

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: March 16, 2022

Due to the COVID-19 public health emergency, LJ&T meetings are being held temporarily as online Zoom video/voice teleconferences.

Members Present: Brian Earley (Chairperson) LJSA, Dave Abrams (Vice Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA, Natalie Aguirre LJVMA, Bill Podway LJVMA

Members Absent: Nancy Warwick LJTC

Approve Minutes of February 16, 2022: Brady, Second: Ryan Unanimous Approval

Public Comments:

Ira Parker: Referenced a previous Motion the Board passed regarding a Roundabout at Fay and Nautilus as part of Trace Wilson's Nautilus St Beautification:

July 21, 2021, Meeting Agenda Item 3: Nautilus Street Beautification Idea's (Cont'd Item)- Further Discussion and Possible endorsement on the Proposal for Nautilus from LJ High School to Muirlands Drive (Trace Wilson) Action Item. At the June 16, 2021, Meeting Agenda Item 3 Nautilus Street Beautification Ideas: Trace presented his plans for the beautification of Nautilus Street. The Board and the audience who heard his presentation were all in favor of his plans. The Agenda Item was a Discussion Only Item and now is being heard as an Action Item. Trace proposes a Roundabout at Nautilus and Fay to reduce visual clutter and slow/ calm traffic as well as making improvements to the public right of way. Motion to Endorse the Concept for Nautilus Street Beautification from LJ High School to Muirlands Drive.

Ira presented eight potential issues with the Roundabout at Fay at Nautilus that must be addressed by the Board when considering approving even a conceptual plan: Roundabouts function to enhance traffic flow and not to promote pedestrian safety- students and other pedestrians will be at increased risk regarding crossing the intersection within the roundabout- middle school students will be exposed to significant risk when crossing to the high school for swim classes and other classes at the Coggan Pool- it is his understanding the City Fire Dept will be opposed to its proposed placement- neither the middle school or the fire dept have been contacted regarding this proposal- the existing pedestrian safety and traffic flow of the Fay- Nautilus intersection represents an optimal situation for pedestrian safety, public safety and traffic flow with dedicated crossing signals, traffic lights and turn lanes resulting in optimal traffic flow in all directions- in a time of limited resources and funding ripping out a perfect working system to install a less beneficial and less safe system is ridiculous and a waste of precious time and money- replacing a well- designed and highly functioning intersection with a poorly functioning roundabout for the sake of beautification has little merit. He hopes the

Board takes these issues into consideration before giving full commitment and approval to any future proposals for it.

Sally Miller- lives off Nautilus and agrees with Ira. She remembers the Board voting to approve the concept because she spoke against it at that Meeting. It will be a big safety issue right at the School. She personally dislikes them and she avoids Bird Rock because of them.

Mike McCormick -what is this Boards participation in San Diego's Vision Zero- zero traffic deaths by a certain year because we have had a couple of them in the last few months. He has publicly commented at this Board about the problematic intersection of La Jolla Farms Rd at La Jolla Shores Drive and he has not heard anything about that, he brought up UCSD and the problem with Bicyclists going through from Torrey Pines and he has not seen anything about this issue from this organization, he has brought up pedestrian traffic problems that he feels should be addressed on La Jolla Shores Dr coming down from the tennis courts through to Scripps, he also brought up the new California State Law AB 43 that allows us to account for pedestrians and bicyclists in regards to speed limits so we can get down to 15-25 mph in certain zones. He sent Brian a link to an article that the federal highway board is saying that they are going to start allocating funds based on how pedestrians and bicyclists are going to be accommodated on our streets. Our mentality on our streets is that cars are king. He does not see a lot of speeders in downtown La Jolla however he sees many speeders between La Jolla Shores Drive and the Beach. This Board will do well to consider using speed limits and better signage for how the streets are shared in addressing these problems. He just wants to make sure these issues are on the table because we are impacted by them.

Brian responded that the City is looking at AB 43 and how they are going to implement that in a Reply to both him and Mike. He will follow up with Mike on some of his bullet points because there are a few things he brought up that we can bring to the attention of the community.

Veronica Shaw- piggybacking on the speeding issues. She has been working with Brian on a speed survey done on Cardeno. There are speed limits and stop signs that are ignored. Her son informed her that speed limits are merely suggestions and as far as stop signs go- no cop no stop. There is a 4-way stop at Cardeno and La Jolla Alta that no one stops for so she believes her son is right; not even bicyclists stop at them. She feels like she is spinning wheels because of all the bureaucracy that is going on. She asked Brian what should she do now, where does she go from here. Her brother was in a car accident that was written up in the La Jolla Light and she is trying to slow down the speeds on Cardeno, unfortunately, Cardeno is considered a feeder street and traffic calming measures are restricted on feeder streets. Enforcement would be key to the speeding issues on Cardeno but there are few Police Officers to enforce it. Brian asked her to stay in contact with him.

Suzanne Baracchini- did Trace give his presentation yet. She lives on Nautilus and there are tremendous speeding problems on Nautilus from La Jolla Blvd down to Neptune. Cars are parked back-to-back all the way down the street with cars driving 60-80 mph in between them.

One minivan crashed, ricocheted off a car, and slid down the street on its roof. She would like to hear any traffic calming measures Trace can give to that area.

Catharine Douglass- SDPD Northern has quite a few Officers out looking at traffic situations much more than we have had in the past. She advised Veronica to email our community relations officer Jessica Thrift. She put Officer Thrift's email address in the chat box for Veronica to contact her. Brian offered to contact Officer Thrift and ask her to come to a Meeting as a special guest in the next few months.

Trace Wilson- responding to Ira and Sally. The whole reason he floats conceptual plans right now is to gain critical insight from the community and that is what they are doing. Nothing is set in stone. They are trying to create an overall system for the whole of La Jolla from UCSD to Turquoise and the I5 to the ocean. Their comments are really important to him. He is in that intersection every day dropping off and picking up and he grew up on Aranda so he knows the issues.

Chairperson Report: Brian ceded his time to Bill Podway; our new Board member representing the La Jolla Village Merchants Assn. Bill has been living in La Jolla for twenty- four years. He is a Retired Retail Executive. He grew up in Miami and went to School in Philadelphia so he is very familiar with the I5 I 95 corridor and the I10 interstate system from living five years in Chicago. He has a good background in the traffic and transportation system. His goal on this committee is to make La Jolla a safer place with better access for residents, tourists, and everyone else coming into the community. He started volunteering for the Merchants Assn after he retired. He currently serves as Treasurer for the Coastal Access and Parking Board with Dave; he represents the Merchants on the PDO committee and he represents them on the Marketing committee. He is in the community every day walking up and down village streets and he is concerned about its safety. As we head into Spring Break and the Summer months more and more people will be coming into the community so it is a cause for concern. He welcomes being on the Board to take part in it.

Agenda Item 1. Draft Streetscape Enhancement Plan – Prepared by the Ad Hoc LJCPA Village Visioning Committee, the plan assesses how to improve the traffic flow, parking availability, sidewalk comfort, street tree coordination and overall aesthetics of the public right of way in La Jolla. (Trace Wilson, Materia) - **Discussion Item**

Trace is representing the LJCPA ad-hoc Village Visioning Committee. Trace made it clear he is presenting this plan just to obtain community census; nothing is set in stone. The idea is to really take all of La Jolla as a master plan and bring all these incremental ideas for traffic and transportation and beautification and bring it into essentially one document that we can plan into the future: Cliffridge Fields Master Plan, Entry Signage Monumentation at L.J. Parkway and Bird Rock, Village Streetscape Enhancement, Cultural District Enhancement Plan, La Jolla Rec Ctr Renovation & Site Plan, La Jolla Tennis Club Masterplan & Clubhouse, Vacation of Cuvier Street, Corridors Enhancement - Torrey Pines, Pearl Street, La Jolla Blvd and Nautilus Street, The Windansea Node, Bike Path Renovation, Skate Park location, Mira Monte Raised Median,

Bird Rock Raised Median, Turquoise Raised Median, Soledad via Capri connection. This master plan they are creating will be a long-term vision plan spanning fifty years from now. The master plan includes smart and non-trendy streetscape improvements throughout La Jolla involving medians, crosswalks, bulb-outs, midblock crossings, traffic-calming devices and if we can- diagonal parking. We could increase parking by almost 30% if we switched to all diagonal parking where we can.

There are fourteen streets that surround the village and the visioning committee is looking at each one to give each street an attitude, identity, and street scape plan: Prospect, Ivanhoe, Herschel, Girard, Wall, Fay, Eads, Draper, Silverado, Kline, Pearl, Nautilus, L J Blvd, Torrey Pines Rd. Their notion is that La Jolla is quite underdeveloped, we have a lot of vacant parking lots and as we look into the macro future of shared transportation, multimodal opportunities and ideas, the need for a better mix of housing to keep people living, working, and driving in and to the village become important.

They digitally modeled the entire Village and used various streetscape trees to create an identity for each street. The plan would give streets in the Village their own trees, identity and character which will help in finding one's way around like a wayfinding device so people would see a Tree and know what street they were on.

Visioning Committee Approach: Goals, History, Precedent & Inspiration- Santa Barbara, Carmel, San Clemente, Solana Beach, Encinitas, Little Italy, Village Analysis and Research, Master Plan, Street Sections, Heights & Density, Catalytic Projects- Urban linkages, Wall Street Plaza, Arcade Crossing, Rec Ctr, Urban Parks, Windansea, Wayfinding, Urban Furniture-Planters, Benches, Hanging Baskets, Trash Cans, Lighting, Street Banners, Seasonal Décor, Public Art & Murals, Movement & Traffic -Bike Lanes & Travel, Funding Sources.

Diane and members of the Visioning Committee are looking at various funding sources- city projects list working into the ten- year capital plan, federal infrastructure bills, state and federal grants, climate change grants, urban canopy funds, MAD new or existing, private donations, Enhance La Jolla, La Jolla Community Foundation.

Natalie – was looking at the plans for Girard and commented on the proposed trees for the street. The taller trees she saw in the plans would not be a problem but the smaller trees seem to be covering store frontage and that would be a problem for her. When drivers are driving down Girard they are looking for Stores and they need to be able to see the signage. The smaller trees blocking the store frontage would be a No for her. Trace agreed that they need to look at specific views; no one wants to block views so they need to think about height and the nature of the street for any kind of tree that they plan.

Catharine Douglass- is closing off Wall Street and making it all pedestrian still an idea. Trace responded it is just an idea he is floating out to the public. He reiterated everything is conceptual, nothing is going to happen today. Catharine noted that Wall St is a major cross over street and closing down even a small section of it would push traffic onto Prospect and

Silverado which cannot handle more traffic. Trace agrees you have to be very careful closing down an urban grid because it can lead to problems elsewhere.

Ira Parker- on Pearl Street is there going to be one lane of traffic in each direction heading toward La Jolla Blvd. Trace responded the left turns on Pearl Street are extremely difficult and parallel parking is very dangerous. It is a struggle figuring out how to keep parking in front of the businesses and keep the traffic flowing but remove the need for left turn lanes. His idea would be to make Pearl one lane with parking with a collector median and roundabouts on the side streets. Ira is concerned that Pearl Street is a very busy street even with two lanes and making it one lane would push traffic into residential streets. Trace agrees they need to look at that from a traffic engineering standpoint.

Trace- pointed out that at 8:15am streets are already jammed at the school clusters: La Jolla High, Muirlands, Gillespie, LIES and Bishops. Windnsea is jammed at Nautilus and backed up to Palomar and Fay is jammed at Genter and Nautilus and most everyone is already taking side streets to avoid the jams. Ira stressed that residential neighborhoods need to be protected.

Brian-what is the next step for La Jolla. Where is the visioning committee going from here. Trace responded this is all ad-hoc pro bono work. When they have an idea they put it out to the community and then it goes into the master plan. They have met with Council Member LaCava's Office and Toni Atkins Office, Scott Peters, and others to enlist their help in championing this effort but they need a master plan first. There is private funding available but this is public infrastructure that should have public funding. Before the city goes to just repaving, we need to reallocate the right of ways the way we want them so they work properly deep into the future.

Jacob Mandel- it does not seem like this plan complies with the city's long- term goals of reducing vehicle miles traveled. The 30% increase in parking spaces generated from the plan would increase traffic in the village and it seems like there is not a whole lot of bike and bus infrastructure presented as part of the master plan. He asked Trace to address some of those concerns and how will they encourage cycling and transportation ridership in the Village. Trace responded he is assuming the bike lanes remain but are improved, the bus lines would remain the same and hopefully be improved. He considers this an important overlay but they want to understand where they are going with multimodal transportation first. He does not believe his small children will be driving cars when they are older, they may be on electric bikes. He would love to bring the kids back into a safe walking environment; the environment he grew up with in La Jolla. That is on the top of their mindset; but right now they are dealing with the nuts and bolts of physical structures. Trace reassured that they will be looking at that at some point in the future.

Sally Miller- has lived in town for over fifty- five years and she and her husband are no longer able to walk. She asked Trace to please make sure the village will be accessible to the handicapped. It is very important that the handicapped be able to access the town easily with parking and access to the downtown.

Diane Kane- President of La Jolla Community Planning Assn wants to build on Brians question of what the next step is. They have an incredible committee of very skilled volunteers who have been meeting weekly for the past 18 months to develop this plan. They have been taking pieces of it and putting it out for community reaction. They have now put it all together but this is not the final plan. This is like a draft plan. She wants to assure everyone that as they get into the nitty gritty such as adding bicycle facilities, adding mini mobility features, adding ADA access, they will definitely be coming back to the community. They are planning to host a community wide charrette in a few months; maybe down the Rec Ctr when it opens up again. They will take everyone's comments and add them in. They are going to continue to refine it; this is a 20–30-year plan, nothing is going to happen tomorrow but we have to be united on this and we have to push for it because if we do not, we are not going to get anything. Nothing has happened in this town for decades because we have had people shooting down good ideas. The community needs to tell them what they want, it will be included in the plans, and then unite behind them to push for this to happen. We deserve our fair share of funding.

Agenda Item 2. Traffic Calming and Repair of Via Capri – Recent and long-standing deterioration of Via Capri has been a concern for many residents and motorists for is busy route to Hidden Valley Road, Torrey Pines Road, and La Jolla Parkway. Measures to improve and scheduled work by SDGE to be discussed. (Sven Zabka) - **Discussion Item**

Sven Zabka- his objective is to create a thoroughfare that is safe for everyone that travels it by limiting the speed of traffic to the speed for which Via Capri was designed to handle by civil engineers.

Sven noted speeding vehicles have made the road dangerous for motorists and pedestrians and added that the city paid \$1.32m to the daughters of a man who died in 2020 from injuries suffered when his motorcycle hit a pothole and crashed on Via Capri. The excessive speeds ranging from 35 to 60 mph makes the conditions on via Capri perilous; they are causing daily near misses, road rage, heavy tailgating, inability to safely pull out of driveways, mailboxes being taken out by cars, no refuge for pedestrians, and cars being launched into residents' yards. Adding traffic calming measures now as part of the La Jolla Underground Cable Project has the benefit of leveraging funds already available for use as part of the SDGE Project.

Residents of Via Capri have worked with a local civil engineer who designs roads and bridges for a prominent company in and around San Diego and California at large. They have arrived at the following recommendations to slow traffic: **Repave** via Capri entirely even the concrete sections; **Restripe** via Capri from 12.5' Lanes to 11' Lanes- the minimum width permitted and add buffered bike lanes which have the added benefit of increasing the shoulders to 9' for ease in backing out of driveways; **Add** low profile humps to slow traffic to 25 mph with pass throughs for fire engines; **Install** a traffic circle at the top of via Capri and another one at the intersection of Hidden Valley and via Capri; **Reduce** the maximum weight limit for trucks; **Repair** and add a Slow Down feature to the three existing traffic slowing signs.

They estimate the total incremental cost to the City for traffic calming measures to be \$177.5k- **Repaving** the black top of via Capri is already budgeted as part of the SDGE Project; **Repaving** the concrete of via Capri may also be budgeted as part of the SDGE Project; **Restriping** from 12.5' to 11' is an included cost as part of SDGE Project; **Striping** the buffered bike lanes would be an incremental cost of \$15k; **Adding** low profile humps is a cost of \$2.5k each (or 5 at a total cost of \$12.5k); **Installing** a traffic circle at the top of via Capri is already budgeted and listed on the CIP; **Installing** a second traffic circle at the Hidden Valley Intersection will cost \$150k; **Reducing** the maximum weight limit for trucks is a nominal cost for signage; **Repairing** existing slowing traffic signs and adding the Slow Down feature is budgeted maintenance.

The Civil Engineer believes adding bike lanes without speed humps will do nothing to reduce speeds and would only increase danger to bikers, pedestrians, and residents exiting their driveways. These recommended traffic calming measures are the best option because they are fast and easy to implement. The incremental cost of \$177,500k is significantly lower than having to pay \$1.32 million dollars to settle a wrongful death claim.

Trace Wilson- have the Utilities actually agreed to repave via Capri, upper Scenic, and Nautilus curb to curb. Sven responded his understanding is yes. He saw the black top portions included in the CIP and the majority of via Capri is black top. He does not know about the other streets. Trace heard that they are only required to repave the trenching that they have done and in fact they just finished restriping the trenching. He asked Steve Hadley to clarify.

Steve Hadley- thanked Sven for bringing a whole list of options for via Capri. The Council Office will support whatever measures this Board decides. He has been working with SDGE because they were supposed to come out and start trenching two days ago. They are hoping to get the lower part of via Capri by Hidden Valley trenching work done before Memorial Day when the summer moratorium takes effect. He will ask SDGE what they are required to do and what they are going to do for the paving. It is not a capital improvements project; it comes from a street repaving list, there are many pages of streets on this list and via Capri is on it. Their concern is for the concrete portion of via Capri. They are working to ensure the concrete sections get completely redone and not just throwing down concrete where they dug the trench. Steve pointed out there will be traffic calming at least for the next two months. Sven does not want beautifully repaved black top if there are no traffic calming measures in place.

Brian received an email from Bernadette Butkiewicz, Public Affairs Manager for SDGE responding to Brians inquiry about SDGE restoration of via Capri. She stated that they are not required to perform restoration curb to curb but are required to restore the full width of the concrete panel which will address much of the concerns. She later emailed Brian and confirmed that Chris Vargus, Municipal Infrastructure Advisor Regional Public Affairs for San Diego Gas & Electric, will attend our April Meeting to talk about their role and community concerns on via Capri. In the interim Brian will work with Steve and Sven to determine how much the city can do from a traffic engineering standpoint regarding the bike lanes, speed humps, and also how much SDGE is going to take part in restoring via Capri.

Sven- it sounds like the blacktop is among the items on the city's' list and the concrete is on the list for SDGE. The additional paint for the bike lanes may be included as well. It comes down to the speed humps and the additional traffic circle at the intersection of Hidden Valley. It is a nominal cost compared to the cost of someone losing a life. He noted that speed humps are permitted to be installed; Via Capri is not a street where they are not permitted.

Diane Kane- a truck weight limit signs on via Capri would help Hillside and via Siena. She asked for eight No Trucks signs on Hillside but got one truck weight limit sign instead. If the truck weight limit was enforced on via Capri that will remove a lot of the signs she asked for Hillside and via Siena. It is a low-cost item that would help out Hillside as well.

Massoud Karimi- advised the Board that the last traffic study on via Capri was done 18 years ago and asked about the feasibility of having another traffic study done. It will require a petition from the community, without the collective petition the city will not be willing to spend any time or effort to do any major improvements on the corridor.

Steve- a traffic study measures volume and speed. It becomes the basis for the enforceable speed limit. It is not the posted speed limit but the speed of the eighty-five percentile that is what is enforceable. If the speed of the traffic is ten miles over the posted limit that becomes the enforceable speed.

Steve is going to be proactive and ask Traffic Engineering if LJT&T decides it wants to narrow the lane can they be prepared to work with SDGE. He is going to ask some questions in case we decide later on to narrow the lanes. IF SDGE is ready to restripe the lane and LJT&T has not yet voted to narrow it; it does not make sense to restripe if they can get to it ahead of time and narrow it at the same time. He will ask if this is possible.

Natalie- a lot of these problems is because that Bridge was not built. She consulted with a Bridge engineer from a major company who trained at UCSD. These Streets were never designed to handle this much traffic exiting La Jolla. It is one of two exits out of La Jolla so it would be a consideration to get that Bridge on the Books and she would support that. Also she reminded the Board of when the e-scooters first came out; vendors found a way to slow the speeds of the scooters in certain parts of the City and she is wondering if apple maps and google maps can utilize modern technology and turn drivers away from exiting La Jolla that way; not local residents needing to get on the 52, but maybe modern technology can be used as a form of traffic calming to keep other drivers from exiting that way.

Ross- Building that Bridge will be absolutely contraindicated if we are trying to slow down traffic on via Capri. We do not want to turn via Capri into a freeway unless someone is willing to cut through Mt Soledad the way it was originally intended which is clearly not going to happen. Asking for the Bridge when everyone is saying we need less traffic and slower traffic on via Capri does not make any sense at all.

Sven- he did look into the La Jolla Scenic South connection and it is not going to happen. It is part of the City's MSCP Planning area and it is untouchable. He resolved himself that he is not going to change the flow of traffic; he just wants to get it under control to where the speeds do not cause a risk to people using it; including his kids.

Agenda Item 3. La Jolla Christmas Parade and Holiday Festival – Temporary Street Closures and No Parking areas related to the 65th annual event on Sunday Dec 4, 2022.
(Rick Dagon, Ann Kerr) - **Action Item**

The Theme this year is Grand Ole Christmas and celebrates the history of La Jolla and its long-standing businesses and institutions such as Warwick's bookstore and the Athenaeum Music & Arts Library.

Ann introduced Rick Dagon and Cindy Kodema, Parade Volunteers. Ann mentioned that Rick will be leading the Parade into the next generation as she has had it for 25 years. Cindy is also in the Meeting and she is working on the permit process. For Cindy she is working on the other side of the permit process as she was formerly a Projects Manager for the City of San Diego Special Events and now she is a Parade Volunteer working on the permit process. Ann noted that nothing about the Parade has changed from the previous year. She showed the Board an email received from Brian asking her to address three questions: any issues last year coordinating with the public, city, or businesses: anything new this year that may address those issues, how can the community assist with making it a better event. Ann told the Board about an incident with the police dept who are hired by the Parade to maintain safety. Normally Motorcycle Officers set up on Kline at Silverado and Girard where the parade staging area is located but last year they got their signals mixed up. Ann had set up a canopy festival of lights exhibit for the Holiday Festival on Wall Street which the Officers took down and replaced them with a recruitment canopy resulting in a lot more congestion in that area. That was a first-time snag for them. Brian had asked how the community could assist and Ann responded with donations. The Parade is completely funded by donations and every dollar counts. It has been going on now for 65 years completely funded and managed by the community.

Rick Dagon-tow times are 9:30 and 11:30. The actual parade time is 1:30 to 3:00 but they need some streets to be cleared earlier for parade set up with the equestrian horses, floats, and bands lining up on Kline and funneling on to Girard. Ann strives for zero tows and one year they did have no tows but there is usually one or two cars that need to be towed. The Boy Scouts go around the night before and tape Read the Sign Flyers to the poles. The city puts out No Parking Signs down on the ground which can be missed by the driver but when they get out of their cars they can see Read the Sign Flyers. They have great gratitude for Troops 506 and 4 for doing that for them.

Rick went over the parade timeline. At 8:00 they close the parking lots for parade use. At 10:30 they close Herschel Ave from Torrey Pines to Silverado for parade assembly. At 11:30 the Holiday Festival opens. At 11:30 vehicles are towed along Prospect on the parade route and lots

at 7700 Girard and 7700 Draper. At the start of the parade the Holiday Festival closes. At 1:30 the parade steps off from Kline and Girard and proceeds to Draper. At 3:15 the parade ends, participants disperse, vehicles exit Prospect to La Jolla Blvd. Pedestrians return along Silverado. Floats drop off on Cuvier cul-de-sac and La Jolla Blvd. Bands reload on Prospect between Cuvier cul-de-sac and La Jolla Blvd. Equestrians return on Draper to Kline to Girard. Horse Trailers exit Girard to Torrey Pines. At 3:30 Street Sweepers begin cleaning along parade route; Ambulance departs; Equestrian Area cleaned. At 4:00 Streets are reopened.

Brian asked about the Flyers taped to Poles; they should contact Enhance La Jolla and let them know because Enhanced La Jolla is in charge of keeping La Jolla clean. Ann responded they use duct tape to keep the flyers attached to the poles so they don't fly off. They start putting them out on Friday and Saturday and then they are removed on Sunday as part of the parade clean up. Ann noted many Enhanced la Jolla members are also parade volunteers. Ann clarified that putting the Flyers on the poles to attract drivers' attention to the no parking signs on the ground came about because Nancy's customers from Warwick's were complaining to her that they were being ticketed because the no parking signs were low on the ground and they cannot see them. The Flyers have been working out really well.

Event Set Up Start: 8:00 am
Event Set Up End: 4:00pm
Event Dismantle: 3:30pm
Dismantle End Time: 4:00pm

Vehicles will be towed promptly at 9:30 am- parade staging area

Both sides of Ivanhoe between Ivanhoe East and Torrey Pines Rd.

Both sides of Girard between Torrey Pines and Kline.

Both sides of Kline between Ivanhoe and Fay.

Both sides of Herschel between Torrey Pines and Silverado.

Both sides of Torrey Pines between Herschel and Virginia Way

Vehicles will be towed promptly at 11:30 am- parade route

Both sides of Girard between Kline and Prospect.

Both sides of Prospect between Girard and La Jolla Blvd.

Both sides of Draper between Silverado and Kline.

Timeline

8:00 Close Parking Lots reserving areas for parade use

9:30 VEHICLES TOWED in Parade Assembly Areas

10:30 Herschel Avenue Closed from Torrey Pines to Silverado for Parade Assembly

10:30 Kline Street Closed between Ivanhoe and Girard for Fire Engines, Marching Units, and Bands

10:30 Girard Avenue from Torrey Pines to Kline Street closed

10:30 Floats begin arriving on Herschel

10:30 Info booth open
11:30 Holiday Festival Opens
11:30 Float Judges report
11:30 VEHICLES TOWED along Prospect on Parade Route, and lots at 7700 Girard and 7700 Draper
1:00 Holiday Festival Closes
11:45 Floats in place for judging
12:00 Floats judged 12:00 Scouts report for Banners at Kline and Girard
12:00 Kline from Girard to Drury Lane closed 12:00 Marching Units arrive
12:00 Bands and ROTC units arrive
12:00 VIP Pre-parade area ready for welcoming VIPs
12:15 Judges Finish – report Float Award results
12:30 VIP Vehicles arrive at US Bank Parking Lot 12:30 Miscellaneous vehicles arrive Drury Lane
12:30 All streets on Parade Map closed 12:30 Marshals and VIPs arrive 12:30 ADA Seating Area setup on Girard 12:30 Info Booth closed
12:45 Presentation of Float Awards
1:00 Festival Entertainment Ends
1:00 Scouts distribute programs along parade route
1:00 Ambulance positioned at Silverado between Girard and Alley behind Chase
1:30 Parade Steps Off from Kline and Girard and proceeds to Draper
3:15 Parade Ends – participants disperse – vehicles exit Prospect to La Jolla Blvd
3:15 Pedestrians return along Silverado. Floats drop off on Cuvier cul-de-sac and La Jolla Blvd. Bands reload on Prospect between Cuvier cul-de-sac and La Jolla Blvd. Equestrians return on Draper to Kline to Girard. Horse Trailers exit Girard to Torrey Pines
3:30 Street Sweepers clean along parade route; Ambulance departs; Equestrian Area cleaned
4:00 Streets Open Barricades, Traffic Cones & Sign, removed, STREETS ALL CLEAR

Motion to Approve the La Jolla Christmas Parade and Holiday Festival Temporary Street Closures and No Parking areas related to the 65th event on December 4, 2022: Brady, Second: Podway 9-0-0

Agenda Item 4. Indian Wedding Baraat (Procession) – Temporary Street Closures for Saturday, June 25th starting at the intersection of Girard Ave & Coast Blvd and will end at the main entrance of La Jolla Cove Hotel (on Coast Blvd). The event is a cultural (Indian) wedding ceremony with event time at two (2) hours. (Meenakshi Jain, Minx Events) **Action Item**

The Event will be part of a cultural (Indian) wedding ceremony, which will be celebrated at La Jolla Cove Hotel on June 25 2022. The event consists of a groom's procession into the wedding ceremony. The procession signifies an age-old tradition of the groom who would travel an average of five to seven days to get married to his bride and take her to his home.

Their event (*Baraat*) will be condensed into *two hours* of dancing and celebration of the groom's family. Another aspect of the event is how the groom will arrive. To keep the tradition alive, they have decided that the groom will arrive by horse. All waste management guidelines

will be implemented and followed. The trajectory of the procession will start at the intersection of Girard & Coast Blvd. and will end at the main entrance of La Jolla Cove Hotel (on Coast Blvd).

Meenakshi Jain of Minx Events clarifies their Baraat will need one street closure, both lanes, travelling in a west to east direction on Coast Blvd and ending at La Jolla Cove Hotel & Suites.

June 25, 2022

TIMELINE

SET-UP START TIME 9:00 AM

SET-UP END TIME 9:15 AM

EVENT START TIME 9:40 AM

EVENT END TIME 10:30 AM

DISMANTLE START TIME 10:30 AM

DISMANTLE END TIME .10:45 AM

ALLOTTED TIME

TOTAL SET-UP START TIME ...15 MINUTES

TOTAL DISMANTLE TIME...15 MINUTES TOTAL

EVENT TIME 2 HOURS

Brian asked who will put out the No Parking Signs and Ms. Jain responded that she would be responsible for doing that but she does not know the protocol. She is asking the Board for clarification; when are the No Parking signs put out. Patrick noted that it would be on the police permit but he believes it is 72 hours before the event. Her next question to the Board is how many signs she needs to rent from the Company. She would be placing them in a west to east direction but how many does she need to rent. Dave noted the City usually directs what is required in terms of when they are placed where they are placed and how many should be placed. Dave advised Ms. Jain to contact Ann Kerr and Cindy Kodema who are on this Call and know the drill in terms on No Parking Signage.

Ross- is in favor of this Event because it has gotten this far but he has concerns. She will have to close off Coast Blvd from Prospect Street all the way down to the intersection with Girard otherwise it will be a mess with the traffic. Ross is assuming we will now be approving two of these events in two months; how many of these events should we have in La Jolla on busy touristy days in the Summer. He can see a proliferation of these events to the point where everyone will be extremely unhappy. How many of these events should be approved. He is feeling sorry for drivers who will be going down Coast Blvd from Prospect heading to the Cove because they will not be able to go.

Natalie-agrees with Ross. If she were at last Month's Meeting, she would have probably voted down that Baraat because it was on Memorial Day weekend. This Baraat will also be on a busy June weekend at a time when employees will be coming to work who support the village businesses and will not be anticipating a street closure. If we approve this today there has to be proper communication with the restaurants and retailers so employees know what is going on.

She also wants a traffic officer at that corner of Girard and Coast for drivers who are expecting to be able to make that turn to go down to the Cove.

Brian asked Ms. Jain will there be a police presence. Ms. Jain responded yes but does she have to reach out to the SDPD or is that something the city connects her with. Natalie responded yes she does because it is part of the permitting process. The last Baraat has seven police officers.

Brian asked Ms. Jain if she would be open to posting Flyers on the Poles alerting people to her event much like the Parade does it with the No Parking signs on the ground and Flyers on the Poles. Ms. Jain responded she would do that.

Tom asked where Ms. Jain is in the permitting process and did she submit the application to the Board. Brian responded that we do not have the application. Ms. Jain responded the application is under review. Tom believes that Ms. Jain does not really know all that will be required of her for this process and we should defer from voting on this until we have a completed application. She has not been able to answer board questions and she had a lot of her own questions that would have been answered from the permit process. Closing down Coast Blvd for two hours is not possible but it may be possible if it was for 45 minutes or less. To respond to Ross's comment on how many of these events should the Board be approving Tom believes we should approve every event for every applicant who wants it because it is wonderful for the community and San Diego.

Ross- closing a huge stretch of Coast Blvd from Prospect to Girard will be problematic and he is going on record that he will vote yes for this event but going forward he will vote no because the impact it has on La Jolla is too hard.

Patrick noted that if the Board is going to get these event requests all the time perhaps we can reach a middle ground where it is agreeable to the applicant but does not impact La Jolla. Maybe a rolling street closure with just a police officer and the procession in back of the officer moving along the route but does not impact traffic. That would be the best of both worlds.

Suzanne Baracchini – agrees with Ross and Natalie. We are accommodating a few at the potential expense of many. Moving forward she wants LJT&T to develop a framework for policy for how we will approach these types of events. She is very concerned for the businesses and the residents that will be affected by them. When people hold these types of events are they required to visit the businesses along the route to see if they are in favor of it? Brian responded no they are not. Suzanne asked if that was really fair to them especially since we have no policy or control right now on how many we would allow every month. Brian responded there is a control- LJT&T is the control.

Bill asked Ms. Jain if she contacted Ron Litsinger Special Events SDPD yet. Ms. Jain responded no and asked for his contact information.

Natalie asked if we can make a motion to defer to next month. Bill agrees with Natalie this has to be deferred to next month. We need to see the completed application, the arrangements being made from it, and where she is in the permitting process.

Rick Kent- reminded that La Jolla has a summer moratorium from construction because of the really heavy summer traffic. If we are going to have these events they should not be having them during holiday weekends and summer months because of the heavy traffic. Maybe do these events in the Fall, Winter, or early Spring months when it will not be much of an impact on the traffic.

Ms. Jain responded in an Indian wedding the couple need to match horoscopes and their stars need to align. The Priest has to tell what time is right and what day is right because of superstitions. The Grooms parents make the decision on the wedding day and the time of the ceremony 10:45 must be exact.

Natalie- does not want to give the impression she is against this procession. She is all for it she would love to be there to see it. But she referred to the Manoogian wedding on Sept 14 2019 as a model for these types of events. The couple were from Los Angeles but they came down to San Diego and they hit all the points they needed to make. Theirs is the perfect model for this type of event (*rolling street closure*). Natalie agrees we do need a model and a limit per year on how many of these we will approve. She would approve this if this couple could have the same type of model and area businesses are notified.

Suzanne Baracchini- are area businesses and residents being notified of these events. Brian responded yes they are; there are no parking signs 72 hours in advance of an event. Suzanne responded so access to the La Jolla Cove Hotel will be blocked for guests coming in and out and that will not be an issue. Brian responded they will have access up until the closure but it looks like we are exploring options for a rolling street closure.

Tom- asked Suzanne to think about how much money La Jolla Cove Hotel & Suites would lose out if they cannot have this event. There are few businesses along that route and he believes the Hotel would benefit from this event for the participants as well as their employees.

Ms. Jain- La Jolla Cove Hotel is very happy to have this event and have opened their rooftop deck for about 225 guests to enjoy it. They did tell her about a permit process she needed to go through to close the street but the city would answer all of her questions regarding the process.

Brian pointed out that Votes on our Action Items have to be ratified at LJCPA and the Baraat from our last month's meeting was pulled out for further review. LJCPA Trustees will be voting on that Baraat at their April meeting. If Ms. Jain can get her permitting and application paperwork in order for our April Meeting, we can vote on it and it will be go before LJCPA Trustees at their May meeting. Since the wedding is June 25, she should still be in good shape.

Motion to Defer until April Meeting to allow Applicant time to complete the application process: Brady, Second: Rudolph 9-0-0

Adjournment: 6:24pm

Next Meeting – April 20, 2022

Respectfully Submitted: Donna Aprea, Secretary

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