

**To: Trustees, La Jolla Community Planning Association**  
**From: Diane Kane, President, La Jolla Community Planning Association**  
**Re: La Jolla Slow Streets Proposal**  
**Date: May 23, 2020**

The attached proposal was developed at a ZOOM meeting on Friday May 22, hosted by La Jolla Parks & Beaches, with representatives from the Community Planning Association, Traffic & Transportation, Village Merchants Association, La Jolla Shores Association, Bird Rock Community Council, and La Jolla MAD/Enhance La Jolla. Candidate streets were suggested through an open call for proposals initiated by CPPT Bry and District 1 Community Outreach Director Steven Hadley through the Community Planning Association. CPA reached out to the various community groups, who contacted their members for suggestions. Individuals who proposed candidate streets were invited to the meeting.

Criteria developed by the Mayor and presented by Steven Hadley, included:

- Slow Streets will be closed to thru traffic, but open to residents, deliveries and construction workers.
- Parking will still be allowed on Slow Streets.
- The purpose of the program is to better connect pedestrians and cyclists to larger public space (e.g. parks, rec centers, etc.) while accomplishing social distancing.
- Streets that will be used by more people are preferred over streets that will be used by fewer numbers of people. (e.g. flat vs. hilly streets, streets with multi-family units vs. single residences.)
- The plan is to sunset the use of Slow Streets once social distancing is no longer required.

The La Jolla "Slow Street" proposal, developed by unanimous consensus, is one continuous walking/biking experience comprised of many segments. The concept is to provide enough room along La Jolla's shoreline for exercise and social distancing--not only for La Jollans, but the many shoreline visitors from other portions of San Diego and beyond. The streets in our proposal are currently stressed to the point where social distancing is difficult and travel dangerous.

Summer is coming. La Jolla is in the Coastal Zone and is obliged to provide "Coastal Access" under our Community Plan and Local Coastal Program. Despite threats of Covid-19 flares, thousands of visitors are expected to enjoy La Jolla's coast and beach. Consequently, the proposal also considered where visitors can park to access the coast and beach.

The assembled group also recognized that due to the unusual nature of the times, and the temporary aspect of the Slow Streets program, La Jollans are able to explore new approaches to our parks, beaches and coastal access. Parks & Beaches President Ann Dynes suggested we create a test "La Jolla segment" of the "California Coastal

Trail". (See: <http://www.californiacoastaltrail.info/cms/pages/main/index.html>)

Everyone loved the idea. So, instead of providing individual streets, coastal streets were consolidated into a pedestrian & bike friendly "trail". This innovative "Slow Streets" proposal facilitates social distancing, outdoor-related mental & physical health and coastal access.

We believe this proposal is in the spirit of the new Master Parks Plan and can provide a test for the concepts therein. The "trail" is broken into segments for consideration by the city's traffic engineers. In some areas, there are a few options for how much of the street is slowed, or where it is slowed to

provide continuity in the trail. This proposal enables traffic professionals to evaluate individual segments with an eye to attaining the overall idea.

The community is excited about this concept and is willing to help the city implement all or parts of proposal ASAP. Summer "officially" starts this weekend. La Jolla would like to be ready for the summer crush.

ADDENDUM (May 31, 2020)

Two additional street segments have been proposed as candidates for Sa Diego's incipient "Slow Streets" Program.

18. Draper, between Perl St. & Silverado: This street segment provides bike and pedestrian access to the La Jolla Library and LJ Recreation Center from LJ High School and The Bishop's School.

19. Hillside Dr., between Castellana & Via Siena: Hillside Drive is a rush-hour cut-through alternative to Torrey Pines between La Jolla Village and the I-5, via Soledad Road and Via Capri. Although Via Capri has posted weight limits, hillside does not. Hillside has 7 active construction projects that routinely block the street with heavy vehicles and illegal parking. Poor construction management practices and non-existent "no parking" enforcement often turn Hillside's 18 ft. ROW into a one-lane street. The street's substandard design includes no shoulders, curbs, or drainage system, steep grades and tight radius curves with inadequate sight lines. The paving is in poor repair. Recent patching will not endure with the continual traffic stream and heavy vehicles currently using the road. According to the City's Traffic Division, Hillside will never be widened to it's 40 ft. ROW.

Hillside is also a popular bicycling & pedestrian recreational facility. The features that make the road a tortuous driving experience also make it a challenging workout for serious hikers and bicyclists. It accesses trails in the Mt. Soldead Open Space and the Mt. Soledad Cross via Upper Hillside. In linking these two green spaces, loop routes can be linked to quieter neighborhood streets for the extended outdoor exercise experiences envisioned in the new Master Parks Plan. Closing the street to through traffic during the summer construction season can improve safety, speed project delivery and test Hillside as a future recreational asset for hikers and bicyclists.