needs repair.

P. Ahern – gateway treatment how is it physically good for.

Andy – feels it needs to carry the theme and it is proven to be effective. Increased landscaping in height to slow traffic is also effective.

J. Norris noted that he had been told that the V calm signs may not be effective over a long period of time.

Mrs. M. – can a bike lane be lined with rumble dots.

Siavash said the dots would be noisy and unsafe. He also feels that gateway signage, landscaped medians and pocket parks are the most effective measures.

K. King – does the installation of traffic lights effect adjacent streets

Andy – you need to look at all streets, you need to model what the impacts are.

S. Fall – is a lighted crosswalk ok with signalization

Siavash – needs signs

L. Plesniak – can we find out what the speed limit is for a light crosswalk.

C. Marengo – eye candy will calm traffic but we need to be aware the measurers like landscaping, bulbouts, lighting districts will give people a visual to slow traffic.

J. Hazard – will these measures really slow traffic for those familiar to traveling through the area.

Andy – agrees that these types traffic calming measures will slow and traffic and in the long run trigger driving changes.

M. Mosier – use all the traffic calming devices we can to reduce speed.

Next item discussed was further review of the right of way –

Diagrams were submitted by Siavash indicating public right of ways along TPR.

K. Adams – why not eliminate the left turn lane on to Prospect and move it to exchange.

Jeannie – Residents who have driveways to TPR go up TPR and make the left turn to turn around and come back down TPR.

K. King – there is no bike lane straight ahead - lane need to be wider. Concerns TPR on the other side of Prospect narrows to 10 to 11 feet per lane.

Leigh – supports removing left turn

S. Fall asked if we would get rid of the left hand turn to Prospect Street.

J. Norris supports taking both out.

Mrs. M. – needs to be able to turn over the median or provide gaps in the median to access her driveway.

T. Frye – large trucks turning onto Prospect is dangerous – we need to provide more room for that turn.

Chair asked how many supported:

Remove left turn lane 12/3/1

Remove left turn eastbound 6/8

The purpose of removing the left hand turn lane would give more room to add sidewalks and bike lanes.

Chair wrapped up meeting – informed everyone that the CPA would vote on grant at its April 7th meeting.

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CORRIDOR STUDY COMMITTEE

MINUTES – MEETING #8

April 11, 2005

Committee Members :

Chair – Robert Thiele, Deborah Marengo, Todd Fry, Leigh Plesniak, John Norris, Wayne Miller, Martin Mosier, Claude-Anthony Marengo, Ken King, Fan Graham, Kaye Adams, Sally Fall, Dan Allen

City Staff: Siavash Pazargadi, Shahriar Ammi

Meeting called to order 5:30 pm

Chair gave introductions – explained that the committee will have two more meetings and would ask for votes on the proposed ideas which have come out of the committee at the next meeting.

Agenda Items

Siavash reviewed the recent grant submittal. The grant is funds issued by SANDAG. Siavash acknowledged Chair Thiele for his efforts and preparing the working drawings which were part of the grant submittal and noted that the grant was approved for submittal by the La Jolla Community Planning Association. The funds are expected to be \$540,000.00 and are for multi purpose transportation roads. If we receive this grant the project can be completed by adding money from other projects like guardrails, etc. The committee proceeded to review diagrams – the cross section reflects the best use of public right of way, pedestrian access, bike lane and vehicular traffic. (Attached detail diagrams).

The diagram reflects a 7' sidewalk, 5' bike lane, lane widths of 10.5 to 11' and a landscaped median of 10'. The proposed median will be landscaped at 10 feet wide with access for emergency vehicles to drive on the median if necessary. The committee is still waiting for approval from the first department.

The diagram attempts to achieve the goals of the committee to slow traffic, provide pedestrian safety, landscaping - north side of TPR may require retaining walls in areas to reinforce private property above.

Committee comments

T. Frye – asked if residents will be allowed to drive over the median.

Siavash felt that if residents were to use the median to turn into driveways and onto TPR that the landscaped median's grass would die. For safety the median will also need to have a six inch rolled curb. Needs some time to review what options are available for the median.

K. Adams – was in another city where they had a similar median to slow traffic but the materials used were a different texture than the street pavement which made you aware that you were leaving our lane.

CA Marengo – need to look at the driveway entrances, you may be able to find breaks in the median that would be safe for residents to make a turn.

D. Allen – feels that you will find that the maintenance may be cost prohibited.

J. Norris, if the grass can not hold up we should look at another material option.

F. Graham – feels that the bike line could be a problem for those turning right on their bikes.

K. King – agrees that rolled curb and the grass Crete should be installed. Some residents may not be able to turn into their driveways, they may have to drive a little further and make a U-Turn.

Jeannie – want the median designed that residents can turn there are 14 homes in that portion of TPR where the median will be installed. Felt the plan was depersonalizing the needs of the residents.

Siavash – rolled curb versus not rolled – doesn't believe that Park and Rec. will permit a flat median for safety issues, workers have been injured in the past and the median needs to be maintained.

K. King – pointed out that LJ Scenic North has a median where residents have to travel down the road and turn around to enter their homes. Go with the rolled curb and landscaped median and create clusters where people can turn.

L. Plesniak – would give up a left into her driveway for signalization at Princess where she could turn safely.

W. Miller – is there enough space to make a u-turn.

Siavash said there is 32 feet from the middle of the median to the curb which is enough room.

L. Plesniak does not believe it will be safe unless there is signalization would like to see median paved with another type of material.

R. Theile – it appears that Coast Walk to Prospect would be the only area for a rolled curbed.

S. Fall – feels that drivers making a u-turn on TPR at Princess would be very dangerous drivers leaving Princess have to edge up on TPR to see if it is clear to make a turn.

D. Allen pointed out that the light should be put in at Hillside so you can make a safe U-turn.

Committee discussion on the cost of maintenance of the median – Siavash pointed out that either a maintenance assessment district will need to be formed.

K. Adams asked if the residents on TPR would be assessed or would it be all residents.

Siavash noted that currently the LJ Parkway medians are maintained by Promote La Jolla. The residents along TPR would be assessed in a MAD or the parking management district could be a source of funding for ongoing landscape maintenance.

Bike Lane discussion

S. Fall feels that 2 feet of landscaping will not protect the pedestrians walking on the sidewalk and since the bike lane has been moved to the left side of the right hand turn lane could we not go back to a guardrail on the street side of the sidewalk.

Siavash – the guardrail will take 2 feet – ecstatically will not be nice

CA Marengo doesn't want to see a guardrail. It is unsafe, the guardrail on Coast Blvd. is unsafe, cars hit the curb trying to look over the guardrail. Cars can hit and hydroplane over the guardrail. TPR needs beautification, eyecandy, give people some thing to look at like landscaping, lighting, trees and traffic will slow and make it safer.

Andy discussed Walk San Diego and gave a brief overview of a brochure published by the organization. The booklet reviews various types of traffic calming measures now in use in various areas. He noted that the committee had been interested in the flashing crosswalks like the ones in now in use in Del Mar. These crosswalks are very costly and approximately \$20,000 per leg and one crosswalk on TPR would cost about \$120,000. He also felt that with the trips per day on TPR that a crosswalk would not be feasible. Walk San Diego does not recommend the installation of stop signs, they create bad driving behavior between signs. Speed humps/lumps do not work on a road with high trips per day. They can be affective on residential street to prevent cut through traffic. Crosswalks or speed tables are also not recommended. But raised crosswalks and intersection tables have proven to be very effective on roads which have lower trips per day.

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Chair asked how many supported remove left turn land 12/3/1. Remove left turn eastbound 6/8
The purpose of removing the left hand turn lane would give more room to add sidewalks and bike lanes.

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD CALMING

MINUTES – MEETING

APRIL 25, 2005

Committee Members:

Chair – Robert Thiele

Attendees: John Hawkins, Jeanne Hawkins, Ed Lester, Cal Green (?), Dee McFarlane, Gerhard Betsche, Fan Graham, Betty Dow, Siavash Pazargadi, Todd Fry, Yvette Markum, Kate Adams, Bob Hill, Ken King, Sally Fall (?), Harle G. Montgomery, Roger Craig, Iza Tigli, Michael Coromado, Louise Hill, Marie Norris, Marvie Norris, Eric Hazard, Jennifer Hazard, Janie Noon, Ron Graham, Patrick Ahern, Louise Andres, Adrian McKibbin, Phil McConkey, Kathleen Neil, Dan Allen, E. Forbes, Mary Coakley, Leigh Plesniak, Todd Fry

City Staff: Shahriar T Ammi, Andrew Field, Rosa Lopez

Meeting called to order at 5:35 pm

This group will not vote on anything until all ideas are on the table

- . Need to examine ideas and how to pay for each
- . SANDAG grant has been applied for 60,000 cars per day travel on Torrey Pines. The goals are to slow traffic, increase safety, beautify.

Andrew Field was introduces to talk about Maintenance Assessment Districts (MAD)

Rosa Lopez was with him to discuss as well. MAD is a funding vehicle for maintenance of landscaping, street lights, hardscape, etc. There are 42 in the city of San Diego – the oldest was instituted in 1969. Most MADs are in North County.

Andy reviewed the basics of forming a MAD, which is formed by those who benefit from the improvement.

1. First is a study to determine the requirements of the MAD, and what will be included. This costs \$30,000 - \$50,000
2. The people who are within the population that will benefit are surveyed during a 45 day period
3. 30% need to agree in order to form the district

The Bird Rock community is currently forming a MAD. The actual landscaping was paid for by a city gas task. Once the MAD is approved, it is funded. It can be a defined benefit, or capped, or indexed. The assessment of those in the district varies based on the land use a determined in the study. A capital improvement project has been formed, but not yet approved, for handling the cliffs coming down into Torrey Pines Road. There were a series of questions about funding, city contracting, source of labor, how often the assessment can be raised, the administrative costs associated with a MAD. The group talked about a MAD as one option – La Jolla Improvement District is another option.

Andy cited the La Jolla Village Drive MAD as an example of a recent use of the MAD program. It was pointed out that this does not include any single family dwellings. Other examples given were Carmel Valley, Torrey Hills, Talmadge, Linda Vista, North Park. Betty Dow suggested that adjacent homeowners' gardeners be used to maintain the Torrey Pines route under consideration. Robert explained that this is not feasible due to liability issues.

READ INTO THE RECORD:

One gentleman from the 2600 block of Torrey Pines Road (Ed Lester, Cal Green (?), Dee McFarlane, Gerhard Betsche were attendees from that complex) read into the record:

“Torrey Pines Road around Pottery Canyon has a horseshoe bend. There is a driveway there in a blind spot. The traffic comes down there at 50- 60 MPH. The development is largely senior citizens. They would like additional study and city expertise to fix this problem. They need a forum to address this. It is a matter of safety, not geraniums.”

Yvette Markum suggested they bring it to the Traffic Committee in the Community Planning association

Discussion on Torrey Pines Road changes:

Todd Fry was asked to give some landscape advice.

Public property is defined as public right of way plus additional land, in some cases. A chain link fence is not considered to be a barrier to cars. A guard rail is required where the drop off is greater than 10 feet. This is not necessarily a W-Beam, but other solutions such as a wall as possible. Guard rail #9 is to be replaced with a more substantial guard rail. It will be between the side walk and street to protect pedestrians.

Also proposed guard rails on Torrey Pines Road across from Amalfi, on both sides of St. Louis Drive, and across from Roseland Drive.

Fran Graham: Carl Zobel told her a car has gone over the fence near their house (curve on Torrey Pines between Coast Walk and Prospect). They need a high fence there to keep beer bottles from coming over the wall, small children from climbing over, and security for the residents.

Phil McConkey – recently bought house. Pick up multiple beer bottles every morning that chain link fence keeps from coming into his yard. Danger to pedestrians with a short wall. Danger to his family if people able to come over into the yard, hidden from public view.

Martin(?) – Pedestrians need a minimum 42 inches of wall for safety. This is not intended to stop a car. The guard rail is intended to stop cars

Todd Fry – there is no recovery area for cars. Need to look at accident history, or evidence of accidents to justify a guard rail. There is only \$250,000 for all of San Diego for guard rails. A fence is NOT a substitute.

Patrick ? The current fences are on public land. This is addressing their eventual replacement. He proposes fences be unobstructed with respect to view per the new community plan.

Question – Is there any way we can have the city and property owners work together to solve the fence problem here.
Answer – no – public land.

The curb by St. Louis Terrace island has a chain link fence and trees behind it. This provides a visual barrier.

The most dangerous situation is nighttime and curves.

Architect (don't know name) – Safety and function MUST come before aesthetics

Mary – thought the purpose of this meeting was to discuss ways to slow traffic

Robert – we already have recommendations to narrow the lanes, do other things to slow traffic

Betty Dow – years ago the Zobel's and Dows went to the city, got a reinforcing wall put against the cliff below the Torrey Pines road curve between Coast Walk and Prospect. The city REQUIRED a 6 foot fence, saying it was not a place for sight seeing. It is dangerous to have a lower fence, distract drivers.

Harle Montgomery – a chain link fence stopped a taxi from coming into her property Over a 12' embankment.

Yvette – understand the views of the homeowners, but need to take a community view. The Cove walls are a good sample of car safety.

Robert Theile – asked for discussion on bluff stabilization, where needed.

John Hawkins – the bluff opposite Torrey Pines road – the huge piece of plastic that is now visible in the hole in the wall started in the yard above the bluff. The long range plan of engineering includes plans to fix all of the bluffs on the South side of Torrey Pines. The issue is the funding availability.

Gail Forbes – keystone wall project – recommendation for retaining wall at the end of it. Bluff stabilization is designed, waiting for funding

Jeanie Hawkins – on Luddington – yard is eroding through the hole

Louise Andres – Land next to 1624 Torrey Pines road, with city drain on it, is sliding downhill. Want it put on the list for city bluff stabilization in case private party who wants to fix it is not given permit to do so.

Yvette – talk to Betsy Brennan in Scott Peters' office – will be on inspection tour of sites with immediate damage

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD CALMING

MINUTES – MEETING

MAY 9, 2005

Committee Members:

Chair – Robert Thiele

Attendees: Todd Fry, Bob Hill, Kate Adams Janie Noon, Harle G. Montgomery, Iza Tigli, Bob McCue, Dori Robbins, Mary Coakley, Patrick Ahern, Marvie Norris, Betsy McCubbin, Kathleen Neil, Dan Allen, Leigh Plesniak, Fan Graham,

City Staff: Siavash Pazargadi, Shahriar T. Ammi, Phil McConkey, Steve Andres

Meeting called to order at 5:40 pm

Discussion on Fences : Handout

Robert Thiele– Goal is to try to find standard fencing for Torrey Pines Rd. which will:

- Provide visibility in public view areas
- Provide protection against cars hydroplaning off road and into property below; See graphic 2
- Beautify Torrey Pines Rd. Beautification is the last goal. Create fencing standards and replace existing chain link fences

Robert suggested viewing www.jerith.com to see samples of Fences. Also review Barrier-Aesthetic PDF file provided for Guardrails.

Will resend to committee.

Mary Coakley expressed concern about visibility. Todd Fry showed sample of fabric coated welded wire which can be integrated with fencing and still allow visibility. Charlotte Park would be a possibility for this as it does not require a guard rail.

Kate Adams raised the issue of uniformity of fencing. There was agreement on Illustration G Guardrail #9. (Adjacent property owners can put up their own fence on their property but need a permit to do so.)

It was pointed out that Roseland is a very dangerous area, needing a guard rail. Perhaps cobbled guard rail – Illustration G on Torrey Pines Road Graphic Board.

The Hillside crossing is a great concern for pedestrian crossings.

Patrick Ahern raised privacy issues with fencing – good to have a fence downslope and not just on the road where people can peak over.

It was suggested we have a walking tour – see details for next meeting.

Dan Allen suggested two standard fencings to accommodate two different heights.

Bob McCue prefers standard fencing but thought two different heights of the same fencing might work. He also expressed concern about beautification and was assured we wouldn't lose sight of safety.

Phil McConkey raised concern that opening views along the road would increase the potential for accidents. Robert noted the La Jolla Community Plan favors scenic views.

Siavash Pazargadi said that in fact studies show people drive more slowly where there are scenic views - that there are many scenic routes with no evidence of increased accidents.

Iza Tigli agreed with previous attendee's concern - that in the area of Coast Walk there is great concern for safety. Robert will email both she and Phil minutes of Guardrail #9 meetings when there was discussion of this particular area and issue. Both Iza and Phil live in the area north and below Guardrail #9 where privacy is a concern.

Fan Graham expressed concern that fencing as proposed doesn't address needs of property owners. Patrick again pointed out the need for privacy.

Mary asked where the various types of fencing/guard rails would be placed.

Robert proposed the following:

- Charlotte Park – needs 42 inch high guardrail above sidewalk; perhaps another higher fence downslope.
- Roseland

- Little St. Park – 42 inch high similar to Guardrail #9
- St James Terrace – 42” high wood fence Graphic #3

Mary asked if cobble stone could be mixed with Guardrail #9 and wood fencing to maintain continuity theme.

Todd said Guardrail #9 has wood on top so it could be done. Fencing with stone at Children’s Beach area was noted as attractive.

Robert said that he, too, wants an aesthetic rhythm along Torrey Pines. He referred to wood as the “La Jolla theme fence”.

Kate is worried about fence maintenance; Robert assured her there would be a provision for maintenance a Maintenance Assessment District for landscaping and lighting.

Discussion on Trees

There was considerable discussion on the types of trees planned for the median strip. Trees apparently offer a vertical element that slows traffic, increasing safety for pedestrians. Several stated that both Eucalyptus and Torrey Pines (and all pines) are dirty trees and highly combustible as well.

VOTE: The group agreed by a 2/3 majority to remove Eucalyptus trees from the pallet. There was also general consensus that Torrey Pines should be omitted because of needles creating piles of debris to be maintained . However, Mexican Fan Palms would not obstruct view. As some were still concerned about driveway access, the number of pedestrian refuges landscaped with trees was decreased from 4 to 2.

Marvie Norris suggested cobblestone be used for the median, an idea that met with approval because of less need for maintenance. Emergency vehicles could cross over it as well if necessary. Most attendees seemed to like the idea of a cobblestone median.

Kate suggested decorative lighting (like in Old Town) to alert cars of pedestrian crossings. There was some concern expressed that property owners might object.

Janie Noon was concerned that the 10’ x 20’ pedestrian refuge areas would cause cars making left turns to stack on the main roadway and increase the chance of accidents. With the thought that it is difficult to meet the needs of all, e.g., property owners and pedestrians, Robert called for adjournment at 7:05.

Next Meeting – May 23, 5:30 PM

The next meeting will be a **walking tour** from Harle Montgomery's house – house opposite entrance to Amalfi with 3 garages on street level – to the “Taj Mahal” and back.

Harle graciously invited us to meet in her home afterwards.

Respectfully submitted,
Dolores (Dori) Robbins

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD CALMING

MINUTES – MEETING MAY 23, 2005

MEETING #11

Committee Members:

Chair – Robert Thiele

Attendees: Kate Adams Janie Noon, Harle G. Montgomery, Bob McCue, Dori Robbins, Patrick Ahern, Marvie Norris, Betsy McCubbin, Kathleen Neil, Dan Allen, Leigh Plesniak, Phil McConkey, Steve Andres, Louise Anders, Betsy & Kim Eggleston, Coleen Lyons, Brindah Byrne, Joel Fisler, Betty Dow, Enrica Pearson, John Griffith, Yvette Marcum, Mary Watt, Janie Noon.

City Staff: Siavash Pazargadi, Shahriar T. Ammi

Field Trip at 5:30 pm at Harle Montgomery Residence. Walking Tour of Torrey Pines Road form Prospect Place to Calle de la Plata

Handout: 6 color plan sheets X25: Provided by Martin Mosier, thank you Martin!

Summary: 25 participants set out in groups of 6 to walk the length of the study area with new plans developed by Robert Thiele after an initial survey by Robert and Todd Fry on Sunday morning to spot potential street tree locations. All returned safely to Harle Montgomery's for a short meeting and special celebration.

Comments and Recommendations from the participants:

- 1) Install Speed Enforcement Cameras as an initial effort to slow traffic. The speed limit would need to be raised to 42 MPH, the 85% percent factor in order to enforce citations in court. The participants agreed without decent.
- 2) Pave Torrey Pines Road with asphalt / rubber blend to reduce road noise. Phoenix, Arizona cited as example of significantly reducing sound.

- 3) Add additional 6' fencing below Guardrail #9 to reduce private property impacts and allow for landscape screening on both sides of the fence.
- 4) Add larger Visual Area triangle at Coast Walk and Princess Street looking east, Hillside and Amalfi looking west.
- 5) Add pedestrian access from Torrey Pines to lower Roseland Drive by stair. Would ADA requirements apply?
- 6) Discussed a 2nd and 3rd guardrail type for other areas of TPR that might not require the concrete and cobblestone guardrail type initially selected by the committee for aesthetic as well as safety merits. They included Caltrans approved wood guardrail similar to 163 through Balboa Park and 3 strand wire vehicle guardrail 27" high, both with 42" pedestrian guardrail cap. These would be Number 14 in the Drawing Legend.
- 7) It was noted that the \$500,000 matching fund grant application was not successful. It was also noted that an Approved Plan is required before a grant application can be successful. Our plan is pending community review.

Chair Comments:

Harle Montgomery was thanked for hosting this meeting and honored for her 80th something birthday. We wished her many, many more healthy and safer birthday celebrations along Torrey Pines Road

Siavash and Shahriar were thanked for their wisdom, skills and support of the committee and efforts to acquire the grant.

The Committee and Participants were thanked. Each participant should be able to find his and her own contribution in the plan that is emerging. This is a community and neighborhood created plan. Final review with committee and participant voting will occur at the next meeting.

Final Meeting – June 13, 5:30 PM @ Library

Respectfully submitted,
Robert Thiele, Chair

**LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD CALMING**

MINUTES – MEETING June 13, 2005

Chair – Robert Thiele

Committee Members: Todd Fry, Kate Adams, Mary Coakley, Patrick Ahern, John Norris, Dan Allen, Leigh Plesniak, Phil McConkey, Wayne Miller, Yvette Markum, Mark Mosier,

Absent: Deborah Morengo, Claude Anthony Morengo, Ken King

Attendees: Sign in sheet attached

City Staff: Siavash Pazargadi, Shahriar T. Ammi

Meeting called to order at 5:40 pm

The meeting opened with a presentation by Robert Thiele of the 19 recommendations for the calming of Torrey Pines Road traffic to be voted upon today. Phil McConkey then made a rebuttal statement of Item # 1, asking for higher guard rails to protect privacy of the adjacent northerly residents.

Robert explained the procedure for voting: a vote would first be taken by the committee members, followed by a vote of attendees (room vote). The recommendations and results of the vote would be then presented to the Community and City for consideration.

Motion: A motion was made by Wayne Miller and seconded by Leigh Plesniak **to accept all 19 recommendations of the plan.** After brief discussion the question was called and a vote was taken to close debate. Eight committee members voted – a majority – to close debate.

Then followed the vote on the motion to accept all 19 recommendations of the plan, with the following results:

Committee: 8 in favor; 1 opposed; 2 abstentions.

Room vote: 18 in favor; 17 opposed

Motion Passed to accept all 19 recommendations of the plan.

Then, because the issue of a traffic light has been such a hot topic, the opposing arguments discussed in previous meeting were reviewed by Dan Allen and John Griffith.

Motion: Mary Coakley made a motion **to oppose traffic lights as an additional recommendation.** Motion seconded by John Norris.

Committee: 6 in favor; 4 opposed; 1 abstention.

Room vote: 20 in favor; 12 opposed

Motion Passed opposing adding traffic lights as an additional recommendation.

Robert then requested a vote be taken on the issue of “photo enforced monitoring devices”, i.e., cameras to enforce speed limit at 42 mph.

Motion: Wayne Miller moved that cameras not be included in the recommendations.

Motion seconded by Mary Coakley.

Committee: 5 in favor; 5 opposed; Robert voted in favor to break the tie: 6 in favor, 5 opposed.

Room vote: 5 in favor; 22 opposed

While the motion was officially passed by the committee to omit cameras in the recommendations, Chair Robert Thiele promised to convey to the City the overwhelming sentiment of the attendees for the addition of cameras.

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD PEDESTRIAN CROSSING & CALMING

NOTES – MEETING September 25, 2006

Chair – Robert Thiele

Committee Members Present: Patrick Ahern, Mary Coakley, Jim Heaton, Phil McConkey, Martin Mosier, John Norris, Leigh Plesniak , Glen Rasmussen, Deborah Marengo

Members Absent: CA Marengo, Ken King, Todd Fry , Kate Adams, Yvette Markum

Community Attendees: Marina Baroff, Jawad Bisharat, Sally Bucko, Ann Craig, Teresa Doyle, Hudson Drake, Mary Drake, David Duea, Mary Duea, John Griffiths, Travis Hunter, John Keethlek, Norman Klinman, Eydie Kornberg, Susan McClellan, Adrian McKibbon, Myrta Montal, Maurice Montal, Martah Mossfer, Kathleen Neil, Janie Noon, Marvie Norris, Drex Patterson, Susan Patterson, Ken Pruett, Sue Pruett, Evelyn Mishuck, Eli Mishuck, Kianoosh Radsan, Ramin Radsan, Samuel Rapaport, , Dori Robbins, Bob Schroeder, Linda Sherman, Cheryl Stewart, Maurice Totry, Suzanne Weissman

City Staff: Siavash Pazargadi, Shahriar T. Ammi, Renata Ortiz

Meeting called to order at 5:40 pm

Robert reported that this meeting has been called to address the issue of a Pedestrian-Activated Light (hereon referred to as PAL) in view of the fact that the Fire Department objected to the use of Pedestrian Refuges for pedestrian safety in the middle median. The Refuges were a component of the 19 Point Torrey Pines Rd Traffic Calming Plan passed June 13, 2005.

The PAL would be a red-yellow-green light activated by a pedestrian; light would be shielded from the view of nearby residents.

Siavash presented the following background information:

There have been a number of pedestrian accidents reported since his last report. One such instance was apparently the fault of the pedestrian.

It is City Policy that no crosswalk is permitted unless protected by a signal or stop sign.

80% of vehicles on TPR travel from 40-45 mph, exceeding the 35 mph speed posted speed limit.

V Cams, devices displaying speed of a vehicle in order to slow speeders, will help (and are anticipated) but additional pedestrian crossings are needed

Crossings will help connect the bus stops on either side of TPR.

Siavash further explained that no traffic signal or PAL may be placed where there is limited sight distance; therefore one of the options on tonight's agenda – a pedestrian crossing at Amalfi – may not be feasible, even though a number of reasons would make it ideal from a community vantage point. According to state law, certain requirements must be met for an intersection to warrant a traffic light; Princess is the only one that qualifies between the Throat and Prospect. Furthermore, sight lines are best there; and it is a compromise between Hillside and Amalfi.

Robert then asked that we go proceed by row around the room, addressing the question of whether there should be a PAL, and, if so, where. Comments are summarized below.

A PAL at Princess would require sidewalks on the South side; there are none and questions arose whether there would be room for one. Some felt there is not sufficient pedestrian usage to warrant a PAL; others objected saying they cross TPR frequently with great trepidation; others felt many more would cross if pedestrians could do so safely. Some felt traffic calming is the answer – more speed limit signs, transverse striping giving impression of speeding, V Cams, and the calming plans passed last year.

The question of a pedestrian bridge was raised; Siavash said it would be many more times expensive than a PAL. The counter argument was made that one lawsuit over a pedestrian death would negate that argument.

Some in favor of a PAL argued that quality of life is what La Jollans desire; walking is a large part of that and therefore the ability to safely cross TPR is essential. Some suggested that TPR is like a wall between those on the north side and those on the south and that we need to be a community considering the needs of all. These meetings can serve as an avenue for that dialogue. Furthermore, the needs of children, aging, and disabled must be taken in to consideration in any planning. A PAL would need to allow enough time for slower pedestrians to cross.

A **room vote** was taken to get an idea of number of pedestrians who cross TPR. Out of 46 attendees (cte. and community) **30 said they do cross TPR – approximately 65%.**

Many felt very strongly about the need for a traffic light, not just a PAL. It was suggested the existence of just a PAL is begging for an accident and that a general traffic light would be necessary. Others thought that more lights on TPR would actually cause more accidents. Hillside, serving residents to the south of TPR, was deemed by many as the only and logical place for a signal. Left turns onto Hillside from TPR were felt to be extremely dangerous. An observation was made that the left turn lane is not long enough. One

participant had counted 14 streets including 290 residences requiring access from TPR at Hillside. A traffic light at Amalfi would not help those residents as part of Amalfi is a private road. Given that the discussion had turned to that of a traffic light and not simply a PAL, a room vote was requested for those favoring a full traffic light.

27 said they want a full traffic light; 9 said they want no light - neither a traffic light nor PAL.

Robert asked that everyone in the room go to the three locations – Hillside, Princess, Amalfi – before the next meeting. You are a pedestrian trying to cross Torrey Pines Road. Look at the sight lines crossing TPR at Amalfi looking west, Princess Street looking east and Hillside looking west. At what location would you feel safer with a light. It was requested the sites be viewed as a locale for a bridge as well. A light at Coast Walk was also suggested; residents there would support it. Siavash will search the feasibility of improving sight line for a PAL crossing at Amalfi.

With a promise of continued dialogue, the meeting was adjourned shortly after 7 pm. The next meeting will be Oct. 9; there will be no meeting next week due to the Jewish holiday. All future meetings will commence at 6 pm and end at 7:30 pm.

Respectfully submitted, Dori Robbins

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD PEDESTRIAN CROSSING & CALMING

NOTES – MEETING October 9, 2006

Chair – Robert Thiele

Committee Members Present: Patrick Ahern, Mary Coakley, Jim Heaton, Phil McConkey, John Norris, Leigh Plesniak, Glen Rasmussen, Ken King, Kate Adams

Members Absent: Deborah Marengo, CA Marengo, Todd Fry, Yvette Markum, Martin Mosier

Community Attendees: Nelson Alapi, Marina Baroff, Jawad Bisharat, Harry Boyajian, Pat Boyajian, Annette Buis, Terry Buis, Marilyn Colby, Martin Colby, Laura DuCharme Conboy, Garth Conboy, Mike Coronado, Dan Courtney, Jacqueline Courtney, Ann Craig, Roger Craig, Julie Crawford, Valerie Day, Hudson Drake, Mary Drake, David Duea, Mary Duea, Daisy Fitzgerald, Jim Fitzgerald, Trevor Gollaher, Ann Gotfredson, Bob Gotfredson, John Griffiths, Byrna Haber, Russ Harris, Elaine Harris, Frederick Hazard, Bob Hill, Laurie Hill, Chuck Horton, Peggy Howell, Frank Howell, Mahmandi Khosrow, Ken King, Norman Klinman, Eydie Kornberg, Susan McClellan, Craig McClellan, Bob McCue, Ellen Merewether, Evelyn Mishuck, Eli Mishuck, Oren Mizrahi, Myrta Montal, Nancy Napolitano, Jim Napolitano, Janie Noon, Michael Noon, Marvie Norris, Matt Norris, Tom Parmeter, Elizabeth Parmeter, Drex Patterson, Susan Patterson, Nancy Payne, Ramin Radsan, Dori Robbins, Carlos Rogas, Edith Schroeder, Don Sloat, Diane Sloat, Dan Steinberg, Cheryl Stewart, M. E. Stratthaus, Linda Strauss, Rick Strauss, Judith Talner, Maurice Totry, Suzanne Weissman, Brad Young

City Staff: Siavash Pazargadi, Shahriar T. Ammi

Total of 82 plus Chair and City Staff

Meeting called to order at 6:06 pm

Robert reiterated our goals: Slow Traffic, Increase Safety, Create a More Walkable Community.

He then informed newcomers of the history for tonight's meeting: The original Torrey Pines Road Traffic Calming Plan, approved in 2005, included 2 pedestrian refugees in the middle of the road; the Fire Dept. subsequently said they needed the median for passage

and the possibility for such refuges was overruled. Thus the present discussion for a pedestrian and vehicle activated signal at Princess Street.

Robert issued an enjoiner for civil behavior at tonight's meeting, recognizing that the issues were emotional ones for many. He explained that the Oct. 23 meeting would discuss a pedestrian bridge and other options, but tonight we are concentrating on reactions to a city proposal of a pedestrian/vehicle activated signal at Princess St. and TPR, where the sightlines are best from among all the options. The need is to slow traffic and aid pedestrian crossing.

Siavash Pazargadi then distributed and discussed a summary of feedback from citizens (emails, comments, phone calls) after the last meeting of Sept. 25. The document is entitled "**Reasons to Signalize the Intersection of Princess St./Torrey Pines Rd.**" (Oct. 9 2006).

Reasons to Signalize the Intersection of Princess St./Torrey Pines Rd.

1. It is the only location in this area that meets the requirements (warrant) for traffic signalization. It is ranked 5th on the citywide traffic signalization candidates (prioritization) list.
2. It would allow safe pedestrian crossing across Torrey Pines Rd (TPR) under the protection of a traffic signal.
3. It is centrally located between Hillside Dr. and Amalfi St. and can serve most needs of both streets.
4. By providing gaps in westbound traffic, west of Princess St., it makes vehicular access to TPR easier for those residents west of Princess St. on the north side of TPR.
5. Also, by providing gaps in eastbound traffic, east of Princess, it would allow easier and safer left turns from westbound TPR into southbound Hillside Dr. And easier and safer right turns out of Hillside Dr.
6. Once a paved sidewalk is constructed on the south side of TPR, between Princess St. and Hillside Dr., the new signal would provide a much safer crossing for joggers and pedestrians south of TPR.
7. It makes the La Jolla shores coast and beach more accessible to pedestrians south of TPR.
8. Safer crossing on TPR would promote better utilization of transit service and could ultimately, in the long run, reduce some of the vehicular traffic and congestion on TPR.

9. By constructing an eastbound right turn lane on the south side of TPR, (drivers wanting a safer access to Hillside Dr. from westbound TPR), can make 'U' turns under the protection of the signal at Princess St., then go east on TPR (one short block), to make a right turn into Hillside Dr.
10. It could remove the need for signalization at Hillside Dr./Viking Way, thus minimizing impact to Viking Way residents.
11. It provides easier access for eastbound TPR traffic to Princess St.
12. It allows left turns out of Princess St. at TPR.
13. It provides an easier and safer right turn access from Princess St. to TPR.
14. It promotes community harmony by removing the perception that the fast, continuous, and uninterrupted traffic has created a wall separating the residents north of TPR from those in the south.
15. It would serve the objectives of the TPR study: slow traffic, increase safety, and create a more walkable community.

Siavash expanded on the above items;

#1 – This is based on vehicular warrants only; we have no pedestrian statistics.

#2 – The pedestrian bridge is underutilized at the “Throat”.

#5 – The left turn will continue to be prohibited west bound Torrey Pines off Hillside

A demand-activated light as opposed to a traffic signal, is one activated either by pedestrians or vehicles in certain positions.

A room vote was then taken to indicate present sentiment of attendees. Voting more than once was acceptable. Results were as follows:

- No signal - 34
- Signal at Hillside – 27
- Signal at Princess – 63

In addition, a list of 11 names was submitted of non-attendees supporting a light at Princess.

Going around the room, attendees were invited to share comments, particularly those new and different from ones shared at the last meeting. Comments are summarized below.

Positive for a light at Princess or Hillside

- Princess/Spindrift already used as a passage way to the beach and Beach/Tennis Club.
- Princess St. proposal addresses needs of most stakeholders
- Speed a big problem; light would help cyclists
- One attendee did homework and watched 14 housekeepers between 8-9 a.m. cross street unsafely
- Need a light for help turning right off Hillside east bound
- Need help with left turn on to Hillside
- Many Hillside light supporters accepted Princess as compromise if couldn't have light at Hillside
- Not having a light at Hillside is simply a delay of the inevitable
- Bird Rock recently installed a light to cross La Jolla Blvd; speaker says now safe to cross
- South vs. North friction will be alleviated
- City traffic engineer (Siavash) says light necessary to aid pedestrians
- Teenagers will use; parents will be happier
- Residents on north side will have increased ability to get out of garages and streets onto Torrey Pines Rd.
- Hillside better for light because more in the middle between Throat and Prospect
- Positive green effect because more residents will walk, rather than drive, to beach
- People in general want to cross at Hillside per one south-side resident
- Southside residents between Throat and Prospect Place currently have no light protected vehicular access to neighborhood off TPR

Negative (against a light in general or specifically at Princess or Hillside)

- More traffic on side streets, e.g., Amalfi (a very narrow street) to avoid light at Princess; Viking to avoid a light at Hillside
- No need for light – not enough pedestrians
- Warrant for light at Princess is based less on accidents involving vehicles turning left and more so on rear-enders and accidents involving cyclists.
- Light at Hillside would increase traffic on Soledad, which has no sidewalks for pedestrians who walk in the street there
- U Turn at Princess will need more road space than currently available (cyclists and nearby residents are concerned)

- Kids play on Hillside; a light encouraging more traffic will be dangerous
- Increased traffic on Spindrift
- Accidents happen with signals, esp. given speed of truck on TPR
- More lights could add to gridlock at Prospect and TPR
- More strangers and increased crime when travel on side streets encouraged
- Increased traffic in neighborhoods poses more danger to children
- Light at Hillside will send more traffic up a dangerous road to top of mountain
- Give our traffic calming plan a chance before proceeding with lights

General

- ADA restrictions would negatively impact building a pedestrian bridge
- Roseland (south side) needs help getting across TPR. Also needs bluff stabilization and sidewalk
- Residents', not commuters' or tourists', needs are most important.
- Left turn onto Hillside from TPR better than U Turn at Princess
- Can construct barriers, no turn signs, etc., to protect Viking or Princess
- When queried, Siavash responded that he did not feel a light would impact traffic coming into LJ.
- Pedestrian activated light, not traffic light, is only one needed
- A demand-activated light costs 5% less than a traffic light.
- 2 VCams to reduce speed are in the approved traffic calming plan
- Please, - no night work!
- City needs to maintain sidewalks and monitor speed of traffic
- Need to consider left turn lane when planning location of crosswalk
- New lights have been developed to decrease glare and impact on nearby residents (per Siavash - Sept. 25 meeting) and Blocking devices can be constructed (Robert - Oct. 9 mtg.)

Other

- Master synchronization of lights to prevent gridlock at Prospect to be considered eventually; need to be in future budget
- Environmental impact study need not be done for a light; engineer study has been done (warrants).

To be addressed at next meeting

- Synchronization of lights at Prospect and the Throat with new light to aid traffic flow
- Pedestrian bridge

- Impact on side streets (traffic calming must be discussed with residents, per Siavash)
- Roseland – south-side area concerns

Next Meeting – Oct. 23, 6 p.m., Library

The following people did not list email addresses. Please share these notes with them. Thanks.

Harry/Pat Boyajian, Peggy/Frank Howell, Julie Crawford, Chuck Horton, Ann/Bob Gotfredson, Nancy Payne, Suzanne Weissman, Ramin Radson, Louise/Bob Hill, Mahmandi Khosrow.

Respectfully submitted,

Dori Robbins

LA JOLLA COMMUNITY PLANNING ASSOCIATION

TORREY PINES ROAD PEDESTRIAN CROSSING & CALMING

NOTES – MEETING October 23, 2006

Chair – Robert Thiele

Committee Members Present: Kate Adams, Patrick Ahern, Marina Baroff, Mary Coakley, Todd Fry, Jim Heaton, Ken King, Deborah Marengo, Bob McCue, Martin Mosier, John Norris, Eric Korevaar for Leigh Plesniak, Glen Rasmussen

Community Attendees: Judy Benson, Roger Benson, Jawad Bisharat, Mr. and Mrs. Louis Branscomb, Carol Carlisle, Jim Carlisle, Sutton Chen, Marilyn Colby, Martin Colby, Dan Courtney, Jacqueline Courtney, Ann Craig, Roger Craig, Patrick Daniels, Virginia Daniels, Betty Dow, Hudson Drake, Mary Drake, David Duea, Mary Duea, Daisy Fitzgerald, Jim Fitzgerald, Larry Gitman, Robin Gitman, Ronald Graham, Fan Graham, John Griffiths, Paul Guckian, Byrna Haber, Henry Haimsohn, Russ Harris, Mr. and Mrs. Richard Hibbard, Bob Hill, Laurie Hill, Elizabeth Hillyer, Desiree Kellogg, Eydie Kornberg, Sheri Lightner, C A Marengo, Jean McKee, Betsy McKubbin, Ellen Merewether, Sally Miller, Marvie Norris, W.L.Nyhan, Renata Ortiz, Drex Patterson, Susan Patterson, Nancy Payne, Kianoosh Radsan, Ramin Radsan, Donna Reichart, Dori Robbins, Carlos Rogas, Steven Spiegler, Tracy Spiegler, Linda Strauss, Judith Talner, John Thiele, Iza Tigley, Maurice Totry, Charles White

City Staff: Siavash Pazargadi, Shahriar T. Ammi

Total of 76 plus Chair and City Staff

Meeting called to order by Chair Robert Thiele

Robert reiterated our goals: Slow Traffic, Increase Safety, Create a More Walkable Community.

Robert once again issued an enjoiner for civil behavior at tonight's meeting, recognizing that the issues were emotional ones for many. He then informed newcomers of the history for tonight's meeting: The original Torrey Pines Road Traffic Calming Plan (www.TorreyPinesRoad.com), approved in 2005, included 2 pedestrian refugees in the middle of the road; the Fire Dept. subsequently said they needed the median for passage and the possibility for such refugees was overruled. Thus the present discussion for an activated light, one activated either by pedestrians or vehicles in certain positions.

Siavash Pazargadi, City Engineer, discussed national standards for traffic control devices, explaining that some standards are requirements and some give states a choice (Manual on Uniform Traffic Devices, Federal Highway Admin., 2001). These are current; the California Vehicle Code is in accordance with them. When used in this Manual, the text headings shall be defined as follows:

1. **Standard**—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All standards are labeled, and the text appears in bold type. The verb shall is typically used. Standards are sometimes modified by Options.
2. **Guidance**—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold type. The verb should is typically used. Guidance statements are sometimes modified by Options.
3. **Option**—a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements are labeled, and the text appears in unbold type. The verb may is typically used.
4. **Support**—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in unbold type. The verbs shall, should, and may are not used in Support statements.

Per Siavash, in our current considerations, a traffic control device will not be installed unless an engineering study says the device will improve safety and will not seriously disrupt the flow of traffic.

Siavash then presented an outline stating what An Engineering Study for a Traffic Signal Includes and elaborated on each with respect to a light at the intersection of TPR/Princess or TPR/Hillside. *NOTE: Notetaker was unable to read all the transparencies; requests for specific figures should be directed to Siavash via Robert Thiele.*

1. Daily Traffic Machine Counts: TPR - registered 52K vehicles/day both directions inclusive, and 65K at Throat.
2. Peak Period Turning Movement Counts
3. Major Street Speed Study: TPR - 85% of traffic on TPR travels at speeds of 45mph or less.
4. Accident Experience/Collision Diagram
5. Intersection Layout/Environment/Adjacent Land Use
6. Location of the Intersection within the Larger Community
7. Street Classifications
8. Pedestrian/Bicycle/Transit Facilities
9. Pedestrian/Bicycle/Transit Counts

10. Traffic Signal Warrant Check: TPR - neither intersection met the warrant at all hours, but in 2004 Princess St. met peak hour warrant (see below*)
11. Traffic Characteristics of the Intersection vs. Larger Arterial and Side Streets
12. Community/Area Goals & Objectives
13. Community Input: TPR - Siavash said this should be rated at a factor of times 10.
14. Staff Analysis & Recommendation
15. Funding

In September 2006, Princess St. was listed as 5th on a list of intersections needing a traffic light, earning 14 points. Bases for the points included such elements as TPR traffic, side street traffic, pedestrian counts, peak hour traffic, existing bus stops, delays at all-way stops, etc. Siavash said he could elaborate at the next meeting on how the ranking was reached. (See minutes of Oct. 9 for **Reasons to Signalize the Intersection of Princess St./Torrey Pines Rd.**)

ROBERT – PERHAPS YOU’LL WANT TO INCLUDE AN ATTACHMENT??

Regarding a traffic control device at Hillside/Viking, Siavash explained that the intersection doesn’t meet minimum requirements for a traffic signal. Also, westbound TPR traffic would be slowed down by those turning left into Hillside, due to sharp uphill ascent on Hillside. Thirdly, Hillside is narrow. Lastly, right turns onto Viking are not practical, because it also is narrow and there is a sharp right turn in the street not far from TPR.

Robert then invited audience (Aud) participation; questions/answers (by Siavash – SP) summarized below.

Aud: People currently turn at Princess because there is a very long left turn lane. Have you taken into account needs of people on either side of TPR?

SP: People turn left at Princess, mainly because Princess is a more direct route (than Viking) through community to beach, etc.

Aud: Pedestrian counts are not valid because there is a latent demand to cross - many people currently don’t cross, fearing lack of safety.

SP: Agreed – most prominent reason for low counts is probably fear.

Aud: Left turn directly into Hillside isn’t addressed in proposal if the light is at Princess. Will U-Turn at Princess (proposed for access of westbound TPR traffic to Hillside) be legal?

SP: Yes; 32 feet is needed for U-Turn. Proposal includes widening TPR.

Aud: How demand signals work if demanded by more than one pedestrian/vehicle in opposing directions?

SP: Explained signal phasing - there would be an established order.

Aud: Sidewalk on south side between Hillside and Princess doesn’t make sense: elevation of banks a concern. Continued need for bike lane must be taken into consideration. Right turn lane into Hillside is not needed and would be dangerous for driveway egress at

corner residence (would shorten distance between corner and driveway) and increase angle of ascent at Hillside which is already a bumper scraper.

SP: All is being taken into consideration. This is a proposal; actual study to determine feasibility of all aspects of proposal will be done in the engineering design phase.

Aud: For safety and to lessen need for neighborhood disruption, what about locating sensors at Princess eastbound for traffic turning left into Hillside, and leave Hillside an unsignaled intersection?

SP: This cannot be done because sensors can only be located at a signalized intersection. Partial signalization (i.e., a detector) is dangerous.

Aud: There is a backup now at Prospect; how deal with that?

SP: We have just discovered synchronization at Throat has not been working correctly; situation is being corrected. We will have a computer simulation of proposed signalization at next meeting.

Committee comments were invited by Robert, in order of seating (due to time constraints all committee members were not able to comment).

Ken King advocates a light somewhere; driveways on TPR are difficult to access.

Jim Heaton wonders how many want a right turn lane and U-Turn capability. These have been added since original TPR proposal.

Glen Rasmussen favors only adding a pedestrian-activated light; not vehicular. There is not enough justification for a U-Turn at Princess.

Mary Coakley is concerned about adding a light. How will the subsequent increased backup on TPR west of Prospect be handled? Also, why if studies showed 72K vehicles traveling on TPR in '98, why are the figures down now? There was a letter written in '98 showing why a light at Princess would not be good. ADA regulations add time to duration of signals and call for audible devices. The Dean of Jacobs School of Engineering has offered to consult about a pedestrian bridge and might know sources of funding. Let's be upfront if we are talking about vehicular turns, not only pedestrian safety. We should implement Traffic Calming Proposal first. (SP responded he feels he has been upfront; if a bridge, there would be wheelchair access; no one has requested audible devices.)

Marina Baroff stated there is a need to aid pedestrian crossing and vehicular turns. Citizens will need to compromise; she hopes we can reach a fair compromise.

Kate Adams, though not at table is a committee member, had already stated she is concerned both about cutting into the southern bank to add a right turn lane and the resultant increase in ascent angle at Hillside.

Pedestrian Bridge – Last Agenda Item

Siavash shared findings 800-1 of San Diego Policy dated 1975. Of eight requirements for a bridge, TPR only meets six. A bridge is very expensive and long-term economic saving has not been demonstrated. Pedestrian usage warrant is a long way from being met, even if crossings increase with activated light. A bridge will impact views.

An audience member pointed out that not all residents can easily climb an access to a bridge.

Final audience comment: We need to decide what we are talking about – is it really pedestrian safety? If so, need more sidewalks the length of TPR, including stretch between Roseland and Prospect. Robert said there are plans for additional sidewalks on the south side. Tied to the bluff stabilization project also approved.

Final meeting is to be held November 6, 2006, (6 p.m. at the library) at which time a computer simulation will be presented and voting will take place.

LA JOLLA COMMUNITY PLANNING ASSOCIATION
TORREY PINES ROAD PEDESTRIAN CROSSING & CALMING

NOTES – MEETING November 6, 2006

Chair – Robert Thiele

13 Committee Members Present: Kate Adams, Patrick Ahern, Marina Baroff, Mary Coakley, Todd Fry, Ken King, Sheri Lightner, Deborah Marengo, Bob McCue, John Norris, Leigh Plesniak, Glen Rasmussen, Suzanne Weissman

3 Absent: Martin Mosier, Tim Golba, and Phil Mc Conkey

Community Attendees: Dan Allen, Joseph Annino, Mary Annino, Gloria Bakst, Judy Benson, Roger Benson, Jawad Bisharat, Louise Bon, Edith Bookstein, Joe Bookstein, Connie Branscomb, Lewis Branscomb, Nancy Brown, Stewart Brown, Colette Butler, Jim Carlisle, Bob Chen, Tanya Chen, J Clark, P Clark, Marilyn Colby, Mike Coronado, Dan Courtney, Jacqueline Courtney, Roger Craig, Elizabeth Hillyer Davidson, Teresa Doyle, Hudson Drake, Mary Drake, David Duea, Mary Duea, Dave Engel, Dorothy Engel, Mr. and Mrs. Fernick, Daisy Fitzgerald, Jim Fitzgerald, Ann Goffredson, Bob Goffredson, Moya Gollalu, Donna Griffiths, John Griffiths, Byrna Haber, Dick Hibbard, Jan Hibbard, Bob Hill, Louise Hill, Stanley Horvatin, F.V. Howell, Travis Hunter, Art Johnson, Rise Johnson, Robert Kaplan, Pete Kessarais, Norman Klinman, Eydie Kornberg, C.A. Marengo, Ellen Merewether, Evelyn Mishuck, Harle Montgomery, Nancy Napolitano, Janie Noon, Michael Noon, Marvie Norris, Bill Nyhan, Renata Ortiz, Elizabeth Parmeter, Tom Parmeter, Drex Patterson, Susan Patterson, Nancy Payne, Kianoosh Radsan, Ramin Radsan, Dori Robbins, Angela Schuetz, Linda Sherman, David Steinberg, Phil Stewart, Cheryl Stewart, Linda Strauss, Ruth Strauss, M.E. Stratthaus, Dick Strickler, Kate Strickler, Iza Tigley, Claudine Totry, Maurice Totry, Len Viejo, Carol Ware, D.J. Ware

City Staff: Siavash Pazargadi, Senior Traffic Engineer; Shahriar T. Ammi, Transportation Planning; Mark Rogers, Traffic/Civil Engineer

Guest Consultant: Jim Federhart

Total of 103 plus Chair and City Staff

Meeting called to order by Chair Robert Thiele at 6:14

Robert briefly reviewed the history of TPR Calming Project, which culminated in a 19 point plan voted upon in December of 2005 (www.TorreyPinesRoad.com). Because the Fire Dept. balked at the idea of the pedestrian refugees in the plan, it was necessary to revisit safety of pedestrians. Robert thanked Siavash, Shahriar, Dori, members of the committee, and community for contributing to this latest phase of the TPR project.

Robert explained tonight's vote would be a decision to make La Jolla a more walkable community – pedestrians on the south side of TPR are vulnerable - or to maintain the status quo. Concerned community groups are represented on the committee. Lights at Hillside or Amalfi will not be voted upon as there is no traffic science supporting signalization at either place. There is traffic science supporting a light at Princess; thus the vote will be a yes or no vote for a traffic light at Princess. He then reiterated his enjoinder for civil behavior at tonight's meeting.

Siavash Pazargadi, City Engineer, began his presentation by explaining the CPA had approved the continuation of these TPR planning meetings. He noted that there has been some backup on TPR during the synchronization of the lights at the Throat. He said that after completion of the throat there was no traffic backup for 6-8 months then it malfunctioned. Steps will be being taken to correct the situation.

Moving on to a computer simulation, Siavash demonstrated a smooth flow of traffic with correct synchronization. In reality, he reported, studies of traffic flow at peak hours (approx. 4:45 pm – 6 pm) on TPR does not show much backup with 85% traffic flowing at an average of 45 mph or less. Traffic should not normally wait for more than 2 cycles of light changes at the Throat. An audience member stated that backups actually occur starting around 3pm.

A computer simulation including signalization at Princess allowing 30 second cycle, ample time for pedestrian crossing, he said. The proposed 5th lane (right turn into Hillside) has been deleted because of steep ascent at Hillside. 5 feet is still needed for a U-Turn at Princess (heading back to Hillside); the city has property for that space.

Answering audience questions, Siavash supplied the following information:

- Should fire engines need to traverse TPR, they have the ability to control a signal.
- The left turn lane on west bound TPR at Hillside will be extended, allowing for more storage from signalization at Princess.
- Signal phasing will accommodate pedestrians; no conflict with vehicular turns will be allowed.

Roger Craig was granted 3 minutes to talk in favor of a light at Hillside. Bottom line – he favors no light but if there must be one it would serve the most people at Hillside. He feels there is flexibility in government standards which would allow one there. Also, Traffic Calming should be tried first, and then a Pedestrian-Activated Light added if the community felt it still necessary. Representing the Viking Way residents, Jim Federhart (SD traffic engineer 1961-1971) said there was an effort during his tenure to get a light at Princess. He cited the following reasons for not having a light at Hillside/Viking: (1) It does not meet the warrant set by

the City Council for signalization; (2) Princess is #5 priority in the city for signalization; (3) the left-turn at p.m. peak hour volume for Princess is close to twice the p.m. peak hour volume for the left-turn eastbound at the Viking/Hillside intersection. (4) Pedestrian count on TPR during PM peak hour were 5 at Princess and 7 at Hillside Drive.

There was an audience comment for a light at Amalfi.

It was requested that in voting on a light at Princess, the matter of a U-Turn should be on the table as a separate issue.

The committee was then asked for brief comments and opinions on Princess signalization:

1. Mary Coakley - wants traffic calming measures of Dec 05 plan to be instituted first and if inadequate, revisit need for light. The Fire Dept. should be more fully engaged in discussion. "No" on a light at this time.
2. Kate Adams - concurs with need for light for pedestrian safety and access/egress to/from garages along TPR. "Yes", if U-Turn is removed from Princess signalization plan.
3. Todd Fry passed.
4. Ken King – traffic calming will take too long to happen; "yes" on light.
5. Suzanne Weissman (Spindrift resident) – Pedestrians need light; "Yes". Feels suggestion of red curbing on Princess would only increase speed; Siavash responded there would be no red curb. City will take measures to make Princess appear narrower (eliminate middle yellow line and create parking lane) to slow traffic.
6. Patrick Ahern – "Yes" on light. Maybe try U-Turn and see how works.
7. Leigh Plesniak (TPR west of Princess resident) – "Yes" on light – change mentality of TPR from freeway to boulevard.
8. Marina Baroff (Upper Hillside/Kerseage resident) – "Yes" on light; prefers Hillside but if traffic science says Princess, so be it
9. Bob McCue (Torrey Lane resident near Amalfi) – "Yes"; need at least a Pedestrian Activated Light; prefers Hillside. Told story of being caught in median when fire engine came barreling down the hill; fortunately cars moved over just in time for fire engine to avoid pedestrians.
10. John Norris (Viking resident) – "No" Try traffic calming and revisit light issue if need to; if light to be installed Princess has greater volume.
11. Sheri Lightner – Try calming; get synchronization of Throat lights; pedestrian demand crosswalk only (not a Ped. Activated Light). Light doesn't help pedestrians at Paseo Grande.
12. Glen Rasmussen – wants only Ped. Activated Light at Princess, with small traffic control measures if needed; see Glen's motion below.
13. Deborah Marengo – "No" light; follow original traffic calming plan.

Votes

Along with discussion of parliamentary procedure, the following votes were taken. Note that Chair did not vote, as no tiebreak vote was required.

1. Signalization at Princess Street

Committee vote - 6 in favor; 5 opposed; 2 abstentions

2. Motion put forth by Glen Rasmussen to:
 - Install a Pedestrian-Activated Light at Princess and TPR
 - Locate the pedestrian crossing at the east side of the intersection
 - Install a queue activated light for left turn lane into Princess
 - No left turn light onto TPR from Princess
 - No U-Turn light
 - Install sidewalks on south side of TPR

The committee voted 10 against to 3 in favor of the motion, with Bob McCue, Sheri Lightner, Glen Rasmussen in favor.

3. Kate Adams moved to vote on a light at Princess, but with no U-Turn.

The committee voted 8 in favor and 3 opposed; two abstentions. Mary Coakley, Deborah Marengo, Marina Baroff cast opposing votes.

4. A **room vote** was then taken for those favoring a **light at Princess**

49 voted yes; 36 opposed a signal anywhere.

COMMUNITY MEETINGS to follow:

La Jolla Shores Association - November 8th
Promote La Jolla – November 8 – 5PM – La Valencia Hotel
La Jolla Town Council - November 9 – 4pm – Recreation Center
Traffic & Transportation - November 30
Community Planning Association - December 7

Meeting adjourned.

ACKNOWLEDGEMENTS

The following City of San Diego's Transportation Planning Staff members have contributed to the preparation of this report:

Overall Review	Siavash Pazargadi, P.E., Senior Traffic Engineer
Report Preparation	Shahriar T. Ammi, Associate Engineer – Traffic
Figures	Jan Atha, Principal Engineering Aide Richard Brown, Graphic Designer

The following individuals participated as members of the Torrey Pines Corridor Study Committees*:

Robert Thiele, Chair	Claude-Anthony Marengo
Kate Adams	Deborah Marengo
Patrick Ahern	Phil Mc Conkey
Dan Allen	Bob McCue
Marina Baroff	Marty McGee
Mary Coakley	Matthew Meek
Sally Fall	Wayne Miller
Linda Fisler	Martin Mosier
Todd Fry	John Norris
Fran Graham	Leigh Plesniak
Ken King	Glenn Rasmussen
Sheri Lightner	Oscar Strauss
Yvett Marcum	Suzanne Weissman

* Committees: Torrey Pines Road; Guardrail #9; Traffic Signal at Princess and/or Viking