

**BOARD MEMBERS:** Dennis Ridz, Chair; Dee Rich, Vice Chair; Patti Ashton, Treasurer; Secretary Elizabeth Shopes; Jake Mumma; Susan Lyon; Troy Van Horst; Mike Hastings; Samson Gavranian (absent); Brad Remy; Sheryl Adams, Barb Cerny.

Torrey Pines Committee Planning Board –November 14, 2019 minutes

**Call to order at 7:01 PM**

**Police report:** Officer John Briggs spoke about local police activity.  
Treasurer gave bank account status.

**INFORMATION ITEMS**

1. Chair reported Project #624232 at 13796 Durango was considering a different driveway alignment.
2. Chair announced that both Wayne Cox and Barbara Cerny were leaving the Board, creating two vacancies for the March 2020 election.
3. Chair informed the Board that Project Review Committee issued a draft statement to DSD about Peace Crowell Law office project #625754.

**ACTION ITEMS:**

1. Elizabeth Shopes appointed interim Secretary until March, 2020. Unanimous vote.
2. Jake Mumma unanimously elected to Project Review Committee as replacement for Mr. Cox.
3. Board supported a draft memo to Mr. Remy to use in addressing various issues at the CPC on some issues presented by the City Taskforce on Community Planning Group Reform.
4. Traffic Light Signal evaluations at Mercado/Del Mar Height Rd. Council President Pro Tem Bry had requested that the TPCPB hold a public forum to discuss the pros and cons related to requesting a 'on-Demand Traffic Light' be installed at Mercado Drive. About 90 minutes was provided to 24 speakers against the light installation and 23 in favor. Speakers were allowed 2 minutes each but citizens who filled out speaker slips could donate their two minutes to a selected individual. Pro and Con speakers alternated speaking, as pulled from the top of each pile.

Speakers For the Traffic Light: Bob Shopes, Dr. Najeeb Khan, Nan Cirqui, Victoria DiCicco, Paul Friedman, Diana Schaeffler, Dr. Cathy Rogowski, Jeff Harasha, Rosanna Alvarado-Martin, Arzo Nasini, Janet and Jeff Meredith, Fred Schramm, Julie Sundt, Katrina Heffinger (representing the Del Mar Hills elementary school PTA), Marybeth Norgren and Gerald T Cameron.

Speakers Against the traffic light were: Michele Kipnis (spoke for herself and also for Vafa Mogharbi who was unable to make the meeting), Rob Fasber, Bill Leonard, Kevin Cahill, Dr. Scott Gillin, Nancy Swanberg, Dr. David Redfield, Diane Jacobs,

Greg Jabin, Julie Rucker, Mary Yip and Tony Sanchez. (There was also a speaker, Bob with no last name on his slip.)

**Summary of concerns expressed by the community members supporting the light.**

Increased traffic and speed on Del Mar Heights Road make it unsafe to cross without a traffic light and crosswalk (with nearby One Paseo residences and offices not yet fully open). Witnessed near-misses of pedestrians getting hit by cars was mentioned. There was concern expressed for pedestrian injuries and fatalities. Inability of vehicles to access DMH Rd, particularly from the southwest area of Del Mar Heights which has no traffic signal, noting that neither Crest nor Mango are accessible to this area as alternate routes. The increased traffic due to remodeled, fully occupied Beachside mall popularity (on Mango, north of DMH) has led to vehicles on the north side using other streets to access DMH Rd, to avoid the backed-up cars on SB Mango at the light at DMH Rd. The pro group believes that people would be safer crossing in a crosswalk with a traffic light. Many confessions of jay walking to cross DMH Rd. further west of the current lights, some with dogs and children. A longtime resident said that the Mango Light was only put in after a fatality.

**Summary of concerns expressed by the community members against the light.**

Statements were made by engineers who live in the neighborhood that traffic lights and crosswalks do not make pedestrians safer. Several concerns that more people would cross DMH assuming it to be safe to do so if there was a traffic light and a crosswalk, while concern that the setting sun would blind drivers and cause them to not even notice the traffic light and the intersection would make the street more dangerous to pedestrians legally crossing in walk. They felt there might also be more rear-end collisions for the same reason. The traffic light may cause more traffic backing up on Mercado and on DMH resulting in more car exhaust outside residents' houses and more traffic on their streets as people learn to use Mercado as a preferred, lighted, exit from the neighborhood. Also expressed was the opposite concern that avoidance of the traffic light at Mercado, might cause increased use of other neighborhood surface streets. Concern was expressed that drivers would accelerate to beat the lights and even run the light.

**Overall summary of shared concerns and history**

More study and calming measures were advocated by both groups. Some wanted a bridge or rotary which were on the Board's original CIP list. The Board was reminded of many failed efforts that included a rejected landscaped median due to MAD Assessments, and that the light project is what is being offered.

At the end of the time available for speakers, Ms. Rich presented a Motion concerning the Traffic installation and was seconded by Chair Ridz. Chair Ridz asked if the TPCPB wanted the Motion re-read and the Board stated No and Chair Ridz called for a vote on the Motion which follows:

*To Council President Pro Tem Barbara Bry  
Re: Capital Improvement Program (CIP) and CIP Budget Revisions*

*The Torrey Pines Community Planning Board endorses your criteria, as established in your April 9, 2019 Memorandum to Mayor Faulconer, for pedestrian safety measures along Del Mar Heights Road at Mercado Drive that provides for a designated pedestrian crossing to improve pedestrian safety, especially for students who must cross Del Mar Heights Road. The Torrey Pines community is most concerned with the safety needs of children who attend both Del Mar Heights Elementary and Del Mar Hill Elementary, and the lack of safety measures for pedestrian along Del Mar Heights Road.*

*We encourage you, as Council President Pro Tem, to move forward with establishing a CIP funding account/source for a traffic signal at Mercado Drive and Del Mar Heights Road. Your City Council sponsorship and funding will allow the Traffic Engineering Department to initiate a preliminary engineering design and review possible safety protocols for a traffic signal at Mercado Drive and Del Mar Heights Road. Traffic Engineering staff estimates cost to be around \$400,000.*

*The City Traffic Engineer has said the chosen location for a traffic signal at Mercado/Del Mar Heights Road will have a marked crosswalk and pedestrian control features if the traffic signal is installed.*

Motion Approved and forwarded to Council President Pro Tem Barbara Bry  
Torrey Pines Community Planning Board Approved the above Motion 8-2-1.  
In Favor: Brad Remy, Sheryl Adams, Dennis Ridz, Dee Rich, Elizabeth Shopes, Susan Lyon, Troy Van Horst, Barb Cerny  
Against: Patti Ashton, Jake Mumma  
Abstain: Mike Hastings (votes only on lagoon issues)

**Meeting adjourned at 9:10 PM**

Minutes submitted by Susan Lyon, Secretary

# Attendees

Name

email

Jim Beyster

jamesbeystere@yahoo.com

Deborah Curran

delmartian2@gmail.com

Ann GARDNER

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ADAM GOWANTHER

ADAMPUBLIC@GRAPHICACCESS.COM

Jeff Harasha

jeff.harasha@gmail.com

Nan Criqui

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MOHSEN SAYAR

for Azimis Companion Unit

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Sarah Davis

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GREG JABIN

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Bernie Turgeon City Planning bturgeon@sandiego.gov

Alex KWOKA

ALEXANDRAKWOKA@gmail.com

Jim Smith

Diana Scheffler

dianascheffler1@gmail.com

PAUL FRIEDMAN

Jan & Doug McEachern

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Third section of handwritten notes, beginning with a heading that appears to be "Results" and followed by several lines of text.

Fourth section of handwritten notes, starting with a heading that looks like "Discussion" and containing several lines of text.

Fifth section of handwritten notes, beginning with a heading that appears to be "Conclusion" and followed by several lines of text.

Sixth section of handwritten notes, starting with a heading that looks like "References" and containing several lines of text.

Pls add into minutes of TPCPB from 11/14/19 meeting

My name is Michele Kipnis and I am against the traffic light. Since July 2019; I've working with a group of intelligent; analytical; caring and compassionate neighbors who have come together to oppose a traffic signal on DMHR and Mercado Dr. As some of you know; we ALL live on Mercado Dr. some people have called us NIMBYies as to belittle our motivation. I want to be very clear- our focus has been on trying to communicate with San Diego City Traffic Engineer Joe Jimenez; San Diego City council member Barbara Bry; The TPCPB; the San Diego Police Dept and our DMH neighbors to develop; support and build on state of the art traffic calming and slowing techniques to improve the safety of all neighbors and visitors who travel on DMHR. My focus has always been to work as a community to improve the safety of the cars; bikes; and pedestrians who use this road to access homes; schools; businesses; shops; the beach and the track. I want to thank TPCPB for laying the groundwork for starting this current dialog that must continue to improve safety for kids; cars; neighbors; business;



schools and all who travel on DMHR. This is our community. Let's all work together and stop name calling; shaming; pulling the mics out of neighbors hands. Let's continue this dialog and work together with the schools; parents; TPCPB; our City of San Diego civil servants; neighbors and residents.

Dr. Scott Gillin has compiled and analyzed comprehensive history of del mar heights road traffic studies; regional plans; safety reports from 2004 to the present. He also developed an on line petition for our neighbors to vote no on a traffic signal on DMHR and Mercado Dr. We have collected 181 online signatures and 43 signatures walking door to door on Mercado Dr and Recuerdo Dr.

total of  
224 No's

Doctors Tony Sanchez and Vafa Mogharabi; our transportation and civil engineers have also analyzed the traffic data and city plans from 2004 to the present. They utilize civil; municipal; state and federal codes and laws that govern traffic engineering. Janet Matula has made multiple calls





to Barbara Bry's office describing how Ms. Bry's involvement in this issue has torn our community apart. I'm not a practicing civil and traffic engineer and neither the TPCPB; Ms. Bry; Mayor Falkoner; employees and parents of our local schools.

I want to thank TPCPB for laying the groundwork for starting this current dialog that must continue to improve safety for kids; cars; neighbors; business; schools and all who travel on DMHR. This is our community. Let's all work together and stop name calling; shaming; not answering emails or calls; let's stop pulling the mics out of neighbor's hands who oppose your position on traffic and safety.

I'm here to encourage everyone in our community to listen to each other; take a tutorial lesson from Tony and Vafa on best practices on improving safety for all who use DMHR. I want to work to slow the traffic on DMHR utilizing police presence to patrol and ticket speeders; cell phone users and distracted drivers. I want to work together to make DMHR slower and improve the safety of all who use this



road. Let's continue this dialog and work together with the schools; parents; TPCPB; our City of San Diego civil servants; neighbors and residents.

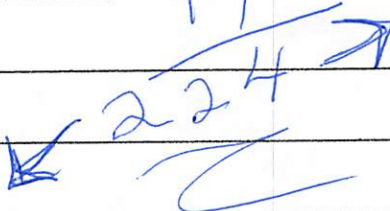
Thank you.

**Del Mar Heights/ Mercado Street Light Proposal  
Petition to Keep our Neighborhood Safe**

We, the undersigned registered voters of The City of San Diego, California, hereby present this petition to the City Council of The City of San Diego, California, and ask that the City of San Diego do NOT install a street light or crosswalk on Del Mar Heights Road and Mercado. The light is unsafe and will risk our children's lives, as studies have shown that the majority of pedestrian collisions occur in signalized intersections. The signal would create traffic congestion on Del Mar Heights Road, and displace traffic into residential streets. This will be unsafe for the children living in the neighborhood. The new traffic from One Paseo was not taken into consideration when the city reviewed the placement of a streetlight.

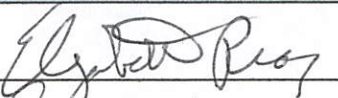
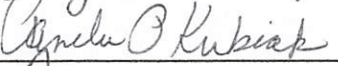

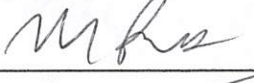


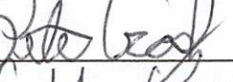
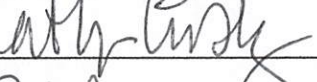
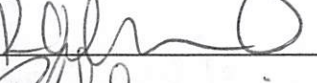
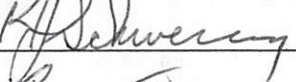
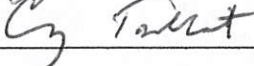
NAME	SIGNATURE	ADDRESS	DATE

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181  
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224



## Petition for No Stoplight on Del Mar Heights Road and Mercado Drive

<b>Petition summary and background</b>	A traffic signal at this location will be unsafe, risk the lives of children, cause accidents, create traffic congestion on Del Mar Heights Road, and displace traffic onto residential streets making it unsafe for children living in the neighborhood.
<b>Action petitioned for</b>	We, the undersigned, are concerned citizens who urge our leaders to not install a traffic signal at Del Mar Heights Road and Mercado Drive. We want traffic calming measures along Del Mar Heights Road, improvement of sidewalks and intersection crossings for the elementary schools, and improvement to the intersection of Del Mar Heights Road and Mango Drive.

Printed Name	Signature	Address	Comment	Date
Elizabeth Prag		2455 El Amigo Rd <sup>DM</sup> 92014		10/20/19
PAM KUBIAK		2475 E2 Amigo Rd 92014		10/20/19
Cliff KUBIAK		"		10/20/19
Morton Printz		2480 El Amigo Rd 92014		10/20/19
Jana Printz		2480 EL AMIGO RD		10/20/19
MARICOL JAVIER		14109 BAHAMA COVE		10/20/19
Peter Crosby		14021 Bogueta Dr		10/20/19
Cathy Crosby		14021 Bogueta Dr <sup>SD</sup> 92014		10/20/19
Rachel Olsen		14048 Bogueta Dr.	still need safety solution.	10/20/19
Rick Schwering		14058 Recuerdo DR.		10/20/19
Cy TALBOT		2511 LOZANA RD.		10/20/19

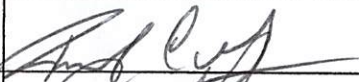

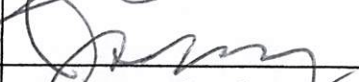
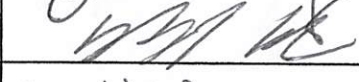
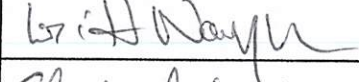
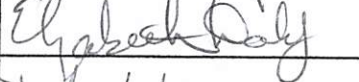
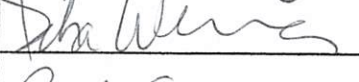
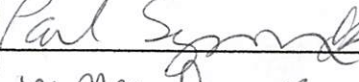
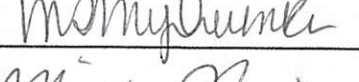
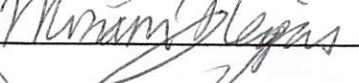

Revision for the Stoughton and Del Mar Heights Road and Mercedo Drive

A detailed description of the proposed project is provided in the attached project description. The project consists of the construction of a new road, the widening of an existing road, and the improvement of an existing road. The project is located in the Stoughton and Del Mar Heights Road and Mercedo Drive area. The project is being undertaken to improve the safety and efficiency of the road network in the area. The project is being undertaken by the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Authority. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Act. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Regulations. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Guidelines. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Standards. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Best Practices. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Ethics. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Conduct. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Integrity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Transparency. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Accountability. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Responsibility. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Respect. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Honesty. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Fairness. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Justice. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Equity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Inclusion. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Diversity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Innovation. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Creativity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Collaboration. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Partnership. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Community. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Stewardship. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Sustainability. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Resilience. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Adaptability. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Flexibility. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Agility. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Proactivity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Anticipation. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Preparedness. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Response. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Recovery. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Resilience. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Adaptability. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Flexibility. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Agility. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Proactivity. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Anticipation. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Preparedness. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Response. The project is being undertaken in accordance with the Stoughton and Del Mar Heights Road and Mercedo Drive Improvement Code of Recovery.

Item No.	Description	Quantity	Unit	Estimated Cost	Actual Cost
1	Excavation and backfill	1000	cubic yards	10000	10000
2	Gravel base	2000	cubic yards	20000	20000
3	Asphalt paving	1000	square feet	10000	10000
4	Concrete curb	100	linear feet	10000	10000
5	Signage	10	units	10000	10000
6	Construction labor	10000	hours	100000	100000
7	Equipment rental	100	days	10000	10000
8	Permit fees	10	units	10000	10000
9	Design fees	10	units	10000	10000
10	Construction management	10000	hours	100000	100000
11	Site preparation	1000	square feet	10000	10000
12	Drainage system	100	linear feet	10000	10000
13	Lighting	100	units	10000	10000
14	Final grading	1000	cubic yards	10000	10000
15	Final paving	1000	square feet	10000	10000
16	Final inspection	10	units	10000	10000
17	Final cleanup	1000	square feet	10000	10000
18	Final paving	1000	square feet	10000	10000
19	Final inspection	10	units	10000	10000
20	Final cleanup	1000	square feet	10000	10000

## Petition for No Stoplight on Del Mar Heights Road and Mercado Drive

<b>Petition summary and background</b>	A traffic signal at this location will be unsafe, risk the lives of children, cause accidents, create traffic congestion on Del Mar Heights Road, and displace traffic onto residential streets making it unsafe for children living in the neighborhood.
<b>Action petitioned for</b>	We, the undersigned, are concerned citizens who urge our leaders to not install a traffic signal at Del Mar Heights Road and Mercado Drive. We want traffic calming measures along Del Mar Heights Road, improvement of sidewalks and intersection crossings for the elementary schools, and improvement to the intersection of Del Mar Heights Road and Mango Drive.

Printed Name	Signature	Address	Comment	Date
Richard Green		13863 Recuerdo Del Mar	NO LIGHT	10/21/19
JUNNA GREEN		13863 Recuerdo Drive	"	10/21/19
JAN WARD		13873 RECUERDO	"	10/21/19
Mark Naylor		13834 Recuerdo	No LIGHT	10-21-19
Lori Naylor		13834 Recuerdo Dr.	No Light	10/21/19
Elizabeth Daboy		14014 Boquita Dr	No light	10/21/19
Debbie Weiner		14049 Boquita	no light	10/21/19
Paul Symczak		14049 Boquita	No light	10/21/19
Melissa Myburn		13943 Recuerdo Dr	No light	10/21/19
Miriam Nexus		13964 Recuerdo Drive	No light - will increase risk of accident @ sunset	10/21/19
Seal Keith		13973 Recuerdo Dr.	No light	10/21/19



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# Petition for No Stoplight on Del Mar Heights Road and Mercado Drive

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<b>Petition summary and background</b>	A traffic signal at this location will be unsafe, risk the lives of children, cause accidents, create traffic congestion on Del Mar Heights Road, and displace traffic onto residential streets making it unsafe for children living in the neighborhood.
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Printed Name	Signature	Address	Comment	Date
Michael Anello	<i>Michael Anello</i>	13983 Recuerdo Dr		10/21/19
Barbara Woodward	<i>Barbara Woodward</i>	13999 Recuerdo Dr		10/31/19
Chet Woodward	<i>Chet Woodward</i>	13997 Recuerdo Dr		10/21/19
Kerry Zisook	<i>Kerry Zisook</i>	14016 Recuerdo Dr.		10/21/19
Pete Carley	<i>Pete Carley</i>	13850 Mango Dr		10/21/19
Kayla Butsko	<i>Kayla Butsko</i>	13850 Mango Dr		10/21/19
Karen Zisook	<i>Karen Zisook</i>	14033 Mercado Dr		10/21/19
Steven Holsher	<i>Steven Holsher</i>	13163 Portofino Dr. 92014		11/11/19

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Heidi Weissman

November 11, 2019

Dear Torrey Pines Planning Board,

This letter is in regards to the installation of a signal light at Mercado Drive and Del Mar Heights Road. We are local Pediatricians, work locally, have lived in the Del Mar Heights community for over 15 years, and are opposed to the light. A light would be dangerous for children.

Currently, children do not cross Del Mar Heights Road at the top of the hill. Placing children in the middle of that road, would only increase the chances of them being hit. Different developmental stages of children make them more vulnerable to being hit by a fast car, a distracted driver, a driver running a slight yellow, or a child being hit at the curb/corner.

There has not been any safety studies done on the possibility of a light at this location. There has not been any studies on the safety of children in that intersection crossing, on cars running yellow lights to make it to school on time, or children in side streets that would be affected by cars racing through the intersection.

There are numerous studies in the literature that demonstrate that a signal light and crosswalk decrease safety.

We feel that a light at Mercado and Del Mar Heights would not increase safety for children and we recommend against it.

Thank you,



Shakha Gillin, M.D.  
13990 Mercado Drive



Suzanne Mills, M.D.  
2470 Malibu Way

pls entered into records & included in the minutes of your meeting on 01/14/19

**Joe Jimenez, P.E.**  
Senior Traffic Engineer  
City of San Diego  
Transportation & Storm Water Department

*Vafa Mogharabi*

Dear Mr. Jimenez,

I am writing to you in regards to the proposed signal at the intersection of Mercado and Del Mar Heights Road.

I feel an introduction is necessary to establish my credentials. My name is Vafa Mogharabi, a 30 year resident of this community. I have a Bachelor of Science in Civil Engineering and am a licensed registered engineer in the State of California (Board of Professional Engineers and Land Surveyors). I have over 36 years of experience in designing and managing various transportation systems for the California Department of Transportation (Caltrans) in district 11, San Diego. I have supervised and managed a staff of engineers in the Division of Design, producing engineering drawings and contract legal documents for various types of roadway projects.

The Office of Barbara Bry has informed the community that the funding is available and the decision to install the signal is up to the Torrey Pines Community Planning Board (TPCPB). This is unacceptable because none of the members of TPCPB are subject matter experts. This is a safety issue and the final determination and the best solution should be decided by experts in the field based on solid data, using engineering judgment and best standards and practices.

Simply stated, is this intersection unsafe? The answer needs to be determined by experts, backed by engineering study and data such as a collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year and other data based on recommendations of California Manual of Uniform Traffic Control Devices (MUTCD).

Installation of this signal would increase city's legal exposure and potential legal liability in the event of an accident and the engineer of record could be required to defend his or her decision in a deposition or court hearing.

The burden of this safety issue should not be placed on the shoulders of an advisory group or the members of the community. The community is asking for a solution to improve traffic flow at Del Mar Heights and deserves an honest and complete review and an engineering study by professionals and subject matter experts. TPCPB is an advisory board and has no expertise to make a recommendation for installation of a traffic safety device.



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The fact that the city is willing to spend 400,000 dollars to install a signal at a location which has had no reported accidents and practically no pedestrian crossings using a single warrant out of 9 (one hour peak traffic), raises the question of how this location has made it to the top of the list.

As you know, a traffic signal is the most restrictive form of intersection control and one of the most expensive. As such, municipalities must ensure that it is the safest solution and the best option, as well as the best location before spending tax payers' money.

As per **California MUTCD CHAPTER 4C.**

**Section 4C.01 Studies and Factors for Justifying Traffic Control Signals**

*The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.*

*A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.*

(If available I would be interested in reviewing this study)

Typically a traffic signal is not recommended when it only meets peak hour warrants. Best traffic engineering practices recommend a 4-hr or 8-hr warrant analysis to be met prior to recommending the installation of the traffic signal. In this particular case, Del Mar Heights road is signalized at Mango drive and Crest, the other intersections have minor street controls which is proper form of traffic control. Installing a signal at this location will not function well for the following reasons:

- It can increase delay for all traffic movements.
- It can lead to an increase in traffic violations at the intersection.
- It can increase the frequency of traffic crashes at the intersection (primarily rear-end crashes).
- It can increase pollution and noise levels for residents adjacent to the intersection.
- It can increase the volume of traffic through residential areas.
- It can cause road users to increase the use of alternative routes to avoid the signal. Often, these alternative routes travel through neighborhoods or other less adequate roads. Importantly, most streets including Mercado north of Del Mar Heights have no continuous sidewalk.

If the Peak Hour Warrant is the only warrant met, as in this case, and a traffic control signal is justified by an engineering study, it is typically recommended that the traffic control signal be operated in the flashing mode during the hours that the volume criteria of this warrant are not met. In addition, the traffic control signal should be traffic-actuated. This is going to add more confusion and disrespect for this type of traffic control.

Del Mar Heights road is a busy, four-lane major road central to the City of Del Mar used by both locals and tourists unfamiliar with the road's possible inherent dangers which I

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believe would be exacerbated by this stoplight. A number of drivers are tourists or from other communities accessing restaurants, parks and beaches. Additionally, a number of commuters use Del Mar Heights road as a bypass during congestion on I-5. Higher volumes of traffic during horse race events and Del Mar Fair should also be considered.

Based on design standards and practices, the vertical curve just east of this location creates a blind spot for vehicles traveling westbound. These vehicles are accelerating as they approach the grade reaching the crest of the vertical curve at a high speeds, carrying the speed down the hill. Speeding is a major concern and the city has installed a radar controlled speed warning sign at this exact location. Drivers routinely exceed posted speed limit. A vehicle traveling at 48 MPH require approximately 161 feet to come to a complete stop in an emergency. In my opinion installation of a traffic signal following this blind vertical curve and the resulting sight-distance restriction will increase the possibility of rear end collisions (Queue length on stop-controlled approach) and cross traffic accidents. Additionally, pedestrians feeling safe walking at this signalized intersection could be at risk by drivers running the red light due to lack of visibility at high speeds.

It is my professional opinion that installation of a traffic signal at Mercado would not make this intersection any safer, but would actually create a more dangerous situation for the traveling public and the community.

It is important to mention that no other alternatives have been proposed other than installation of a signal. I believe there are other safer, less costly and less restrictive alternatives available that should be studied and considered.

I would like to have the opportunity to discuss these ideas with you.

As a public servant for over 36 years I have always made it a priority to ensure my decisions were based on what is best for the traveling public and to design the safest and most economical facility possible based on sound engineering judgment, not allowing politics to dictate the outcome. I urge the city to do the same. This signal has created division within the community and needs to be studied in more detail and a resolution which would be acceptable by the community should be the top priority without rushing it through.

I am available to meet at your earliest convenience to discuss this urgent matter.

Since the Office of Barbara Bry has moved the vote of the TPCPB from November to early October it is crucial to discuss this urgent matter as early as possible.

I also request that this email be placed in the project files for future reference.

I also urge Councilmember Barbara Bry to delay any decision to allow adequate time for city engineers to further evaluate the safety issues and to consider other options and alternatives without external pressure. This would better serve the entire community as this is an important safety and quality of life concern.

Looking forward to our meeting.

Sincerely,

Vafa Mogharabi, P.E.  
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Submitted by Paul Friedman

In response to the N0 petition created by those living on Mercado Dr. just north of Del Mar Heights Road I created a website, [delmarheights.org](http://delmarheights.org), and survey for those in favor of increasing the safety of Del Mar Heights Road for students, pedestrians and vehicular traffic by the construction of the traffic light at Mercado. I jump started the process by an email to my south Mango Drive neighbors. So I expected the results to be weighted by "southerners" they were not it proved to be a virtual even split, 47% north to 53% south of the 129 respondents. Other questions on the survey included the street name, 34 different, Zip code 99% lived in 92014, 85% provided name and email address a testament to registering their belief in the light. Vicky's independent in person survey gathered 90 signatures in favor of the light for a total of 219.