

## **CAMPUS/COMMUNITY PLANNING COMMITTEE**

### **Minutes of August 19, 2021 Meeting**

#### **PRESENT**

Michelle Bui  
Tara Cameron  
Jorge Cortes  
Bob Frazier  
John Hughes  
Jeff Kaplan  
Francisco Salinas  
Marlene Shaver  
Frank Silva

#### **ABSENT**

Zac Bradt  
Tawnee Gomez  
Janis Jenkins  
Joshua Kohn  
Stephen Dow  
Tarik Benmarhnia  
Ken Hall  
Susan Taylor  
Cristy Winter

#### **CAMPUS PLANNING STAFF**

Robert Clossin  
Anu Delouri  
Rae Hartigan  
Ginger Stout

#### **GUESTS/CONSULTANTS**

Vikki Cutri, SIO  
Walter Kanzler, CPM  
Roberto Meza, UCPD  
Gregory Murphy, UCPD  
Aidan Lin, Undergraduate  
Andy Wiese, University Community Member  
Chris Nielsen, University Community Member  
Phillip Belzeski, Graduate Student  
Bryan Hooks, Facilities Management  
Josh Kavanagh, Transportation Services  
Jason Kayne, Facilities Management  
Ji Song, Nano-technology  
Ximena Garcia Arceo, Graduate Student  
Katie Witherspoon, City of San Diego

#### **BUSINESS ITEM: APPROVAL OF MEETING MINUTES**

The minutes from the May 20th, 2021 meeting were unanimously approved without further comment.

## **BUSINESS ITEM – UNIVERSITY COMMUNITY PLAN UPDATE (Katie Witherspoon)**

Anu Delouri introduced Katie Witherspoon, Senior Planner with the City of San Diego. Witherspoon shared that the City of San Diego is updating the 1987 University Community Plan. The original Community Plan was written in 1959 and a digital version is available. UC San Diego, excluding Scripps, is within the “boundary” of the University Community (UC) and is the second largest employer in the City. Through the Community Plan Update process, an updated vision will be established along with an analysis of land uses and changes in demographics. The Plan Update is being socialized and informed through ongoing community outreach. Public meetings are held the 3<sup>rd</sup> Tuesday of the month and the Plan Documents and meeting information can be found here: [www.planuniversity.org/materials](http://www.planuniversity.org/materials). The City held a forum on land use and economic prosperity and goals were drafted for open space, and conservation. Concepts for urban design and land uses for each of the 5 City focus areas are being drafted. An ‘Online Community Engagement Tool’ will launch in September to help gather input and provide a convenient way for community members to share their thoughts on the ongoing Plan Update. A town hall directed at students will be performed by the City. A draft of the Plan will be available for discussion in spring/summer of 2022, a revised draft in late summer, hearings in late 2022, and a final draft is expected in 2023.

Robert Clossin appreciates the student town hall and the drive to include more of the Campus community voices in the Plan Update. UC San Diego has been involved in reviewing the Plan Update as many students and staff and faculty live within the University Community Plan boundaries.

Delouri stated the University is within the University Community boundary but has its own land use and purview.

Andy Wiese is a resident of University Community and thanked the UC San Diego community who have thus far been engaged in the Plan Update. All are welcome to attend the public meetings. Improved bike and pedestrian connections along the eastern edge of campus increase safety for everyone. A safer crossing at Regents Road would help draw the UC San Diego community into University Community. Wiese would like to see enhancements at the Regents Road interface area to better connect with Campus. The University Community Planning Group has worked to increase bike connections throughout the area, including the Coastal Rail Trail connections. Increases to the height limits of buildings would aid in creating additional available housing but would require coordination with the City. He suggests increasing the amount of affordable housing within the Plan area would be of value for the Community and the Campus.

Clossin appreciated Wiese’s comments and shared that UC San Diego wants to be part of the solution regarding increase housing supply, displayed through the increase in housing on campus via the 2018 LRDP.

Chris Nielsen stated the interface between the Campus and the Community is important and requested as much scrutiny on the Plan Update as possible.

Clossin shared with the Committee the importance of participating in the Plan Update review as it’s a huge opportunity to provide input on how the University Community develops over the next decades.

Katie Witherspoon thanked Nielsen and Wiese for their participation and involvement in the Plan Update.

Aidan Lin thanked everyone and expressed his appreciation with being part of the process. Students have been overlooked historically yet struggle with finding affordable housing in the community. He's hopeful the Community Plan Update will account for additional student housing.

### **BUSINESS ITEM: ROAD NAME UPDATES (Robert Clossin)**

Clossin informed the Committee how construction can necessitate updating road names through development of new colleges and campus districts. Additionally, increasing efforts to improve wayfinding and creation of a more navigable campus lends itself to creating a more common sense wayfinding system through renaming of major roadways. Names are typically determined by geography, history, and accomplishments of the University. A focus on first time students and patient experiences and clarity for emergency access lend to the need for road name updates. An ongoing building addressing system is in progress which identified inconsistencies in naming conventions. RMP has worked closely with Emergency Services, Police Dispatch, EH&S, Delivery & Logistics, Transportation Services, and other campus stakeholders to identify department needs and ensure consistency across systems.

Eight major road name changes will help clarify wayfinding around campus. In North Campus, near Seventh College and across from the Gliderport, the change includes 'North Point Drive' to a continuation of 'Hopkins Drive'. Currently a non-descript intersection changes the name, but this allows for consistency of the road name. This will change the name of this campus entrance off North Torrey Pines Road.

The road segment that is currently nameless and runs between Seventh College and Rady School will now be an extension of 'North Point Lane' that extends north towards the Spanos Facility.

'Muir College Drive' is being renamed to 'Exploration Drive'. This entrance no longer directly connects to Muir College and the name made more sense in the past when the parking lots entered Muir.

Revelle College is experiencing changes with the addition of Theatre District Living and Learning Neighborhood to the south, which includes 2,000 beds and will become Eighth College. A change from 'Revelle College Drive' to 'Theatre District Drive' makes sense since the entrance and roadway go through the heart of the Theatre District. The roadway connects to Gilman Drive on the east side and will maintain the new name throughout. The section of road that enters off North Torrey Pines Road at the end of La Jolla Shores Road will become the new 'Revelle College Drive' since it enters into Revelle College. Scholars Drive South remains until it intersects the new 'Theatre District Drive' at the south end.

Along Interstate 5, Gilman Drive used to curve north and loop around to connect to Voigt Drive. With the creation of the Gilman Bridge, and intersection was created, splitting 'Gilman Drive' into two sections. The segment running north/south along I-5 will now be 'Pepper Canyon Drive'. The road segment is geographically next to Pepper Canyon. What is now called 'Pepper Canyon Lane' is being renamed to 'Innovation Lane' to avoid confusion. Gilman Drive continues across the bridge to Medical Center Drive on East Campus.

A section of Voigt Drive on East Campus is being renamed to 'Athena Circle' since it is already connected to the existing Athena Circle and Campus Point Drive has been realigned. Athena Circle loops through the Science Research Park. Eventually, this renamed segment of roadway will be removed with future projects.

Bryan Hooks inquired if 'Pepper Canyon Drive' continues north and changes 'Greenhouse Lane'. It does not.

Bob Frazier mentioned he recently worked with Google to get their map updated and it was a complicated process. Consideration for UPS and FedEx deliveries should be considered. South Miramar Street in Mesa Housing has an incorrect name along Regents Road. Crossin explained that Regents Road is a City street and coordination between Campus and the City needs to occur to update the road names along North Torrey Pines Road also. 'South Miramar Street' name change on the road sign can be included at that time.

Marlene Shaver asked if buildings will have addresses placed on them. Yes, buildings will be numbered over time since it's a large undertaking.

John Hughes applauded the effort for street name changes and building addressing. He wondered why Campus Point Drive was chosen instead of Voigt Drive for the realignment. Campus Point Drive is maintained on the north side of Genesee Avenue, and buildings within the Medical Center are already addressed off of Campus Point.

**BUSINESS ITEM: GILMAN DRIVE CORRIDOR QUICK BUILD (Ginger Stout)**

Ginger Stout introduced the project explaining that prior to the COVID pandemic Campus Planning and Transportation Services discussed options to improve bike and pedestrian paths along Gilman Drive. With the campus Return to Learn push, there is a renewed emphasis on safe mobility options along Gilman Drive, not only for bike and pedestrian, but cars and shuttles as well. Additionally, the Chancellor's directive to increase pedestrian connectivity on campus was an impetus to determine improved mobility options that could be incorporated before students return for fall term. Campus Planning and Transportation Services worked with Kimley Horn and Associates to identify a 'quick-build' solution for increasing safety and providing mobility options. Stout emphasized the Quick Build options are not permanent.

Stout oriented the committee to the project location. The limit of work includes Gilman Drive, between La Jolla Village Drive on the south and Voigt Drive on the north. The location is a major circulation corridor on campus. The team worked in collaboration with the Health Sciences West Planning Study team to incorporate safe options and consider connections between HSW and neighboring campus areas.

The Quick Build consists of delineators, LED stop signs, bike signal heads, vehicle lane restriping and a two-way cycle track along the majority of the south and east side of the Gilman Drive median. The project is a low-cost implementable concept that utilizes the existing roadway widths. This length of Gilman is the on-Campus section of the Coastal Rail Trail (CRT) and a 2-way cycle track improves connections between the north and south segments of the CRT. The 2-way cycle track will reduce north and eastbound vehicle traffic to one lane. South and westbound vehicle traffic will remain two lanes to accommodate the larger traffic loads recorded during traffic studies.

Stout shared the existing conditions, comprised of areas of sharrows, and separated bike lanes in some areas including where buses and shuttles cross over the bike lane near the Gilman Transit Center.

Throughout the corridor Study, the concepts were endorsed by the Micromobility Advisory Group and the Transportation Advisory Committee.

The anticipated start date for construction is in September.

Manu Agni inquired if all intersections will have bike signals. Only intersections where signals already exist will add a bike phase.

Josh Kavanagh stated signage will be included to alert users about what to expect for both vehicles and bicycles. Cycle track entrances may not be as intuitive to enter and exit for cyclists, but provide a safer ride space and less vehicle conflict areas.

Bryan Hooks wondered if emergency vehicles (EV) would be limited in access due to the north/east side of Gilman being only 1 lane for vehicles. Kavanagh explained this direction is not the preferred emergency vehicle route and EV's are able to drive over delineators with no issue. Transportation Services is upgrading on campus traffic signals to be automated for EV and transit preference.

Chris Nielsen appreciates the plan and the thought that went into it. He also appreciates the slower 20mph campus speed limit. Nielsen expressed concern for the continued use of sharrows. Kavanagh explained the sharrow is only used on the downhill side of Pepper Canyon Drive, from Voigt to the Gilman Bridge. Faster speeds for bikes on the downhill make sharrows safer in a shared condition.

Kavanagh shared the 2-way cycle track drops to the south side of Gilman along the segment between Villa La Jolla and the Gilman Bridge. This allows for easier connections for bikes to the Mesa bike/ped bridge on the south side.

John Hughes thanked the team for including students via the TAC and was glad to hear of students supporting the project. Hughes expressed concern for cyclist safety at intersections, with cross traffic not expecting bikes in the center of the roadway. He inquired if this was a safe condition to implement. Kavanagh explained there is no such thing as 100-percent 'safe infrastructure', but this is a safer condition than existing. Transportation Services is committed to making the campus safer.

Gregory Murphy explained the three E's of traffic: Education, Engineering, and Enforcement. He is curious about the intended education campaign. This cycle track will be something new and Murphy advocates for a robust education program to socialize and educate vehicle drivers and cyclists. Kavanagh expressed Transportation Services will utilize its expanded social media presence for socialization, email blasts regarding changes, and the concepts will be featured on campus websites. He expressed the need for an additional 'E', which is 'Encouragement' of increasing ridership within the new infrastructure which inherently makes it safer.

Clossin inquired about the timeframe for implementation. Pepper Canyon Drive will be first, along with another cycle track project being implemented along Hopkins Drive and both are anticipated to be completed early in the quarter. Gilman Drive is anticipated to be implemented by the time the LRT opens on November 21.

Walt Kanzler shared his admiration for the clearly thought-through concept. He appreciated the consideration for using intersections as separators for bikes and vehicles rather than the sides of the road. Gilman Transit Corridor can be challenging to ride through. This appears to be a safer solution.

Kavanagh shared that LLG did a peer review of the Kimley Horn designs and suggested some improvements that are being taken into consideration.

Bryan Hooks wanted to ensure the OSC comments were captured. OSC comments included the following:

1. Vehicle and bicycle conflicts - The Committee appreciated the efforts to provide additional bicycle access but expressed concern the proposed center cycle track may confuse drivers leading to collisions between vehicles and cyclists.
2. Communication - The Committee asked what efforts are being done to socialize the project to the campus community and encouraged the team to increase socialization before implementation.
3. Signage/Wayfinding - The Committee suggested the team install signage/wayfinding, primarily for drivers, prior to implementation.

Hooks stated he had concerns regarding the aesthetics of the delineators running the length of the roadway and the potential signage pollution with the project. Kavanagh explained the delineators will be a standard spacing, and stated campus speed limits will be posted only on the edges of campus and stencils will be placed on the pavement, which will reduce the number of signs needed along the roadways.

Hughes asked about the connections to the Coast Rail Trail at the south end and if the Campus was working with the City to make improvements. Rae Hartigan shared that she had presented at the last C/CPC meeting and will share the presentation with Hughes.

Tara Cameron suggested a virtual reality scenario be created so users could experience what it would be like to use the bike lanes or the vehicle lanes in this situation. Clossin shared this was done in plan view for East Campus.

This item concluded the meeting.

Respectfully Submitted,



Ginger Stout  
Associate Planner