

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: May 19, 2021

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

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

Members Absent: none

Approve Minutes of April 21, 2021: Gantzel, Second: Rudolph 9-0-0 (Ryan Unavailable to Vote)

Public comments: None

Agenda Item 1: Right of Way Vacation and Lot Line Adjustment on Cuvier Street (Cont'd Item) -
located between LJ Rec Ctr and Bishop's School (Trace Wilson) **Action Item**

Trace presented the Cuvier Vacation to DPR at their last Meeting and received a vote of approval. There is a slight modification to what he presented to LJT&T at the April Meeting. Parking was increased by starting the restriping of parking spaces around the bend of LJ Blvd to the exit of Bishop's School and four ADA compliant parking spaces were added directly in front of the Rec Center at the ramp. Their goal is to increase parking and slow down and calm traffic on Prospect Street. The Vacation will remove 77 parking spaces from the streets although the restriping to diagonal parking will add 87 parking spaces for a net gain of 10 additional parking spaces:

Existing Parking Spaces on Cuvier to be Removed: 27

Existing Parking Spaces on Prospect North of Cuvier to be Removed: 17

Existing Parking Spaces on Prospect South of Cuvier to be Removed: 20

Existing Parking Spaces on La Jolla Blvd South of Prospect to be Removed: 13

Total Existing Parking Spaces to be Removed: 77

Proposed Parking Spaces Added on Prospect and LJ Blvd.: 87

For any Street Vacation it is important that the two sides of the street communicate with each other and are in agreement with the Vacation. In this case Bishops is on one side and the Rec Center is on the other. When streets are vacated, they are typically divided down the center line of the street. In the master planning efforts for the Rec Center this would not net a very usable piece of land for either the Rec Center or The Bishop's School. The lot line adjustment proposes carving the land in an east-west fashion giving the Rec Center 11,106 sq. ft. fronting Prospect Street and Bishop's 8,061 sq. ft. at the southern end adjacent to their campus. The Rec Center has an idea of the amenities they want for their side of the vacation and the Bishop's School anticipates a Dance Studio for their side. There will be a pathway after the Cuvier vacation for easy access to the Rec Center and the Village.

Trace reminded that the condition of this side of Prospect St (restriping to diagonal parking) is not unlike the condition on Prospect St south of LJ Blvd intersection and in the Restaurant District from La Valencia to Cave Street. It is not unique however they are trying to correct what turned into a speedway from LJ Blvd to Draper Ave and to create parking spaces.

Gail Forbes noted that this is a worthwhile project and provided some back history on this side of Prospect. There was a fatality many years ago attributable to a driver going 60 mph and colliding, resulting in his death so it is a street that can be abused especially in late afternoon and early morning. In their research of the Rec Center they discovered in 1928 the City vacated part of Kline which later became the Tennis Club and Cuvier has been vacated since around 1912 to permit the creation of the Rec Center under Ellen Browning Scripps. It is not without precedence that the City vacates streets, especially in this cultural and educational Zone.

Victor Krebs is supportive of the Cuvier vacation being used for enhancing the Rec Center and more park space; both conform to the Community Plan and PDO. His indifference to the proposal is that currently that street is for public use and it seems the entire area should be used for public benefit like the expansion of the Rec Center and park expansion would be, but not a new building for the Bishop's School. He attended the April and May Meetings at DPR where this was the only option that was presented for this proposal. His view is that the Community would be better served if we had full use of the Cuvier Vacation for more park space. To give up that Land without looking at all the possibilities to create even more park space we owe it to the future generations of the community to explore those possibilities.

Dave reminded that our Board is just focused on the traffic matters for this proposal. This will be going over to Community Planning Assn and that Board would be the best forum for him to share his concerns of this nature. Mr. Krebs responded that the lot line adjustment was part of the Agenda item so it caused some confusion. He did suggest that a Stop Sign at Cuvier would be highly effective.

Mary Munk- Trace has donated his time on their Visioning Committee and has given the community something it desperately needs. The benefit to the Rec Center and the activity area is obvious. The regulations are clear that the portion of land next to Bishop's belongs to them. They are part of the cultural zone as well as the community and would be using their portion of Cuvier accordingly.

Diane Kane, President of La Jolla Community Planning Assn, thanked Trace for coming up with this innovative use of remnant public space and reconfiguring the parking for Prospect. She wrote the Community's response to the City for the Master Parks Plan Update on what our Community envisioned our Parks system to be and how to proceed with that going forward in our future. One of her comments was to take vacated remnant pieces of Land like Cuvier and include them in park and recreational use. We are the first instance of this happening in the City since that draft plan came out and we are going forward with something that is envisioned in a Plan that is still under discussion.

The restriping of Prospect is also quite prescient. She found a project in the Transportation and Stormwater Division for repaving a number of streets in the Village and Prospect St is one of them. City Staff encouraged her to proceed with the community approval process as expeditiously as possible and as the repaving process comes to realization, the City traffic department would do the technical work for us if as a community we agree this is what we want to see happening on our streets. DPR supported this proposal and she would like to see LJT&T also look at it favorably. She would like to see this moved through the process so we can be ready for whenever Prospect St gets repaved.

Janie Emerson- regarding the request for a Stop Sign; perhaps a traffic circle at that location. Stop Signs increase pollution of many different varieties at both a School and a Rec Center.

Daniel McCandless is a parent who takes his children to the Rec Center. He is interested in this project for the safety it will bring to the Street. Cars go flying down Prospect that they cannot do on Draper because of the way Draper is configured. He also supports the concept of traffic circles at Cuvier and in front of the Museum. Both would add a measure of safety to the area.

Tom would make a Motion to approve the parking reconfiguration for Prospect St the way that it has been set up in the Plans but he cannot support the Vacation of Cuvier. Victor Krebs questions about the wisdom of giving up public land to a School have to be addressed by LJCPA. Tom is not so sure that has been thoroughly vetted to the satisfaction of everyone. No Board has addressed it and there are a lot of questions that have to be answered. He would support a Motion for the Parking Distribution but not the Vacation of Cuvier. His Motion was not Seconded and Dave asked for another Motion.

Motion to Approve the Proposed Vacation of Cuvier St and the Redistribution of Diagonal Parking Spaces on Prospect Street and La Jolla Blvd.: Gantzel, Second: Ryan 10-0-0

Erik clarified his intent on the Motion. There is an alley behind his home that was vacated a long time ago and he knows that in a vacation each side of the street gets the piece of property adjacent to their side. It is appropriate to vacate that street. **Patrick** supports his reasoning which is why he seconded it.

Tom's bone of contention with the vacation is the way the street is being vacated. It is not split evenly down the middle and people are not realizing that Bishop's is getting a valuable piece of property and that should be addressed by LJCPA. Dave reminded that the President of LJCPA is in the audience.

Diane -the issue of the street vacation and land swap was thoroughly vetted by DPR. Patrick and Erik are correct that when a street is vacated it is usually split down the middle and the portion of the street adjacent to the property owner belongs to them. What is different about this vacation is that the street has been split in the opposite direction but the same amount of square footage that would have been allocated to each property owner if it were split down the middle is the same; it's just reconfigured. DPR also looked at these parcels as tied to the main body so they cannot be sold off for other purposes. This is an amicable agreement between the adjacent property owners. We are fortunate that Bishop's is splitting the cost of this because the Rec Center has no money so the public, as a whole, is benefiting quite a bit from this arrangement. She also mentioned that she spoke to MCASD as part of DPR proceedings and they are receptive to putting a roundabout at the intersection in front of their property.

Agenda Item 2: Pearl Street Design Concept- From Girard Ave to La Jolla Blvd (Andy Fotsch) Discussion Item

Jonathan Scheff sent an email to Dave regarding his thoughts for modifications on Pearl Street between Girard and LJ Blvd and attended the April Meeting to present his views to the Board. His concern had to do with the five-block stretch of Pearl Street from Girard Avenue to La Jolla Boulevard; it is a heavily trafficked thoroughfare for the Village and both the parking and lane configuration vary almost from block to block making it very inconsistent. This five-block stretch is a well-travelled link between beach communities such as the Barber Tract, Windansea and Lower Hermosa as well as an access route to the High School, Bishop's School, Bird Rock and Pacific Beach. It is congested, inefficient and not as safe as it could be. Also hearing Mr. Scheff's presentation was Trace Wilson who sketched some concept designs for Pearl Street.

Trace is part of the working group Vision La Jolla. He has been working on incremental projects that will eventually add up to a Master Plan for La Jolla. One of his incremental projects was taking a look at Pearl Street. Pearl St is not very attractive right now and is dangerous with drivers making left hand turns and parallel parking on the very busy street. He referred to Pearl as a zipper street where two sides of an urban community come together. He presented first conceptual design sketches for roundabouts and the bulb outs that occur with them beginning at Girard and running throughout all intersections and alley ways, all the way down to L J Blvd and asked for reactions if this was the way we wanted to proceed with Pearl. As a result of the roundabouts, the extra curb space would create more sidewalk space on both sides of Pearl and allow for more pedestrian movement, outside dining opportunities, as well as provide a larger planting area for trees lining the sidewalks to create an urban canopy to beautify the Street. Jacaranda Trees have been identified for Pearl St for many decades. The Plan is to create an enhanced beautified streetscape with more of a boulevard feel that will slow traffic but keep it moving as it is an important traffic street.

Ira Parker- some sections of Pearl St have two traffic lanes and how would those two lanes merge into a roundabout. Trace responded that they will have to request a City traffic engineer for traffic counts and traffic data for guidance on what they can and cannot do for that street. There is a possibility that this will become one lane of traffic just as it is for Bird Rock. If we eliminate the left turn lane Pearl St would become one larger lane of through traffic.

Trace -these are very conceptual designs but what he needs from LJT&T and from City Traffic Engineers is data from traffic counts and movement to move forward on these concepts.

Serge Issakov- this is a dream of his to get rid of all the traffic lights and replace them with roundabouts. After seeing the designs, he is concerned with the loss of parallel parking that would result from the wider sidewalks. Trace responded this plan is a first pass and there are a number of urban constraints he needs to think about like the #30 bus stops and parallel parking. Parallel parking is important in certain locations but there are not a lot of parallel parking spaces on the Street if you really look at it. There is probably a solution somewhere that says we can keep parallel parking if we need it although as an urban designer his gut reaction is parallel parking is something that is not needed for a street that we want to keep moving.

Kathleen Neal- the roundabouts in Bird Rock contribute to the slowness of the #30 and are problematic for the Buses and if roundabouts are installed on Pearl, we will have the same problems Bird Rock has now with drivers running over them. Has the MAD been approached about covering the cost of these roundabouts on Pearl?

Dave responded that cost and maintenance of them are all part of the complicated process.

Gail Forbes-it is not only the traffic engineers Trace will have to speak to but also the Stormwater Division. Pearl carries all the water from Miramar all the way to the Boulevard. There are no subsurface drains along Pearl. When you start planning your bulb-outs and your roundabouts you will have to put in street drains.

Natalie-Pearl St carries around 50,000 cars a day and putting in 6 roundabouts will not go over very well in the community. There will be push back as drivers are not familiar with them. She would have a difficult time approving the loss of a travel lane just because of the sheer volume of traffic the Street carries per day. The City of Imperial Beach did a wonderful thing for their business district and still gave

it a community feel, she suggested going down there to check it out. She could approve perhaps one or two roundabouts but not six.

Mary Munk- concerned about loss of parking spaces on the Street. There are not a lot of them on Pearl but for the elderly drivers they are grateful for any parking space on the street they are lucky to find. She would like this to move forward to see what can be done.

Diane Kane - very intrigued by this concept of traffic circles on Pearl, they would help with the flow of traffic so much as they helped the traffic flow in Bird Rock. The stop and go along Pearl is frustrating to some drivers, it is just a very congested Street. She likes the beautification part because Pearl is really kind of a scuzzy-looking street right now. La Jolla does not have a drainage system; water just flows into the streets and it's about time we corrected that and this is an excellent opportunity to do that. This is worth pursuing.

Brian Williams represents Bishop's School. He is a fan of roundabouts. He was not initially but once he learned how to drive around them, he has been a fan. He drives LJ Blvd all the time and traffic flows nicely including the busses. He has never seen busses have problems in the roundabouts. It is a definite positive for slowing traffic. For students roundabouts would be a safety measure for crossing the streets. Instead of crossing two lanes of traffic in each direction they would only have to cross one lane in each direction.

Janie Emerson- involved in a bad accident on Pearl from a driver running a red light and roundabouts would really work on Pearl Street as they are doing for Bird Rock. She asked Trace to remove the bulb outs to allow for parking but Trace responded that bulb outs do not take out parking, they happen at the intersections and ally ways where there are red curbs.

Tom would suggest putting this on next months Agenda as an Action item but Trace is no-where ready to present it as an Action Item. He needs data and traffic counts from the City traffic engineers to move forward. This is just a first pass concept. Tom clarified that is what his motion would have been to motion for anything Trace needed to move forward. Dave responded that he can take Trace's request to the City traffic engineers and request assistance for traffic counts and data so Trace can refine his design concept without Board Action.

Agenda Item 3: LJ Blvd Pedestrian Safety Subcommittee- Report and Recommendations to City (Ira Parker) Action Item

In recent years La Jolla Boulevard's existing pedestrian safety-focused physical infrastructure and overall vehicular law enforcement surveillance activities have been compromised by numerous factors. Mounting vehicular traffic activity, the advent of e-bicycle/e-scooter vehicular utilization upon pedestrian sidewalks, commercialization along La Jolla Boulevard, an anticipated promotion and increase in public bus transit ridership, and a burgeoning beachgoer volume - all requiring the crossing of a wide and busy La Jolla Boulevard will increase the overall safety risk for pedestrians while crossing the Boulevard and walking upon its sidewalks.

The vision of the *La Jolla Boulevard Pedestrian Safety Project*, focuses specifically upon the comprehensive remediation of existing pedestrian safety issues and problems presently impacting the residents of adjacent neighborhoods bordering La Jolla Boulevard.

The subcommittee requests that a List of Recommendations from the La Jolla Boulevard Pedestrian Safety Project be forwarded to the City for review and implementation:

Conduct a comprehensive and targeted speed-zone survey along La Jolla Boulevard by the Traffic Engineering Department.

Enhance the enforcement of ordinances pertaining to the restriction of delivery trucks from parking for long periods in La Jolla Boulevard "center-turning lanes".

Enhance the monitoring and enforcement of vehicular, e-bicyclist/e-scooterist and bicycle laws.

Establish a bicyclist, e-bicyclist/e-scooterist, automobile/motorcycle driver, and pedestrian public awareness/education campaign.

Install bicycle and e-bicycle and e-bicyclist/e-scooter lanes [bicyclist and "e" safety for pedestrian safety.

Restrict bicycles and e-vehicles from sidewalk.

Increase the presence of pedestrian-focused, educational pedestrian safety-centered signage.

Increase the presence of vehicle-focused, pedestrian safety-centered alerts and signage [Example: painted (iridescent) on street surfaces].

Modify crosswalk, pedestrian safety 'flashing yellow lights' to 'flashing red lights' ('Caution' to 'Stop').

Modify/Reduce vehicular 'speed limits' along La Jolla Boulevard.

Place 'flashing automobile speed detectors'.

Place painted 'bulb-outs' adjacent to crosswalks to reduce illegal passing of vehicles and to enhance traffic calming.

Place 'roundabouts' to enhance pedestrian safety, calm traffic, and enhance access and vehicle safety egress and ingress from/onto La Jolla Boulevard (Example 1: confluence of LJ Blvd, Bonair St, Playa Del Norte, and Tyrion St.

Example 2: Intersection of LJ Blvd and Marine St).

Re-paint and/or re-stripe crosswalks (Example: broad, iridescent, white lines).

Utilize mechanized vehicular surveillance-ticketing technologies.

Brian-It's an extensive list but items were removed from it that the City cannot do or did not recognize so everything that remained is fairly sound. It provides the City some guidance on where to go with the pedestrian safety issues so it's a good starting point for them. There is enough in there for the City to work with.

Tom- does this Study take precedence over the Traffic Study at The Throat that the Board requested; does this come before The Throat Study or after it. (Feb 19, 2020 Agenda Item 2: Motion to Request the City conduct a Comprehensive Traffic Study with all possible Solutions related to traffic congestion at the Throat and other abutting areas). Dave responded that The Throat Study will necessitate outside Consultants that will require expensive funding perhaps this Study can be done in house so it might be expedited before The Throat Study. They are independent of each other. Dave advised that the Traffic Study at The Throat has not been forgotten; he has kept some pressure on city staff and has asked Steve Hadley Council Rep for Joe LaCava to keep after it as well, however it's the funding for it that is an issue.

Motion to Accept the LJ Blvd Pedestrian Safety Subcommittee Report and Recommendations regarding pedestrian safety and enhancements on La Jolla Boulevard and forward to the City for review and implementation: Earley, Second: Gantzel 9-0-0 (Ryan not available to vote)

Agenda Item 4: Proposal for Roundabout by 'The Cross' -at Intersection of La Jolla Scenic Dr South/Via Capri/Soledad Park Rd (Serge Issakov) Action Item

Serge Issakov made the proposal for a roundabout at the intersection of LJ Scenic Drive South/Via Capri/Soledad Park Road at the entrance to The Cross park. Dave forwarded his email to City Traffic Engineering staff to get their read on the idea. Their response was: *After review and internal discussions, the intersection of La Jolla Scenic Drive South/Via Capri & Soledad Park Road is a good candidate for a roundabout. This project has been added to our unfunded needs list where it will remain until funding has been identified.*

Serge explained the safety issues at that intersection when drivers coming up Via Capri want to make a left turn into Soledad Park Rd, they are turning left into fast moving traffic from La Jolla Scenic Drive South. The other problematic area comes when drivers are leaving Soledad Park Rd to go straight on La Jolla Scenic Dr S. Drivers have to wait for the two streams of traffic to both have a gap to get across there. A roundabout would easily solve the problem with the added benefit of slowing the unnaturally fast speeds coming around that curve. Serge noted that several years ago he requested a roundabout and city staff told him someone was going to have to sign up to maintain the vegetation in the middle of it. Nothing was said about it this time but perhaps they can build it without too much maintenance needed.

Ira Parker supports the idea of a Roundabout at that location. His only issue with roundabouts is that drivers often do not know how to drive around it and he would suggest that signage be installed for some direction. The concept is great, the users need some education.

Motion to Recommend the City move forward with the installation of a Roundabout at the Intersection of La Jolla Scenic Dr South/Via Capri/Soledad Park Rd as funding becomes available: Brady, Second: Earley 9-0-0 (Ryan not available to vote)

Agenda Item 5: Request from La Jolla Shores Association- Seeking Total Review of Traffic Issues Related to the Shores with Emphasis on Traffic Flow and Speed (Janie Emerson) **Action item**

Janie Emerson - President of the La Jolla Shores Assn acknowledged that La Jolla Shores residents have attended LJ&T Meetings in the past requesting help with the traffic conditions in the Shores area. Resident requests were made for traffic circles, one-way streets, and one resident suggested taking parking off one side of the street which the Coastal Commission would not allow to happen.

The issue in the Shores is two-fold; one is flow of traffic and keeping it going and second is the speed of traffic. The proposals for traffic circles on La Jolla Shores Dr and Avenida de la Playa is something they are all interested in however turning some streets into one way is a mixed bag. Some residents want it; others are concerned one-way streets could lead to higher speeds that turn them into freeways. Some streets have severe problems like the one block of Camino del Oro that runs west from La Jolla Shores Dr to Paseo del Ocaso- someone is going to get killed there because drivers become angry and barrel through it where there's not enough room and there's parking on both sides of the street.

La Jolla Shores Assn is requesting that LJ&T look at this whole concept from a traffic standpoint but not to link it to the traffic conditions at The Throat, although she acknowledged that the traffic conditions at The Throat would affect the flow of traffic in their area. They suggest traffic circles starting at Avenida de la Playa and, if possible, going through to Naga Way. That would eliminate the traffic light at Avenida de la Playa and La Jolla Shores Dr at El Paseo Grande. She mentioned that Mike McCormack had an idea that our Board has not heard of that is completely different than anything that was presented so far,

and it was not supported by LISA however Board members did agree to send this to LJT&T for an opinion.

Dave explained that most members of LJT&T are not traffic engineers and as far as coming up with solutions to their traffic conditions he would have to take this to the City for an analysis, however its overly broad and asked Janie if she could be more specific. Janie responded their suggestions from traffic circles to triangles to one-way streets, speed bumps, are all over the map and they do not know how their traffic should look but 250,000 people ascended on Avenida de la Playa in April. They get more people in the Shores than the entire Village and Bird Rock so traffic is a key issue and it is something everyone needs to start working on immediately.

Dave clarified their key issues are to control speed and traffic flow. Janie responded that flow has two aspects; moving traffic through and keep traffic going. Right now, they have stop lights and stop signs and that impedes the flow of traffic and creates a tremendous amount of pollution for the people who live on the corners of those streets where that is happening. Traffic circles would allow traffic to flow as it does in Bird Rock and they would eliminate stop and wait times.

Mike McCormack- is introducing an out of the box concept. The area bounded by Princess Street, Scripps Institute of Oceanography, La Jolla Shores Dr and Torrey Pines Rd is what they refer to as the coast section of the Shores. These streets are full of cars, scooters, skateboarders, pedestrians with wagons and surfboards, bicyclists, e-bikes, you name it these streets have it, all sharing the same space and the usage is skyrocketing as Janie pointed out in April. The high usage is impacting the neighborhoods yet not one significant thing has been done to make the streets feel safer for residents and visitors. We have an opportunity to look at these coastal impact zones in a different way as it relates to traffic. Cars are travelling at more than 25 mph and for this zone that is too fast. These Streets are 30' wide with parking on both sides and cars are going 25 -30 mph. Every time he rides his bike or he walks it's uncomfortable because a car is going 25 mph on 30' wide streets with parking on both sides. That is an insane speed for their streets. They have to slow the speeds down.

At the LISA Meeting he proposed implementing a shared use of a yield arrangement with clear signage instructing drivers to yield to anything on wheels and pedestrians; and for anything on wheels like bikes and scooters to yield to pedestrians and reducing the speed limit to 10 mph. He understands it's out of the box but he wants to lay down a framework that coastal zones need to be managed differently than 25-30 mph on city gridlocked streets in their neighborhood.

Dave pointed out that Diane made a suggestion in the Chat Box that perhaps LISA should hold a public wide workshop on traffic and parking solutions and Dave asked Janie is LISA considered or would consider supporting this idea. A Shores-wide public forum may prove useful in gaining a consensus on what to do or what not to do before we chase the city around for solutions. Janie responded they had several meetings with Residents who came with idea's but there was no consensus on any of them which is why they decided to bring this to our Board. She could try something like that but so far it has not been effective.

Tom- in this entire conversation he has not heard the word enforcement. LISA and LJT&T should insist the city give us effective enforcement of the existing laws on speeding. Janie responded that will not work. They have Rangers at Kellogg Park three times a week who sit in their vehicles for 15 minutes and then leave. They have been fighting for enforcement for 6 years. SDPD will say there is not enough

money, not enough personnel for any kind of meaningful enforcement. Code compliance enforcement would be tremendously helpful and they cannot get that kind of enforcement either.

Gail Forbes reminds that the speed limit on La Jolla Shores Dr from Torrey Pines to UCSD is 30 mph. It may be possible to slow that speed down with the cooperation of UCSD. The traffic light at El Paseo Grande by ISO was installed about 8 years ago and it was controversial when it was installed and, in her opinion almost experimental. About 30 years ago they suggested seasonal time zones where from May to September streets would be one way and then revert back to two way when School started. That is just a thought.

Natalie-supports the concept of some one -way streets and roundabouts but reducing speeds to 10 mph seems unrealistic. The City needs to stop making excuses about the traffic conditions at The Throat and do something about it.

Serge Issakov- Encinitas recently installed speed tables, flat top speed humps that are wider than traditional speed bumps but flatter on top and less intrusive. Janie noted Coronado has installed them in their residential neighborhoods.

Ira Parker- what's going on in the Shores with the speeding and non-enforcement is a problem for Sea Lane and the Marine St Beach as well. They are not a family beach anymore. The traffic problem is throughout La Jolla. There should be a coalescence of La Jolla neighborhood communities coming together to really go after the City to get them to do what they are supposed to do, but unfortunately it will be difficult to do that.

Mary Munk- The Shores is a disaster because it is such a compact area. She would like LJT&T to set up a Committee to Study it then get the City to help with it. It is not an issue of just June to September the traffic starts in April. It has become a nightmare getting in and out and it has gone beyond an emergency.

Dave- this is a tough one because there's little consensus as to what should be done or could be done. We could send it to the City for a comprehensive study but we all know where that will go from experience asking for a comprehensive study at The Throat. Asking for one for the Shores may defer things for a long time. A more localized subcommittee might come up with specific recommendations and net more immediate actions and real solutions. Janie agreed and suggested members from both LISA and LJT&T make up this committee. Dave, Ross and Brian for LJT&T and Janie can find some LISA members to round out the subcommittee. They can meet, formulate an agenda, and proceed from there.

Steve Hadley- Council Rep for District One Councilmember Joe Lacava -involving the City in a Study is like pushing a rock up a hill. The best course of action is to present City Traffic and Engineering with solutions and proposals that we ourselves come up with from the LISA and LJT&T committee and just by default getting them to work through the process of creating a capital improvement project. It would save them money on a Consultant and proposals and solutions would engage them enough to act on them rather than asking them to do a Study. Janie responded they actually did that with City Traffic and Engineering for One Paseo and it worked out well and went much faster.

Adjournment: 5:45 pm

Respectfully Submitted: Donna Aprea, Secretary

Next Meeting: June 16, 2021