



Torrey Pines Community Planning Board
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Torrey Pines Committee Planning Board 2018-2019

Capital Improvements Program (CIP)

To: Councilmember Barbara Bry

October 11, 2018

Per your staff's request for CIP, the following list with project notations is submitted by the Torrey Pines Community Planning Board and Project Review Committee. If the SANDAG grant for the Del Mar Heights Road Masterplan had been supported and funded by the City of San Diego, the selection process of various alternatives to making Del Mar Heights Road safer to pedestrian, vehicular traffic, and bikers would have considered some of the projects listed below. Stakeholders would have envisioned a complete solution to the Del Mar Height Road Corridor issue and not a piecemeal approach.

The TPCPB capital priorities are all supported by our Mayor's objective's as seen in 'Vision Zero'. The City's General Plan supports the Concept of Complete Streets and Safe Walk to School. The Torrey Pines Community Plan within it's goal and policy sections makes various statements that show deep concern for a physically divided community with unsafe traffic conditional along the Del Mar Heights road corridor.

It is no coincidence that for two years, the Torrey Pines Board and community members tried to secure grant funding to study, analysis and select **traffic calming solutions** supported by modern roadway design criteria.

Since we cannot provide a master solution to the DMHR corridor, our CIP list selects projects that can stand alone and provide some measurable level of safety. The consequences of thinking one project solves all traffic/safety issues is short-sighted. Only a robust traffic study, as provided by a revised Community Plan handles current and projected future traffic models.

1. **Community Plan Update – Traffic ONLY Amendment(s) Scenario A.**

Only section of Del Mar Heights Rd. from Fire Station 24 in Carmel Valley to Crest Canyon traffic light in Torrey Pines to be evaluated in a Plan update when the Carmel Valley Community Plan is revised in regards to the Del Mar Heights Road within Torrey Pines. Scenario B. Only Traffic Amendment's to Torrey Pines Community Plan under Coastal Commission guidelines concerning **Mobility Concepts** and **Coastal Public Access**.

Notation: Both community's traffic issues requiring CIP should be addressed **together** as they share the same traffic light synchronized system and both are impacted by the Caltrans I-5 North Coastal Corridor FEIR and Caltrans I-5/SR-56 Connector FEIR. If not reviewed as a whole, then Torrey Pines CP should be addressed on the limited basis as provided by 2014 Coastal Commission's decision and revision to CP. Del Mar Heights Rd, mobility and **safe public access** to Pacific Ocean.

2. **A Pedestrian Bridge** over Del Mar Heights Road. Notation: Bridge would connect the two sections of Mira Montana Drive. Bridge would make the area safer and more pedestrian friendly plus support Safe Routes to the Del

Mar Heights School. Pedestrian Bridge is part of our Community Plan and mentioned within the Developer Impact Fee (DIF) study.

3. **Traffic Signalization, Del Mar Heights School crossing route and traffic speed reduction** along Del Mar Heights Road Corridor to support **Safe Routes to School** and bike routes. Project should require synchronization of traffic signals at Mango Drive and Crest Drive. Notation: Bernard Turgeon and traffic engineering concurred that installation of a traffic light at Mercardo Drive had safety issues and that another location might be more suitable. Since the cost of studying all four side streets is prohibited, Recurado Drive should be given priority status. Posted speed should be reduced in this crossing area and a pedestrian 'safety island' established to ensure children and older adults are out of harm's way. Also see item 4 for possible traffic light installation.

4. **Realignment** of Durango Drive by Crest Canyon to allow safe left hand turns from the north side of street onto Del Mar Heights Road in a easterly direction. A **Line-of-Sight** study is needed to determine the exact safe distance needed to allow for left-hand turns. Notation: The City of San Diego owns property at the corner of Durango and DMHR which with expansion or inclusion of property could be used to 'push out' Durango to align with DMHR, eliminating the blind curve. In laymen's terms straighten out Del Mar Heights Road.

5. **Expansion of walkway** on DMHR and **Crest Canyon**. Notation:
Realignment of Durango Drive would allow the sidewalk by Crest Canyon to be moved further away from **collapsing canyon cliffs**.
6. **Resurface roadway** from Mango Drive westward on DMHR to slow traffic on the downhill slope. Remove asphalt surface which is slick when wet on the 10% downhill grade with diamond cut concrete to also reduce noise by apartments. Notation: DMHR on this steep downhill grade is the site of several cars losing control and crossing sidewalk. This section is about 300 feet long and could use a system of sound walls.
7. Installation of **Roundabout** calming device on Del Mar Heights Road.
Notation: Could be used along with Item 4 by Durango Drive.

Conclusion(s):

Other projects are still included in Public Facilities Financing Plan such as purchase land for residential park. Especially Crest Canyon passive improvements.

All seven (7) CIP projects have merits and drawbacks, and require budget study to determine how viable they might be based upon **best and worst case funding criteria**. For example, we know from DIF budget that a traffic light is estimated to cost \$350,000 plus another administrative charge of \$35,000. Our community appreciates any and all support from your office in moving forward on this selection process.

Dennis Ridz, Chair TPCPB

CC: Justine Murray

Bernard Turgeon