

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Annual Meeting: Wednesday June 17, 2020

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

Call to Order: 4:01pm by Chairperson Dave Abrams. Dave introduced Max Shenk as second representative for the La Jolla Village Merchants Assn. Max replaces Robert Mackey.

Members Present: Dave Abrams (Chairperson) LJCPA, Brian Earley (Vice Chairperson) LJSA, Tom Brady LJCPA, Nancy Warwick LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Natalie Aguirre LJVMA, Max Shenk LJVMA, Ross Rudolph LJSA.

Members Absent: Donna Aprea LJTC

Approve Minutes of: February 19, 2020 **Motion to Approve Minutes: Brady, Second Gantzel 8-0-1 (Shenk)**

Public Comments on Non-Agenda LJT&T Matters:

Janie Emerson- President of La Jolla Shores Assn noted that a section of Avenida de la Playa was being processed with the City for temporary closure to enable restaurants to extend out into the street under a new City program to assist them during the pandemic.

Ira Parker- there had been an accident with injury at Mar Vista and Sea Lane and a group in the Barber Tract is working on a plan to change streets in the area to one-way.

Ann Kerr Bache- President of La Jolla Town Council noted that no temporary street closures in the Village area under the new City program were being proposed through the Town Council. The Village does not have the concentrated areas of restaurants on any particular street that the Shores has and the only street that made sense to do that would have been Pearl Street which is a major thoroughfare and would have been nearly impossible to close down. They will support anyone who wants to do it but participating in the City program is not going to work for the Village.

Agenda Item 1: La Jolla Christmas Parade and Holiday Festival- Temporary Street Closure and No Parking areas related to 63rd annual event on Sunday December 6, 2020 (Ann Kerr Bache)
Action Item

Cindy Kodama, Special Events Administrator for the City, advised Ann that by her event day in December there should not be a problem with putting on the Parade. The City is currently placing all Special Event Permit requests on hold but Ann usually picks up her Permit very close

to Parade day to ensure the number of horses participating in the event all meet the insurance requirements.

There are no changes to the Parade Route but the Festival which has been held at the Rec Center for the past 2-3 years is being relocated to Wall Street. Wall Street will be partially closed from Girard to the alley.

Parade Timeline: December 6, 2020 11:00am-4:30pm:

- 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 from Torrey Pines to Kline Closed*
- 10:30 FLOATS begin arriving on Herschel.*
- 10:30 INFO BOOTH OPENS FOR CHECK-IN*
- 2020 HOLIDAY FESTIVAL OPENS on Wall Street*
- 11:00 STAGE ENTERTAINMENT*
 - PHOTOS WITH SANTA*
 - ALL ABOUT DRONES AND FLYING DEMOS*
- 12:00 FLOATS JUDGING*
- 12:00 TOWING BEGINS – along Prospect on Parade Route, and around Church parking at 7700 Girard and 7700 Draper.*
- 12:00 Kline from Girard to Drury Lane Closed*
- 12:00 MARCHING UNITS arrive.*
- 12:00 BANDS and ROTC Units arrive.*
- 12:00 VIP AREA OPEN for Marshals and VIPs*
- 12:30 VIP VEHICLES arrive via Girard Avenue to US Bank Parking Lot at 7733 Girard.*
- 12:30 MISC. VEHICLES enter parking lot at back of Vons' via Fay Avenue. Begin staging there and fill Drury Lane in parade order.*
- 12:30 Girard Closed from Kline to Prospect*
- 12:30 Prospect Closed from Girard (the Dip) to La Jolla Blvd*
 - Silverado at Fay Avenue to Girard Closed*
 - Draper at Kline to Prospect Street Closed*
- 12:30 INFO BOOTH CLOSED*
- 12:45 PRESENTATION OF FLOAT AWARDS.*
- 1:00 La Jolla Nurses ready first aid area and remain throughout Parade.*
- 1:00 AMBULANCE POSITIONED at Silverado between Girard and alley behind Chase Bank.*
- 1:30 PARADE STEPS OFF from Kline and Girard and proceeds to Prospect at Draper.*
- 3:30 PARADE ENDS AT LJ REC CENTER – participants disperse – all vehicles exit on Prospect to La Jolla Blvd. and Pearl.*
- 3:00 PEDESTRAINS 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. exit.*
 - EQUESTRIANS return on Draper to Kline to Girard, exit horse trailers to Torrey Pines.*
- 4:00: STREET SWEEPERS clean parade route and areas AMBULANCE departs*

Motion to Approve temporary street closure and no parking areas related to 63rd annual La Jolla Christmas Parade and Holiday Festival event on Sunday December 6, 2020: Brady, Second: Gantzel 9-0-0

Agenda Item 2: La Plaza Valet and Parking: Revision of restrictions on four parking spaces in front of the La Plaza Building at 7863 Girard Ave and the associated Valet Service (Natalie Aguirre) **Information Item**

At our January meeting the Board on a 5-3-0 vote approved a Motion to recommend reduction of the four white 3-minute loading zone spaces in front of the La Plaza Building on Girard Ave. at Wall Street to two spaces, with a change to the signage to reflect clear instructions on where to park. That Motion was conveyed to the City, but subsequently a site meeting was held with representatives of the Building management, the Valet Service operators, Gary Pence from the City and Dave Abrams and Natalie Aguirre representing our Board. Pence suggested that converting the 3-minute white curb spaces to 30-minute green curb would be the best way to address the current concerns about undue ticketing of shoppers and allow for reasonable short-term parking opportunity at this location. The following is a statement of the compromise agreement reached by all of the parties:

'Convert existing four white curb 3-minute loading zone spaces to green curb short term 30-minute parking spaces from the hours of 8am to 4pm daily except Sundays and holidays, and 3-minute passenger loading from 4pm to 10pm daily. Between 10pm and 8am there will be no time restriction. The La Plaza Valet Parking program that currently operates generally on Thursdays, Fridays and Saturdays will be allowed from 4pm to 10pm daily at the discretion of the La Plaza management conditioned upon City approval of their pending Valet Permit renewal application. The City will post new signage at the foot of each of the four parking spaces to reflect the restrictions as noted.'

In view of the several months of delay caused by the cancellation of T&T Board meetings, the City Traffic Section was informed that the consensus plan was agreeable and to move forward with implementation. City Senior Traffic Engineer Gary Pence has notified Dave that work orders have been issued and that the project is in the queue for completion.

Natalie commented- In January Gary Pence informed them that implementation would be completed within two weeks. She asked Steve Hadley to make a request to the City that the City not give themselves 90 days to do something that they said they would do within two weeks in January. The Police are still ticketing and it is still causing problems for the Merchants. Natalie does not want this ticketing to go on throughout the summer months, it should not be happening at all, and she asked Steve Hadley to push it through to get it done. Steve said he would go back to the City with the request to expedite the work order.

Agenda Item 3: Traffic Flow Suggestions for 'The Throat' - Resident ideas to improve the flow of traffic at the La Jolla Parkway/Torrey Pines/Hidden Valley intersection (Carol Hernstad)

Discussion Item

Carol Hernstad is a real estate agent in La Jolla with experience dealing with the traffic congestion at The Throat. At the February Meeting she provided the Board with a 3-page pamphlet detailing her suggestions to improve traffic flow at The Throat and began a presentation with her own plans. Because of the size of the audience at the February Meeting with many wishing to speak to the Bridge/Overpass proposal and two other Agenda Items after it, the Board believed that due to timing constraints we did not have time to seriously consider her presentation and suggestions. Patrick suggested that she go on an Agenda so time could be allocated to hear it.

Carol had three suggestions to improve traffic flow:

- 1.- FROM Hidden Valley Road: the right-hand lane that feeds Torrey Pines only takes TWO cars. If this was extended more cars could feed into that section of the road, helping the backlog that occurs on Hidden Valley Road, not only during peak periods but throughout the day. Often cars turning right on the freeway use this as access to La Jolla Parkway. The slip road lane is not used much, it's dangerous feeding on to the freeway. Moving the water drain would allow for more cars to sit in a holding pattern in this area. Cutting the corner back would potentially allow more traffic to fill into the slots.*
- 2. FROM Torrey Pines onto the freeway access of La Jolla Parkway: if there were TWO lanes turning onto the La Jolla Parkway this would alleviate much back-log traffic coming down Torrey Pines towards the Village.*
- 3. FROM the Village turning onto Torrey Pines if there were more spaces just beyond the bridge, the dangerous congestion could not be so backed up. Three additional spots could easily be added by cutting into the median island. Carol noted that with some cuts to the medians and the foliage on all sides surrounding the Parkway and Torrey Pines Rd it would add more space for the additional lanes.*

Board Comments:

Tom noted February 19 Agenda Item 2: *Request for Reconsideration of La Jolla Scenic North and South Connection, the Motion was made: to Request the City conduct a Comprehensive Traffic Study with all possible Solutions related to traffic congestion at The Throat and other abutting areas.* The City doesn't have the funding for the comprehensive traffic study but Carol gave us a much less expensive way to alleviate the traffic to some degree and it should be brought to the City's attention. Tom reminded that we need the support of other Community Groups for this project and he believes they would be on board with this proposal.

Dave clarified that Gary Pence had informed the Board in March that such a comprehensive traffic study was outside City staff level of ability and would require outsourcing to a traffic

consultant which would require funding. Dave asked Steve Hadley where the Study was in the queue.

Steve Hadley was in the Meeting and updated the Board that due to Covid many projects were put on hold while Staff was assigned to other Covid related issues. Our traffic study proposal was forwarded to Nathan Patterson, Asst Director of Transportation, before Covid shut it down and he will look into what is going on with it now.

Natalie thanked Carol for putting together such a comprehensive presentation which was very well done. She pointed out if UCSD goes ahead with their expansion plans Carol's ideas have to happen because during summer months it can take 45 minutes to go from The Throat to the Village and traffic will become much worse after UCSD expands.

Ross- these are all good ideas and we should ask the City to pursue them.

Patrick- Carol's ideas are adding capacity without doing much and he would add to that a fourth idea. Westbound coming down the La Jolla Parkway hill there is a wide median that opens to allow two left turn lanes onto Hidden Valley Rd. If you cut the median back further up the hill it would extend stacking in the turn lanes and alleviate some of the congestion that spills over to the thru lane from the drivers waiting to enter the left turn lanes or go straight.

Steve Hadley asked for clarification from the Board on what approach he should take with City Staff. This Board asked for a comprehensive traffic study in February and he was asked to speak to Nathan Patterson the Asst Director of Transportation on where it was in the queue but now it appears we will be requesting some adjustments from the ideas that Carol presented to the Board. He is concerned that the City will take an either/or approach to our requests. Either the comprehensive traffic study or the adjustments from Carol's ideas which will still cost several hundred thousand dollars. The City may not want to make these adjustments to The Throat before the results of the comprehensive traffic study that we requested in February and that may be a roadblock.

Dave is concerned that the traffic study could be a long time coming and then there may not be funding for any solutions that result from the traffic study. There is massive congestion at The Throat now and Dave would like to see something done expeditiously by perhaps incorporating some of these four ideas.

Public Comment:

Jane Chatham thanked the Board for pursuing the issue of the congestion at The Throat and suggested the City can approach UCSD for funding to improve the conditions down there since they have more money than the City does. She noted that drivers are cheating when they are in the thru lane pretending they are going straight towards Torrey Pines Rd but when they get to that left turn lane for Hidden Valley they block the thru lane while trying to cut into the left turn lane and that adds to the congested back-up. She has had two near miss accidents from drivers doing that.

This is a Discussion Only item and No Motion can be made at this Meeting but Dave will discuss the items with City Staff and put the matter on next month's Agenda as an Action item if the Board prefers to pursue it.

Agenda Item 4: Pedestrian Hybrid Beacon at 2552 Torrey Pines Rd- City request at location across from LJ Nursing and Rehab Center to enhance safety (Gary Pence) **Action Item**

The City is planning on installing a Pedestrian Hybrid Beacon at 2552 Torrey Pines Road where the La Jolla Nursing and Rehabilitation Center is located. There are pedestrians crossing the street in this general vicinity and this location is fairly centrally located between the two existing traffic signals. It will be basically identical to the one on Torrey Pines Road near Princess Street and will include sidewalk on the east side of the road from the new beacon location connecting the existing sidewalk at Ardath Lane.

This project is a high priority safety related project for the following reasons:

- 1) This is a 5-lane major street with the senior facilities adjacent to the location.
- 2) There is a high demand for parking on both sides of the road which requires pedestrians to cross the street throughout the day. The nearest signalized crossings are several hundred feet away in both directions.
- 3) The crosswalk evaluation done under Council Policy 200-07 recommends either a Pedestrian Hybrid Beacon or a Traffic Signal. Pedestrian Hybrid Beacons are more efficient at providing protected pedestrian crossings under congested conditions.
- 4) We have received a significant number of complaints/concerns from citizens over past years regarding the safety of crossing the street in this vicinity.
- 5) Not proceeding with this project may expose the City to liability in the event of a future pedestrian accident

The LJ Nursing and Rehab Center is on the west side of Torrey Pines but visitors and staff park on the East side and must cross Torrey Pines Rd in an area where vehicles are coming down the hill at high rates of speed. The City has received a significant amount of complaints and Dave verified that he has received them as well. The Pedestrian Hybrid Beacon at 2552 Torrey Pines Rd will operate much like the Pedestrian Hybrid Beacon on Torrey Pines by Princess St. It is pedestrian activated; light will turn red when activated forcing vehicles to stop until the pedestrian has safely crossed the street.

Motion to Approve Pedestrian Hybrid Beacon at 2552 Torrey Pines Rd across from the La Jolla Nursing and Rehab Center to enhance safety: Earley, Second: Rudolph 9-0-0

Agenda Item 5: Wayfinding Program- Review of LJ Village Merchants Association efforts to establish a street signage program to better direct Visitors (Jodi Rudick) **Discussion Item**

Jodi Rudick, Executive Director of the La Jolla Village Merchants Assn, and the Coastal Access and Parking Board have been exploring ways to mitigate traffic issues in the Village. They have been working with Ace Mobility, their parking consultant to develop a Wayfinding Program.

Phase 1 of the program would include two directional blade signs to landmarks, attractions and parking. Wayfinding signs help ease the stress of navigation and reduce the time and energy drivers need to find a destination. As trolley and bus routes expand, riders will need information and directions to points of interest. They are a common way for coastal cities to facilitate navigation in and around areas on foot on bike and in a car. Initially the wayfinding program will start in the Village but eventually they want to expand to Bird Rock and La Jolla Shores, with signs in Bird Rock pointing to the Village and Village signs pointing to the Shores and vice versa so that it appears as one La Jolla.

Phase 2 would be centered on high-tech digital signage to direct visitors to available parking to reduce the congestion in the Village created by visitors searching for a parking stall. Parking occupancy data can be displayed in real-time, and sent to various mobile parking applications to direct visitors to open parking stalls. There is ample parking in the Village. Total Parking Inventory data compiled by Ace Mobility shows there are 2,456 on street parking stalls, 4,089 off street parking stalls (garages), and 200 valet availability for as total of 6,745 parking stalls. Digital signage reflecting available parking will reduce the impact of visitors circling the streets in search of a parking stall.

Brenda Fake, Chair of Friends of Coast Walk Trail, asked Jodi if parking near Coast Walk Trail can be included in the digital signage for available parking as well as the directional signage for Coast Walk Trail being La Jolla level cool meaning really cool color scheme and not have an industrial feel to it. Jodi reassured the signage will be in La Jolla colors.

Agenda Item 6: Friends of Coast Walk Trail- Overview of Trail Repair and Resurfacing Project (Brenda Fake) Discussion Item

Brenda Fake is Chair of Friends of Coast Walk Trail. Coast Walk Trail was in a state of deterioration resulting from invasive species, storm water damage, severe slope erosion, general clean up and pedestrian safety. In 2010 Residents from the bridge to Torrey Pines Rd organized as Friends of Coast Walk Trail (FOCWT) and filed to be a 501C3 nonprofit to fund and repair the trail from Torrey Pines Rd to the Cave Shop for safety and accessibility purposes.

The group has so far raised around \$95,000. to make needed repairs to the Trail:

Repair and Resurface North and South side of the trail for improved public access and usage

Extended Trail in front of Cave shop to the sidewalk

Removed invasive species at Devils Slide and around the Trail

Major revegetation of Devils Slide to mitigate soil erosion

Repair and Replace Bench Wood

*Collaborated with Park Row Residents for tree trimming to improve views to water
Painted Bridge and worked with City for repairs and trail alignment
Completed project to lay decomposed granite from Coast Blvd to the Prospect stairs.
Trail has been widened for social distancing*

On-going fundraising for additional target projects for the Trail include Goldfish Point Fence Replacement/Repairs and Vegetation/Planting Plan for Slope/Cliff Stabilization.

Diane Kane, serves as a Trustee on the Development Permit Review Committee, spoke about an item that appeared at DPR recently for a handicap parking space at the Torrey Pines end of the Trail. Presently there are two parking spaces now that are asphalt. A number of issues came up over the additional handicap parking space. The entire Trail is a historical resource and it was suggested that State Parks be involved, especially Torrey Pines State Park, to determine how the parking spaces can be installed but still maintain a park like setting. Because the Trail is an historic site a number of elements have to be considered to maintain it as an historical site. DPR also asked the City to review signage. Currently signage for drivers entering Coast Walk is confusing and is causing traffic congestion. Neighbors attending the DPR meeting reported a lot of traffic congestion on their street after hours and DPR requested additional police enforcement. Diane advised that Coast Walk Trail could be loved to death because of more parking and better access and it is important to protect it. Brenda thanked Diane for her insight, research, and ability to recognize the trail as a valuable asset to the Community. Both Dave and Diane walked the Trail and were able to offer her valuable insight on future processes.

Agenda Item 7: Nomination of Officers: Nominations from the floor for positions of Chairperson, Vice Chairperson, and Secretary. Election of Officers to take place at the next regular meeting in July.

Tom nominated Dave Abrams for Chairperson, Brian Earley for Vice Chairperson, and Donna Aprea for Secretary. No other nominations were received.

Adjournment: 5:41pm

Next Meeting: July 15, 2020

Respectfully Submitted: Donna Aprea, Secretary