

## LA JOLLA TRAFFIC & TRANSPORTATION BOARD

THURSDAY – Feb. 24th, 2011–4:00 pm

LA JOLLA RECREATION CENTER

Minutes Prepared by Dicks & Courtney

4:00 Welcome – Six (6) present: Todd Lesser, Chair (LJSA); Orrin Gabsch (LJCPA); Keith Kelman (Promote La Jolla); Rob Hildt (LJTC); George Sutton (BRCC) & Joe Dicks (LJSA)

### Topics for vote or approval: Actionable Items

**Island Devine Event:** April 30, 2011, from 2-7 PM at Ellen Browning Scripps Park

**MOTION:** To approve event.

**Passed, Unanimous,** on motion by O. Gabsch with a second by J. Dicks.

**La Jolla Half Marathon:** April 17, 2011

**MOTION:** To approve event.

**Passed, Unanimous,** on motion by G. Sutton with a second by K. Kelman.

### **Bird Rock Farmers Market:**

Extensive debate was held on the issue on whether or not to approve a Farmers Market every Friday evening from 2-6:30 PM. Troy Cockrell presented on behalf of the organizing group, along with Chris Smyczek, professional farmers Market Promoter. Comments both for and against were heard from over 30 members of the community and the Traffic & Transportation Board. Many community members have parking and traffic safety concerns with the location chosen, and many simply do not want another Farmers Market in the area. Many other members strongly desire a Farmers market to bring quality fresh local produce to the area residents.

Given the many questions and concerns raised, there was no motion to either approve or disapprove the plan, as presented. The organizers left with the commitment to respond to the concerns raised and to return with an amended plan, including a traffic study to respond to traffic and parking concerns.

**Disabled Parking 325 Prospect Street:** Request from resident with no off-street parking available for a designated disabled parking spot in front of their residence.

**MOTION:** To approve one disabled parking spot in front of 325 Prospect Street.

**Passed, Unanimous,** on motion by G. Sutton, with a second by R. Hildt.

**Installation of “No Pedestrian Crossing + Use Crosswalk” Sign:** In the median on La Jolla Scenic Dr. South between Nautilus and Soledad Mountain Road.

**MOTION:** To deny the request.

**Passed, Unanimous,** on motion by J. Dicks with a second by K. Kelman.

### **Stop Signs on Kearsage Road at Soledad Avenue**

**MOTION:** To approve request.

**Passed,** 4 in favor, one against

**Restoration of Parking Spaces on coast Walk:** Presenter, Melinda Merryweather

Ms. Merryweather provided considerable documentation regarding the unauthorized removal of six parking spaces in the 1500 block of Coast Walk by one or more residents. Several residents spoke in favor of not restoring the parking spaces for fear of land erosion and unsightliness of having cars parked in that area, despite the designation for such parking spots.

**MOTION:** To request that the City of San Diego restore the six parking spaces as set forth in the various La Jolla Planning documents, if feasible, AND, to advise the members of the La Jolla traffic & Transportation Board of its plan of action to accomplish that end before implementing the restoration.

**Passed**, on motion by J. Dicks with a second by O. Gabsch, 5-0. Dan Courtney abstained.

**6:00 PM            Ten Minute Break**

**6:10 PM: Torrey Pines Corridor Project**

**Present Seven (7): Todd Lesser, Chair (LJSA); Dan Courtney, Secretary (LJCPA), Orrin Gabsch (LJCPA); Keith Kelman (Promote La Jolla); Rob Hildt (LJTC); George Sutton (BRCC) & Joe Dicks (LJSA)**

Initial introduction/presentation by Sherri Lightner, Councilmember, District I, in favor of implementing Phase IV of said Project first.

Lively debate ensued on the issue of how to proceed with the first available funds for the project. Project is now proposed for four phases along Torrey Pined Road from just east of La Jolla Shores Drive, ending at Prospect Street. Numerous members of the community expressed their views on which phase should be the priority. In addition, members of the community and the Board questioned if the current phasing was the appropriate way to divide the work to be done, and made suggestions as to alternate ways to phase-in the work.

Sheila Palmer Reyes, 1575 Torrey Pines Road, 30 years  
It has become increasingly dangerous to enter or exit her driveway.  
Traffic on Torrey Pines Road needs to be slowed.

Robert Kervolan, Birdrock  
Bike lanes and sidewalks along Torrey Pines Road are dangerous and should be widened.  
Hazardous to walk or bike along Torrey Pines Road.

Adrian McKivick, Viking  
Existing traffic lights are out of synch and should be corrected.

Bob Collins  
Be wary of overly narrowing the lanes, due to safety concerns for trucks and oversize vehicles.  
Is there a proposal to acquire any private property by eminent domain?

Linda Sherman, 7766 Hillside  
Need sidewalk access and a traffic signal to cross Torrey Pines Road

John Sherwood 1967 Paseo Dorado 37 years  
Traffic moves too fast  
Enforce current regulations, including the 35 mph speed limit

Robert McCue, Torrey Lane, read the following into the record: TORREY PINES CORRIDOR ALTERNATIVES

1. Alternative 1. One of the major issues for many of us who live above Torrey Pines Road is that we are unable to safely cross the road in order to walk to the Village and the Shores. We believe that the City's Alternative 1, which includes Segment 1 plus Coast Walk to Amalfi, is the preferred alternative. It offers both access to the Village and stabilizes the bluff, although it does not meet our need for safe access to the Shores. Therefore, a pedestrian only traffic signal would be necessary at the raised median and bus stop NE of Hillside at St Louis Terrace.

V-Calms should be placed along Torrey Pines Road at locations selected by the City. It seems that V-Calms have been effective elsewhere in La Jolla. Also, the already City-installed Transverse Striping will become more effective with the addition of the V-Calms.

2. Should Segment 4 be completed first, then pedestrian traffic signals would be necessary at both Amalfi and at the St Louis Terrace bus stop. With two pedestrian only traffic signals, safer access to the Village and the Shores would be assured. These two locations represent where most people cross now. They would probably continue to do so, even if a pedestrian signal were installed at Princess Street. Again, under this recommendation, V-Calms should be installed to slow traffic.

3. In terms of beautification as a means of slowing traffic, the two unsightly and unstable fences between Calle de La Plata and Viking Way on the ocean side of Torrey Pines Road should be removed and replaced. The property adjacent to the unstable fence near La Plata and the vacant City-owned lot at Amalfi and Torrey Pines Road could be made into pocket parks. as described in the 2007 Torrey Pines Corridor Study.

4. Finally, it is recommended that the Committee carefully study the Torrey Pines Corridor Study, approved by the CPA in October 2007, and consult with Robert Thiele, the Chair of the Study. Also, please expedite your review, especially as we see Federal, State and Local funds being eliminated and reduced. Furthermore, I am sure the committee does not want any more traffic deaths and residential property destroyed, such as the fatality that occurred last year between Princess Street and Viking Way. This accident was followed by another on Torrey Pines earlier this month when a convertible was totaled, and the driver sent to the hospital.

In sum, it is very sad to see people's safety placed at risk and property damaged as property values decline, in part, because of the current unacceptable condition of the Torrey Pines Corridor.

Leigh Plesniack, Torrey Pines Road

Segments 1 & 2 have most impact and should be completed first

Marathons and events are held using Princess to access Torrey Pines Road

Walks children to La Jolla Elementary but it's a very unsafe road

Kate Adams, 7907 Calle de la Plata & Torrey Pines Road, 37 years

Was a member of the Torrey Pines Corridor Committee

The neighborhood wants the traffic slowed.

Other factions, such as The City, seem to want traffic speed increased on Torrey Pines Road .

Start at entry, La Jolla Parkway, with end freeway signs and calm traffic from there.

Joe LaCava Birdrock Resident, asked the following questions:

1. What changes have been made in response to last month's comments by the community?
2. Because of the extraordinary cost of the total project and the identified three phases; please break out the project into smaller discreet segments with a budget of one to three million dollars each or so with an emphasis on differentiating between stabilization (east side slopes), pedestrian safety, and aesthetics (fencing, landscaping).

3. When will the community have to the opportunity to vote on prioritization of the proposed improvements?
4. When will the community have an opportunity to vote on the finishes of the barriers, fencing, etc.?
5. Please obtain the coastal development permit and environmental certification up front so that as private funds become available discreet portions of the project can be implemented rather than waiting for public funding.  
Need traffic calming bring 85th percentile to

Jiwad Bishat 7840 Sierra Mar  
Do we want walkability or traffic calming?  
Segment 1 is best for walkability  
Segment 4 is best for traffic calming

Louis B. 1600 Luddington with frontage on Torrey Pines Rd  
Traffic faster downhill  
Slow outside lane as vehicles pass Hillside going north

Mike Costello Birdrock  
Break topic into seperate meetings  
Traffic light at Princess should be a specific item

Lita Austinberg, Walk San Diego Project Manager  
Standard street design calls for safe crossing every 300 feet  
Suggests traffic light controlled intersection near Princess  
Agrees with concept of slowing traffic moving downhill

Orrin Gabsch La Jolla Scenic South  
Is \$26 million a low cost estimate?  
Will there be money for subsequent segments once the first segment has been completed?  
Set the priorities for the first \$6 million budget

Joe Dicks  
Can we change segments from geographic to priorities

Sir Issascob, Cabrillo  
2 types of lights: pedestrian only – standard traffic light

Dori Robbins  
People are objecting to pedestrian lights out of fear The City will convert it to standard traffic light

Dan Courtney, Calle Juela  
Has witnessed dozens of accidents at the intersection of Torrey Pines Road and La Jolla Shores Road.  
There is no questioning that Torrey Pines Road is extremely dangerous and traffic calming should be a top priority.  
Has concerns the TPR project could be a step backwards if the existing raised medians are removed for the creation of a “fifth lane”. Concerned the elimination of these “pedestrian sanctuaries” could make it more dangerous to cross the street.  
Since “The Throat” was modified it has become more difficult for Torrey Pines Road residents to enter or exit their driveways, make left turns or the U-turn at Roseland required to access Calle Juela.  
Feels the top priority should be to create “intervals” in the flow of traffic to enhance safe crossing of TPR, on foot or in vehicles.

Todd Lessor, Hidden Valley Road

There is a high probability the TPR project could be completed with the traffic light at Princess eliminated.

Joe Dicks, Via Capri

Concerns about drivers taking shortcuts through La Jolla Shores or over Via Capri should a traffic signal be installed along Torrey Pines Road.

Meeting was adjourned at 7:30 PM.