

Torrey Pines Community Planning Board
I-5/SR56 Connector Subcommittee
Co-Chairs Barbara Cerny Michael Foster Dennis E. Ridz

Agenda Minutes
Wednesday, January 14, 2009 at 7:00 PM
Del Mar Villas Pool Complex

Call to Order/Introductions – Co-Chair Dennis E. Ridz @ 7:01 PM

Present: Co-Chair Barbara Cerny, Anna Cotton, Carla LaPorte, Priscilla Marquiss, Dave Henderson

Absent: Co-Chair Michael Foster, Bob Lewis

Audience: Bob Cotton, Bob Diehl, Marjorie Moss, Terry Calhoun, Mary Jane Komisarck, John Wilson, Karen Grant, Noel Spaid, Jeffery Chong, Marie Ryder, Mike Kilcoin, Peter Godefroy, Bob & Sunny Wilcox, Donna Szydelko

Press: Matt Liebowitz, Del Mar Village Voice editor3@sdranchcoastnews.com , Ann Gardner, Del Mar Sandpiper, editor@delmarsandpiper.org

Non-Agenda Item- TPCPB Election

Co-Chair Ridz spoke about the March election of TPCPB, which seats were open, overview of election rules and gave out Resident forms.

ITEM #1 Caltrans Steering Committee meeting –December 18th

Co-Chairs Ridz and Cerny reviewed highlights of Caltrans meeting. Many in the audience had attended the meeting and spoke on various issues. All agreed that Caltrans seems to have the I-5/SR-56 Connector project planned before the real problem of congestion on SR-56 is addressed.

Co-Chair Ridz read Michael Foster letter addressing this issue and the subcommittee and audience voted to approve the letter and forward it the local press and Caltrans. Letter attached after Adjournment.

ITEM #2 Sandag appears to be the key to funding I-5/SR-56 Connectors

Co-Chair Ridz spoke about the importance of having subcommittee members start attending the Sandag meetings. Also, the audience was encouraged to sign-up for the Sandag newsletter. Sandag is located at 401 B St. #800 (619) 699-1900 www.sandag.cog.ca.us and Newsletter@sandag.org . Everyone agreed to have at least two subcommittee members attend future Sandag meeting and start speaking on various issue of importance to the Torrey Pines community.

Mayor Jerry Sanders and Council President Ben Hueso represent San Diego, with alternates Anthony Young and Todd Gloria sit on Sandag Board.

ITEM #3 Issue of widening I-5

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The draft Environmental Document (DED) is planned for release mid-summer. Once issued, there will be public meeting at which the subcommittee and homeowners plan to raise the noise issue. This may require experts being hired by the two Home Owners Association (HOA), Point Del Mar and Del Mar Villas. Council member Sherri Lightner has been asked to put a public workshop together by the TPCPB to educate people on issue, regulation, and measurement of 'Noise'.

ITEM #4 Caltrans future meeting on March 19, 2009

Michael Foster letter and comments are being sent to Caltrans to further expand –Why not solve the congestion on SR-56 before building connectors on I-5.

ITEM #5 How to raise Public Concerns & involvement of Sherri Lightner's Office
Kyle Haverback Council Repr. Khaverback@sandiego.gov (619) 236-7293

Noel Spaid suggested a petition to raise public concern both around Portofino Circle and the Torrey Pines region. The subcommittee voted to support this undertaking by Ms. Spaid. Other suggested included a Newsletter, writing article(s) to local papers, and spreading the word by getting HOA Boards more involved in I-5/SR-56 Connectors.

Adjournment: 8:39 PM

January 19, 2009

I5-56 Connector Article Follow Up

Recent newspaper articles reporting on the I-5/SR-56 Caltrans Steering Committee meeting issue missed key point raised by local residents in their questioning of the planned connectors, which were as follows:

- 1) Current Caltrans traffic models for peak time traffic fail to capture the current traffic reality of backup occurring at the Carmel Country Road off ramp where all the east bound lanes reduce to 2 lanes.
- 2) Most of the evening congestion on the eastbound SR-56 is the result of traffic from San Diego. A flyover connector will do nothing to relieve SR-56 congestion.
- 3) The solution to congestion on the SR-56 is the **number of lanes**. Currently the flyover alternative is the only proposed design alternative that includes adding lanes between the I-5 and SR-56 and for that reason appears to provide most congestion reduction benefit. This is the result of the number of lanes, not the type of connector.
- 4) Although approval for Pacific Highlands Ranch expansion can only occur if direct connectors are built (as stated in Proposition M), the traffic models assume the same amount of traffic growth for all the connector alternatives being considered. The amount of future congestion is dependent on the population in Pacific Highlands. Lower population means less

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congestion and less need for direct connectors. The models being used to study the alternatives do not take this simple fact into account.

The direct connectors appear to be part of a much longer-term plan to increase the number of lanes of the SR-56 between the I-5 and the SR-56. As Caltrans Manager Allan Kosup explained at the steering committee meeting, the connector project has to be viable on the first day of service as well as in the distant future. In other words, it must be viewed as a 'stand alone' highway project and not take into consideration proposed but not funded SR-56 lane expansion. Unless the connectors feed into a wider SR-56, Torrey Pines Community Members see this project as just another \$300 million "Bridge to Nowhere".

Members of the Torrey Pines Community Planning Board (TPCPB) do not believe that a flyover connector is in the best interests of the broader community. Studies indicate that much of the benefits it could provide in reduced travel times and congestion are obtainable without a flyover and its associated impacts on landscape, viewscape, and neighborhood noise levels. The TPCPB has voted to oppose both the widening of I-5, the direct connector to SR-56 and the taking of private property.