



Torrey Pines Community Planning Board
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Torrey Pines Committee

Most Urgent Capital Improvements Program (CIP) Priorities

To: Council member Barbara Bry

November 15, 2018

Subject: Selection of Most Urgent District 1 CIP Priorities

The following input is submitted to supporting our councilmember's submission to the City Council Budget Priority Memorandum to the Office of the IBA. This information is due to the IBA on January 18, 2019.

The Torrey Pines Community Planning Area includes the following Elements: Open Space, Residential, Commercial, Industrial and Transportation. Plan boundaries are the northerly San Diego City limits, Interstate 5, the southerly portion of the Sorrento Valley Industrial Park, the Pacific Ocean and the City of Del Mar. All of these elements have been considered in reaching our decision along with attention to Commercial and Industrial needs. **Del Mar Heights Road has been identified by residents as having created a significant barrier to safe Pedestrian circulation and illegal excessive speeds.**

The Torrey Pines Project Review Committee selected 4 CIP projects for consideration by the full Board. Councilmember Bry's office is now requesting that this list be pruned down to the 2 highest priorities. The following CIP list is below:

1. **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.
Estimated Cost to be \$4.0 to \$4.5 Million.
2. **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 Mercado Drive had safety issues and that another location might be more suitable. Since the cost of studying all four side streets is prohibited, Mercado 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. **Estimated Costs between \$400 to \$600 Thousand Dollars.** Project might be on the higher end if pedestrian safety island included.
3. **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.
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**. Estimated cost to be around **\$2 Million Dollars**.
4. Installation of **Roundabout** calming device on Del Mar Heights Road. Notation: Exact location to be determined, project similar to roundabout near Bird Rock. Estimated cost around **\$400 Thousand Dollars**. PRC does not recommend that a MAD district be created but rather a zero scape approach be considered.

