

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Annual Meeting: June 16, 2021**

**Due to the COVID-19 public health emergency, LJ&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 May 19, 2021: Brady, Second: Gantzel**

**Natalie: Addition to her Comment** *feels very strongly that the issues with the Throat need to be looked at with the Bridge. The 1973 Bridge that we all talk about as it relates to exiting out of La Jolla; because that is a main artery that was supposed to be there and it is not there. The City, in her opinion and going back to the traffic study should look at that again because we are missing what was an original planned major exit artery out of La Jolla that is not there.*

**Makers of the Motion agreed to the addendum. Unanimously Approved**

**Public Comments:**

**Sally Miller-** was not available to make a public comment and asked Dave to read her Statement regarding the Puesto Plaza Plan into the Minutes:

*" I think it is an absolute horrendous idea to allow any private business to commandeer our public land to extend their private business to line their pockets with money at our expense. I find it very selfish and greedy of Puesto restaurant owners to extend their business into our precious parking spaces along the whole of Wall Street in the heart of downtown La Jolla.*

*For a very long time we have limited valet parking usage to 2-4 spaces so we do not lose public parking spaces. Also, after this year, there are many empty retail spaces available in downtown that they could move to. 'Read my lips' if this project is allowed more restaurants will demand the same in an absolute domino effect. I see no difference between this eyesore "plaza" or letting food trucks and vendors align our streets and take our very precious public spaces that we have fought to keep free to the public."*

**Janie Emerson-** The La Jolla Shores Ad-hoc Traffic Committee Members from La Jolla Shores Assn and La Jolla Traffic and Transportation: Dave Abrams, Brian Earley, Ross Rudolph, Susan Wiczynski, Mary Munk and Janie met yesterday. The outcome from their meeting was that they all feel the best traffic calming measure on La Jolla Shores Drive are traffic circles. They received a report from the City but it was only based on speed. The city reported that the

average speed on La Jolla Shores Drive “is 33 miles per hour”. Anyone who lives here knows that no one drives 33 mph on that street. The city agreed to do another study. The ad hoc committee agreed to start with the things that they can do like striping and signage. Last Saturday a mother, her two-year-old in a wagon and 4-year-old were crossing La Jolla Shores Dr at Vallecitos and were hit by a Rolls Royce SUV. Thankfully, everyone was fine but this is the fourth accident in less than 2 years at that particular corner. La Jolla Shores Assn is holding a special meeting on Friday and the results from that meeting will go on the July LJ&T agenda. If anyone has any traffic calming suggestions, please email [info@lajollashoresassociation.org](mailto:info@lajollashoresassociation.org).

**Kathleen Neal-** the Planning Commission’s agenda for June 24 mentions a project that is very close to Kellogg that has been appealed on the EIR actually a mitigated negative declaration. Part of the appeals process means that they are discussing whether or not the ADU that was part of the development should have parking on the lot and if that parking should be something other than just a driveway. If anyone is interested in the project just send her an email for information.

**Patrick Christensen-** screen shared a diagram of Pearl St at La Jolla Blvd to show that he was preparing to make a left turn at that corner and nearly hit an out-of-town car that was trying to go straight from the left turn lane. This happens frequently with out-of-town cars but this time it was too close and he suggested signage at that corner. He also noted that on the La Jolla Parkway exit to La Jolla Scenic Dr. N. drivers will make a U-turn and then cut in front of everyone else. He asked if there was a No U-turn sign on that street (*La Jolla Scenic Dr N*) and Dave responded there was but drivers ignore it.

**Steve Hadley-** could ask traffic engineers to consider adding a line at the Pearl St./La Jolla Blvd. intersection to show the car where they should actually be turning, a white line that turns at that corner and moves them into the lane if they follow it.

**Natalie** pulled up that intersection and informed Mr. Christensen that there is a straight arrow and left turn arrow in that right lane so drivers have the ability to go straight or make the left turn from that lane.

**Agenda Item 1: End of Summer Run-** Request for Temporary Street Closure and No Parking on portions of Prospect St and La Jolla Blvd for the 21<sup>st</sup> Annual Event on Sunday September 19, 2021 (Kathy Loper) **Action Item - Postponed to July Meeting**

**Agenda Item 2: Friends of Coast Walk Trail-** Update on Trail Repair and Resurfacing Project (Brenda Fake) **Discussion Item**

Brenda Fake is here to give a Trail Restoration Project Update. Friends of Coast Walk Trail is a nonprofit 501C and they were able to get a 3-year permit set up to do capital improvement projects mostly maintenance and repair work to keep the Trail safe. Coast Walk is referred to as a paper street so it does not get a lot of budget money. There has been an exponential growth of youths due to Trail Apps and they are jumping over the Bridge; taking out a section of it that

had just been repaired. It was difficult to get the money to fix it and then the public just rips it apart. They are working with some transportation employees to get some signage up there.

They are focused right now on the Goldfish Point Fence Repair and replacing some Torrey Pines trees and native revegetation that had been removed. Slope Repair across from Prospect Trail Head stairs. That Slope needs to be repaired because if we come out of a drought with really bad rain, they will lose some trail.

Brenda spoke of all the projects that they have been working since she was last at LJT&T: Trail Restored June 2020; Walk for the Trail Fundraiser- Rotary Event in Oct 2020 they raised \$7,500.00 doing that and a 2021 Event is in the planning stages; Slope Repairs above Cave Stores/Goldfish Point Sunrise Rotary funded; Boy Scout Troop 4-Eagle Scout Project-Bridge Railing Repairs Alex von Mueller; unfortunately after Alex repaired the bridge railings kids took out another section of it- Brenda was clear it was not the section that Alex had repaired; Bishops Community Service Trail Squad Monthly Clean Up- May McConkey and Maddie Cramer- this monthly clean up is working out very well and Brenda is going to check if she can co-mingle Bishops with La Jolla High School to keep it going- the students painted a huge mural to raise money, the La Jolla Light wrote an article about it and they raised \$15,000.00 from that;- Fence Repair Proto-type Completed- they took advantage to get that done when Coast Blvd was undergoing repairs the contractor for that project helped them take down the fence.; New Posts along Cement Barrier for Increased safety (In progress); Additional Fence Section Repaired (In progress); Native Revegetation Plan in initial stages Black Sage Environmental/Sd California Native Plant Society; History Hike Trail Information and Fundraiser. FOCWT need around \$35,000 more to complete the rest of their projects. Brenda acknowledged and thanked Natalie for her effort to help by hosting an organized shop and sip at her Store; the money she raised went towards the Goldfish Point Fence repair. Moving forward into 2022 their next project is the Coast Walk Trail Native Plant Restoration Project. The San Diego Chapter of the California Native Plant Society are involved with providing a list of native vegetation for the Trail area that Brenda hopes will take root for years to come.

A lot of work was done for the Coast Walk Trail by the efforts of many people and Organizations that Brenda wanted to publicly thank: Strong working relationships with City Management and City Council, Transportation and Stormwater, Barbara Bry, Joe LaCava, Steve Hadley; Patrick Hadley and Bill Robbins; strong community support by LJT&T, LJP&B, LJCPA, Sunrise Rotary, The Cave Store, and the La Jolla Light; Social Media outreach, and all of those who helped with donations, clean up, and ability to do repair projects. We must find time to stop and thank the people who make a difference in our lives. To all who have supported, contributed, and given time to this Project we as a community are making a difference in the lives and experience to those who visit The Jewel.

**Brian** asked if Coast Walk Trail is on Trip Advisor and Brenda responded that it is on every app and advisor that is out there. He asked because there could be a perception that it is like a public park but it really is not because it is privately supported. Brenda reminded of what Diane Kane said about the Trail “people are going to love it to death”.

### **Agenda Item 3: Nautilus Street Beautification Ideas – From La Jolla High School to Muirlands Drive (Trace Wilson) Discussion Item**

Trace grew up in the Nautilus area and was surprised that nothing has been done to improve the Street and as an Urban Designer he has the skill set to include Nautilus in the Streetscape Enhancement and Beautification Plans. The portion of Nautilus he is focusing on is between the High School on Fay Ave and Muirlands Drive. Trace described Nautilus Street as utterly atrocious. There is a gorgeous sightline out to the horizon and it has that going for it, but the street is visually cluttered; the medians which are probably original to the street are usually overgrown with weeds; on both sides of the street are parking lanes, bike lanes, and travel lanes. He shows images of Nautilus Street in Charrettes and reminds people they pass through this a number of times every day and this is what they see. We can do better than this. There is a ton of right-of-way to consider, a lot of asphalt, a lot of property that we can change and make more useful and more beautiful going into the future. The idea is to beautify the street and slow the traffic.

Trace presented several designs with trees planted on both sides along Nautilus and plantings in an expanded median going all the way up to Muirlands Drive. There is an area by the Fire Station that could be used for diagonal parking for students and there is an area at the base of Fay and Nautilus that could be used for diagonal parking for the ball field. His plans include a roundabout at Fay and Nautilus that slows traffic and beautifies the intersection. Further up Nautilus there could be roundabouts at Manana and Muirlands West. Conceptually it creates a parkway and it greens this major asphalt corridor into a parkway similar to some of the boulevards we see in the suburbs and in Los Angeles. From Muirlands Dr looking down Nautilus we get more drama, more shade, and shadow and slower traffic, a useful right-of-way without so much asphalt.

Trace's plans show that we can keep the sidewalk, parking lane, bike lane, travel lane, create a raised median with Southern California drought resistant plantings and then the travel lane, bike lane, parking lane and sidewalk for the residential side of the street. There is a ton of right-of-way to work with on the street to make it more inviting and beautiful. He is showing this to us as a labor of love because he believes that if you don't have a plan; if you don't have a vision then there is no way to consider how to get it built and how to get it funded. He is presenting this to LJT&T to ascertain if this is something that would interest the Board.

**Patrick-** this is amazing and he would love to see this happen but would he consider reversing the parking lane and the bike lane so we would have a protected bike lane against the sidewalk rather than against the traffic. **Trace** responded absolutely; there are a lot of constraints that have to be considered like school busses among other things, but this is an amazing bike corridor up to Mt Soledad.

**Brian-** asked about the major construction work involved that would greatly impact a city budget. **Trace** responded this will be costly and it will take money; its curb and gutter, raised

median, maintenance and irrigation; it's a significant beautification project. But again, if we don't have a plan how can we ever think about doing something like this. It's a Capital Improvement Project for sure.

**Nancy**- also grew up in the area and it never occurred to her to change Nautilus but it's so obvious once you present it. This falls out of the Village and Bird Rock Maintenance Assessment District. Does the Community have to create a local MAD to maintain this- because if we raised the money how do we maintain it? **Trace** responded that is likely the way to do it. Once you build something like this you want to make sure it is maintained properly. This will probably increase property values in the neighborhood in his opinion.

**Brian**- this must coincide with the city's environmental goals of greening and shading. **Trace** added and slowing traffic. **Patrick** added slowing traffic for students would fall under school target items of making the street safer for students. **Trace** agreed because there are two major schools in that area: La Jolla High School and Muirlands Middle School.

**Tom**- we should put this on the Agenda as an Action Item to be placed on the Capital Improvement Projects List. It's a great idea and benefits everyone who would use it as well as the property owners. Muirlands generates a heavy volume of cars that go up and down Nautilus.

**Brian** mentioned a comment in the chat box to kill the parking and make that another travel lane but Trace does not believe that would help with slowing traffic. He would like to see limited travel lanes to make it more pedestrian friendly and seriously consider the bike lanes.

**Dan McCandless** lives off Nautilus. He is very excited by this Plan because of the traffic that runs through Avenida Manana and how fast it actually goes. He likes the roundabout that would be placed by Avenida Manana which would greatly decrease the speed of traffic going down Nautilus. In terms of placing vegetation, he would use caution putting up trees that would impede someone's ocean view or views off the street but agrees vegetation is needed there. He supports one lane of travel to discourage the street from becoming a thoroughfare and believes the parking on the street acts as a traffic calming measure.

**Janie Emerson**- with the plantings make sure you have the appropriate 15' triangles for pedestrian crossing safety. She encourages keeping the parking because otherwise people who need to park to do things in the area will get pushed into the residential streets.

**Tom** – this should go to the City as a Capital Improvements Project, he reminded that there have been fatalities on Nautilus because it has become a speedway. Dave has personal experience with the danger on Nautilus as over the years three cars went onto his property and hit his house. **Trace** noted a colleague on a motorcycle lost his life when he hit a brick wall and that accident was just two houses from Dave's house.

**Brian** asked if there was a speed study down on the street and perhaps the results of a speed study would drive this project forward. Dave responded a speed study would probably be in conjunction with this project.

**Dave** will put this Agenda item on next month's Agenda as an Action Item.

**Agenda Item 4: Spaces as Places-** City Comprehensive Program to Transition Temporary Pandemic Response Outdoor Spaces to Permanent (Sameera Rao) **Discussion Item**

Spaces as Places is a comprehensive program designed by the City of San Diego's Planning Department to transition the temporary pandemic response of outdoor dining spaces from an emergency response to a permanent program with established design and safety standards.

The program will offer a menu of options approach to help foster social interaction and community building by allowing eating, drinking, recreation, public art, education, entertainment, and other community gathering spaces within areas of the public right-of-way.

LJT&T is tracking this program as it moves through the city process because it has a traffic element that these spaces for places will take over parking spaces that will affect traffic flow.

**Diane Kane-** President of La Jolla Community Planning Assn- is a little suspicious about this endeavor. She was in Little Italy recently and had a tour with the head of the Little Italy Association. He showed her their various public plazas that had been installed in association with Development Projects. What the City has done as these large-scale projects go through is that they are taking a portion of the lot that the project is on, which goes to the middle of the street, and asking the developer to convert them into these plaza type spaces as part of the development of these parcels.

As we saw in our discussions with the vacation of Cuvier Street when the City vacates a portion of the street it goes to the adjacent property owners to the middle of the street. If a Street is being vacated by the City and the City is saying they no longer need the Street for transportation purposes it reverts to the property owner. She believes the city is saying to the property owner, as part of their agreement to help fund the Parks Master Plan via the development impact fee, that if they choose to develop adjacent land in the Street instead of paying into the development impact fee fund, then they get out of that requirement and leaves the city without funding for parks development. The concern among the Parks Committee is whether these are going to be true public spaces or are they going to be serving the residents and the businesses within the building itself and is this the trade-off we want in our Parks System and what does it do to traffic on our streets if these are permanent installations. She is curious about their motivation behind this proposal.

**Natalie-** if the adjacent property owner is the one who gets that land and they are responsible for it- isn't that extra square footage they should have to pay tax on. To use the example of some of these restaurants who have these parklets, that is theoretically extra real estate that

they are not paying for. Diane agreed with her. There are multiple layers to this proposal and the city is expressing it as for the public but it bears additional scrutiny.

**Patrick** -agrees with Diane. He thinks outdoor dining is a phenomenal idea. There are few places in the World who have the weather for it and we are one of those few places; but if it becomes property of the business then they are essentially getting something for nothing. He would like to see this approached as a Piazza or Plaza type thing that you see in a lot of the very successful cities. It would be a disaster if someone with the right funding or lobbyist ends up with millions of dollars in additional property without paying for it and it's not for the benefit of the community or other businesses around them as opposed to a public place that could be utilized by everyone is a little scary.

**Dave** explained some of the layers to the spaces for places city proposal. There are 4 options to choose from: Streetaries, Social Curbs, Outdoor Dining within Private Property and Promenades. Dave believes there will be a User Fee to participate in it but not a transfer of ownership.

**Catharine Douglass**- watched the webinar and one of her huge concerns is enforcement. There is a lot from the city of let's do this and let's do that but no real concrete take on how they are going to enforce it. Puesto has a substantial one that has a roof over it that is illegal and no one is enforcing that.

**Nancy**- has different concerns. We had a thriving dining culture before Covid and Covid just shattered it but she feels we can go back to that again. Most people would love to have lots of outdoor dining and it's wonderful to envision that but outdoor dining does not work for a lot of communities. Downtown San Diego has above ground parking structures fairly close to its restaurants but the parking garages in La Jolla are not that close to the restaurants. Something that could benefit the restaurants very well could be devastating to the retail stores. If her business were next to Puesto or another restaurant that took away a lot of parking it would threaten the survival of her business.

Many people are now shopping online but if they go to a restaurant its already a given that they will be adding more money for valet or a parking garage. Retail shopping is different, you want to make it easy and inviting for them to come and wander into your businesses. She is concerned that the non-restaurant type businesses are not being considered in this proposal. Perhaps Joe LaCava could come to a Meeting and hear what we have to say.

**Steve Hadley**- representing City Council Member Joe LaCava- this program will not be going to City Council until October. The City does not want to wait until then to gather data on it so they are currently gathering input now and probably a lot of refinement will come from this as a result. To be responsive to Nancy's concerns he will convey messages to him or invite him to a future meeting when the program begins to become a little more defined.

**Dave** informed that LJ&T will keep an eye on it and bring it forward as appropriate.

**Agenda Item 5: 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 made the floor nominations as follows:

**Brian Earley, Chairperson**

**Dave Abrams, Vice Chairperson**

**Donna Aprea, Secretary**

Dave informed the Board that he has been Chairing La Jolla Traffic and Transportation since 2015 and is stepping down from that position. Brian has been Vice Chair since 2017 and he has the experience to assume the Chairperson position. Donna has agreed to continue as Board Secretary.

La Jolla Traffic and Transportation thanks Dave for his 6 years of outstanding leadership on the Board.

No further nominations were forthcoming.

**Adjournment: 5:22 pm**

**Respectfully Submitted: Donna Aprea, Secretary**

**Next Meeting: July 21, 2021**