

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Monthly Meeting: January 21, 2025
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

Bill Podway LJVMA
John Bauer LJTC
Jason Peasely, LJMA
Tom Brady LJCPA
Patrick Ryan BRCC
Chas. Dye – representing Mary Soriano
Dave Abrams LJCPA
Mike McCormick, LJSA

Members Absent:

Erik Gantzel BRCC
Mary Soriano, LJTC
Ross Rudolph LJSA,

Approve Minutes of December 17, 2024:

First: Jason Peasely

Second: Tom Brady

Vote: Not approved. We did not have quorum. Moved to the next meeting

Abstain:

Absent from previous meeting: Dave Abrams LJCPA, Patrick Ryan BRCC

Chas. Dye has to abstain as he is the alternative for Mary Soriano and does not have her voting confirmation.

Chairperson Report:

No chairman's report this meeting

Public Comment:

Parking spaces and lines to be brought up on Feb agenda. Confirming

Ray Wiess: I was at the last meeting. I'm a trustee on the CPS, and I was at the last meeting on the issue. Of marking parking spaces with lines that can be seen by the parking enforcement people from the street side. That's the problem. We discussed it. We said it would be on the next agenda. It wasn't on today's agenda. I wrote Eric Ganzel and he said that he thought that we might have it on the February.

eBikes on the bike path

I want to address the e-bikes on the bike path and all over La Jolla. Which, you know, the kids are a little bit, you know, youth and fearless. But we, as older people, is a little bit concerned for me to be crossing a crosswalk, a designated crosswalk. So, is this board have taken any interest on this issue and has been addressed? Or where are we with that?

Bill Podway: It's been addressed. I think Emily Lynch from Mr. LaCava's office or Catherine Douglas can give us more information on any e-bikes.

Catherine Douglas: So, we have a new team at SDPD Northern. It's called the COP team. And it's a community- oriented policing team. And they're on duty Tuesday, Wednesday, Thursday, Friday, and Saturday. They generally work from noon until midnight. They work, no, they work 10 hours. I guess it's noon to 10 p.m. So, what I would suggest you do is when you have, if it's a general concern or a specific concern, contact our community relations officer. And if you have a pencil, I'll give you his e-mail. Kathleen can do it.

His name is Tom Cairns, and his e-mail is T-C-A-I-R-N-S at pd.sandiego.gov. He will communicate with the COP team. They do not answer, the COP team does not answer dispatch calls.

They don't answer the radio calls. They're doing other things addressing community concerns. They have been on the bike path. They have been doing some enforcement on the bike path. There was an incident yesterday where somebody threw liquid on someone's windshield. I'm working with the captain right now at Northern on that. So, they're perfectly willing to and able right now to address some of these community concerns. So, write an e-mail to Tom Cairns detailing your concerns, and they will address it.

Town council sponsorship of pothole mapping event

I'm Chas Dye with La Jolla Town Council and CPA. And I'm announcing that the town council is sponsoring a pothole mapping effort on the weekend of the 22nd of February. The areas that we're covering are Pottery Canyon, La Jolla Shores, Mount Soledad, which basically means Via Capri, the village, Wind and Sea, Bird Rock.

And for each of these regions, there will be a trustee of town council as sort of the leader. And volunteers will come along, and we're going to basically document where potholes are. And it's a two-day event, and lunch is provided.

And if you're interested, email info at [lajollatowncouncil.org](mailto:info@lajollatowncouncil.org). But there will also be more outreach besides what I just said.

Council President LaCava Town Councils

Council President LaCava is going to be doing town halls again this year. So he'll be doing three town halls this year. It'll likely be February-March timeline. One will be in North D1, one in Pacific Beach, and one in La Jolla. So, once we have those dates and times are finalized, I will let you all know.

Discussion Item: Torrey Pines Road K-Rail

Presentation by City of San Diego representatives regarding the project to replace the current concrete K-rail on Torrey Pines Road, between Coast Walk and Prospect Street.

Presented by: Nazie Mansury

Welcome, everybody. And it's nice to see some familiar faces. I recognize from the last time you were here in 2023.

Just to give you an update, well, this is a similar scope of work. We haven't changed the scope really.

We're still on schedule. And our project budget currently remains the same. So as I just mentioned, for anyone who hasn't seen the slide before, The proposal is to install 350 feet of bridge rail along Troy Pines Road between Coast Walk and Prospect Place. And that is a type of guardrail that is usually used by traffic safety teams that is with the transportation department. And it was based on, I believe, the visual impacts that you can actually see through the portions of the guardrail and also the narrow footpath location. And

we also will be moving the curb line. If you've driven through that street, you'll see there's an existing K-rail there right now. So the location for the new rail will be approximately at that same location, so a foot and a half or so off of the existing curb line. And so we'll be replacing the sidewalks, the curb and gutter, and any project that we do, we make sure that we are meeting all the accessibility requirements.

Public question: Is there an accessibility requirement on the width of the sidewalk? Is that why you're going to extend the sidewalk a little wider?

Nazie Mansury: So for ADA compliance, we do need four feet. Four feet is the minimum for ADA compliance. If we can, we will expand it to five feet width. We'll have another slide later on where you'll see the cross-section of the guardrail. And, you know, we can talk about how that fits in with the sidewalk and everything. But so right now, the current plan has a five-foot sidewalk. And then we have the guardrail and the footing and everything.

The update on the 60% design phase, and we are—we have already—we are currently expecting a notice of exemption from CEQA that our environmental planners have gone through, and they've told us that that's what they're expecting. And it should be by the end of this month, I believe.

It will be posted online for comment to the public. There's a certain period of time that it will be posted. And then for the coastal development permit, we are—we don't have to get the California coastal, but we do have to do some analysis for city coastal.

So that one we don't know yet, and the notice of exemption is complete and filed, and then we can apply for the city coastal development permit, which I think some of you are already familiar with that process. If it's an exemption, it will be fairly short, one or two months. If it's not an exemption, it could be.

Okay, so then our project is still scheduled to complete. We're supposed to be completing design at the end of spring 2025. Construction was going to be winter, because we have a six-month bid and award period, so then that puts our construction in winter 2025, completion by summer 2026, because we know there is the summer beach moratorium.

Larry from National Engineering: We're currently going through review with the city, some of the outside agencies, and utilities across under the sidewalk and gutter, water services and SDGD, and I think Liam Cox, I think MCI. We may do some puddling in the next few months, just to verify, because you'll see the footing for this bridge rail is 2 feet deep. We just want to make sure that we don't have any issues. Figure out where we are now before we start construction and have to delay things about everything that's torn up. You may see some traffic control with some puddling. We'll see in the next few months if we get that permitted and the traffic control approved. And as Nazia mentioned, we're going through the environmental process.

As Nazia mentioned, it's a bridge rail that Caltran has more recently approved for use in the street. It's more robust than the K-rail. It has robust footings. It was designed for impacts. It is see-through to not affect the visual issues. It's 42 inches high, and as mentioned, it's about 2 feet, 2 inches wide.

We're going to hold the front of the curb line, the back of this bridge rail will go at the back curb so it replaces where the K-rail is right now. This is kind of that bridge rail. You can see it's 42 inches high.

It has the protection in the front, and it's called a bike rail in the back. It prevents vehicles from overtopping is the design of this structure. The theory was this would be a good application on this curb with this type of bridge rail. And then it does have a – it kind of terminates in a concrete barrier. You kind of see it right here for about 20 feet. And then we have to add a crash cushion so vehicles, if they do air off the road, they energy-absorb it in a crash cushion, which you see in most, say, off-ramps or other structures.

Question: what accommodations are going to be made for pedestrians during the construction process?

Larry: That's traffic controls, what works with the Traffic Safety Division, and if we do need to basically either close the sidewalk or you put the sidewalk out and close another lane and put pedestrians out in a separate area. Okay.

Statement: There's a tremendous amount of pedestrian traffic through there.

Ray Weiss: Yeah. I'll make an additional point. It's also the only pedestrian connection between the shores and the village.

Jason Peasely: And you cannot close a lane. It'll cause the worst traffic jam every day. Have you done a study of how many cars drive that road every day?

Larry: With the type of construction, you're not going to be able to, oftentimes, you won't be able to basically close over the road at the daytime because the construction of that is not where you can put it back in and button it all up. So it's something we're going to work on, but those are definitely legitimate concerns as far as construction duration..... But it is going to take some basic lane closures to build this structure.

John Bauer: So would you be able to come back to us once either yourself or the city has made a determination on how it's going to be installed, please?

Let's wait until they come back with a plan and then we can scrutinize it then. But I think there needs to be a really good communication plan with the broader community before this starts.

Patrick Ryan: Is it going to be raw galvanized or painted?

Larry: We're proposing a galvanized steel right now.

Public comment: Thank you for at least talking about the sidewalk. The sidewalk impacts us along with several other neighbors. And so can you confirm that the sidewalk that you're going to be replacing it with is not going to hit the fence or towards the fence along the coastal side or on the other side of it?

Larry: Correct. It won't go any further than the current fence is right now.

Public Comment: Is there any way that that could aesthetically be upgraded at all with something that would look less industrial?

Larry: That would be some type of paint. I mean, it's a galvanized steel structure to withstand the ocean.

Public comment: Is it possible we could incorporate something like that into this project as opposed to what is going to probably be a rather negative aesthetic? I mean, no criticism to anybody's work or the safety. I'm just wondering if we can find a way in what is a highly tourist-oriented area of our city that attracts quite a bit of tourism dollars to make that look a little more attractive.

Ray Weiss: So I'd like to raise a point that I think I raised in the early parts of this saga that had to do with visibility on the sidewalk at night. Right. I live in the village and work at Scripps Oceanography, and during the winter I walk home in the dark.

And there is no light going through the K-rail. It's almost impossible to see the sidewalk because the headlights are shining in your face as you walk up the hill. And so I've tripped a couple of times.

I haven't fallen, and the sidewalk might be flatter. But one of the important aspects of this is light being able to go through the rail to illuminate the sidewalk. And I think that's something we shouldn't forget unless we're able to put street lights on.

I don't know how the residents would feel about the backs of their houses being illuminated, but it would sure help the safety of people walking down the sidewalk. So it's either lots of light going through from the cars at night so you can at least see where you're going, or street lights. And the other thing, of course, is that if you put anything on it that makes it more attractive, it probably will reduce the amount of light that can go through the K-rail.

And then the final thing is, I appreciate what Brenda is saying, but if you're coming down Torrey Pines Road and just want to keep going toward the shores or the other way around, you don't

want to go down Coast Walk, walk over the bridge in the dark, and then go back up to the road. So I think that's an inappropriate place to divert pedestrian traffic, and I hope that you will actually have a pedestrian traffic plan that's 24-7.

Next steps: Nazie and Larry are to come back to showcase the final design and the traffic/pedestrian control plan for the build phase for review and discussion.

Action Item: La Jolla Concours D'Elegance

Request for temporary street closure and no parking on portions of Coast Blvd., between Cave St. and Girard Av. for annual event April 25-27, 2025.

Presented by: Mike Dorvier

All right, the first question I always get asked, I'll just answer it right now. There are no changes this year with the exception of one. So it's the first time we've added anything in quite some time. (see appendix)

It's called the La Jolla Concord Tour d'Elegance. And it usually starts outside of town in a private car collection and ends at the La Jolla Beach and Tennis Club. We try to just do more things in the community that add value to the community, the merchants.

This one's a little bit early. We are closing prospects from 6 to 9 a.m. Yeah, from 6 to 9 a.m. If you see all those little blue rectangles, those are about 100 cars that will be parked there. We'll start our actual tour.

It starts at 6 a.m. in the morning. Check in. All the cars get there.

We leave around 7.30, 8 o'clock at the absolute latest. So we'll be in and out. And we will advertise that a lot.

It gives people the opportunity to come out and just kind of see all these cars, have coffee, have breakfast, kick the tires, talk to people, and then we go. So that's the only thing that's actually changed from prior years.

John Bauer: I only have one question. I'm assuming it's both sides of the street that are going to be closed off?

Mike: On Prospect, with the exception of the 20-foot fire lane.

Bill Poway: From 6 to 9, it's both sides of the street?

Mike: I think we're out of there probably at 8.

Bill Podway: as you go through this and you look at your package, all of the other parking and street closers for Coast Boulevard, between Cave and Girard, for the annual event on the 25th of that Friday evening, there's no changes to any of those timeframes. Now, when we met with Laurel McFarlane at the Merchants Association, last week there was a question that came up about the Sunday event starting earlier than 3 a.m. I don't know if you guys are aware of that or if Laurel had told you that. But do you know anything about that, Mike?

You know, when they start drawing avenue between Coast and Prospect Street, it's closed from 3 a.m. They wanted to start it maybe earlier, to start it at midnight.

Jason Peasley: They were worried the cars would be towed because it was 3 a.m. as opposed to midnight's a more reasonable hour.

There's people that would be leaving their car at midnight, potentially, but 3 is such an obscure time. That's what that resident was worried about.

Mike: A quick conversation I had about this topic months ago was, let's let people leave their late-night dinners and leaving whatever they're doing that night, give them plenty of time. We're not doing anything at midnight. We're not doing anything at 3 o'clock either, likely.

But we need to have times because we don't want to tow people.

So we want to just give people time. Whether it's midnight or 3 a.m., it's all the same to us.

Mary Soriano: My question is for Saturday. With the new schedule, almost like a cars and coffee, 6 a.m. to 9, will the cars, when they leave at 9, is that street Herschel, is it still closed to parking or does it then reopen?

Mike: No, they're not on Herschel. So the Saturday morning, just the Saturday morning, Herschel is different because on Saturday night we have the Porsches on Prospect. Okay.

We don't close the street. We just no park one side of it. So what you see on Herschel there for that Porsches on Prospect event on Saturday night, we close both.

We don't close. We no park both sides of Herschel.

Vote: Request for temporary street closure and no parking on portions of Coast Blvd., between Cave St. and Girard Av.

First: Tom Brady

Second: Patrick Ryan

Vote: 8-0 in favor of temporary street closure.

Discussion Item: Bishops Lane and Eastbound Pearl Street

Discussion regarding whether a no-left-turn sign should be added to southbound Bishops Lane where it intersects Pearl St. In addition, whether plastic delineator posts (aka pylons) should be added along the double yellow line eastbound on Pearl St., between Bishops Lane and Fay Ave., to discourage drivers from entering the westbound lanes of Pearl Street to turn left onto Fay Ave. and making left hand turns onto Pearl St, if a no-left turn was ever put into place.

Presented by: John Bauer

Between the CVS and Bev Moe on Pearl, there is a lane called Bishops Lane. It is both left and right-hand turn. It's on the northern side of Pearl.

And I would like to open up discussion today, basically, anyone that comes out of the parking lot for CVS or the Bev Mo, I think it's a dead-ended lane, can either turn right to continue down to Pearl or they can loiter and cut traffic off, which seems to happen irregularly, but happens, to go left to cross over Pearl to continue their trip. I've seen enough traffic chaos there to want to have a discussion about making it a right-hand turn only, but also include plastic, I'm assuming they're plastic, balustrades.

Right in front of the buss stop on Pearl, going towards La Jolla Blvd,. I would like those delineators put there for two reasons. One, to ensure that the right-hand turn only is observed, because having a sign there, I've noticed, doesn't mean anything in the Village to drivers

And secondly, I am noticing more and more people who want to turn left onto Fay from Pearl, who are caught in traffic on Pearl between Fay and Eads, are crossing over the double yellow lines, driving on the wrong side of the road down Pearl to get to the carve-out for where you can turn left. And in a couple of instances, I have seen near head-ons, because one, they didn't realize that the carve-out was already full, and two, they thought they could get there before the traffic coming the other way, correctly and legally, was going slower than they thought.

Dave Abrams: The delineators that far down would preclude left turns onto Bishop's Lane between the liquor store and the CVS.

John Bauer: Yes.

Jason Peasley: I appreciate this discussion. I would say any of those lanes, alleys coming in, would not be smart to be making left turns on any of them, and this is not just the only one.

Dave Abrams: Also, the main reason to make a left turn on Pearl towards the north is to go to CVS, and you can just turn left onto Eads.

Public comment: There are other locations in the village where similar situations are happening, and sometimes the signs don't seem to result in a benefit. But if you don't try it, you'll never

know. I would only request that you do reach out to BevMo, just because more than CVS, they will be impacted, I suspect.

Jason Peasley: Specific to Pearl, I think it's a narrow four-lane road. Those delineators will be run over and broken within six months.

John Bauer: Ok, so what are next steps? Do we need to bring this back as an action item for voting on?

Bill Podway: No. Submit a traffic service request. Once you have the number you can give it to Erik and he can follow up with Gary Pence.

Next steps: Complete a traffic service request , get the number, and then have Erik use that to email Gary Pence

<https://www.sandiego.gov/transportation/tools-resources/traffic-service-request>

Adjournment: 5:18 pm

Next Meeting – February 18th, 2025

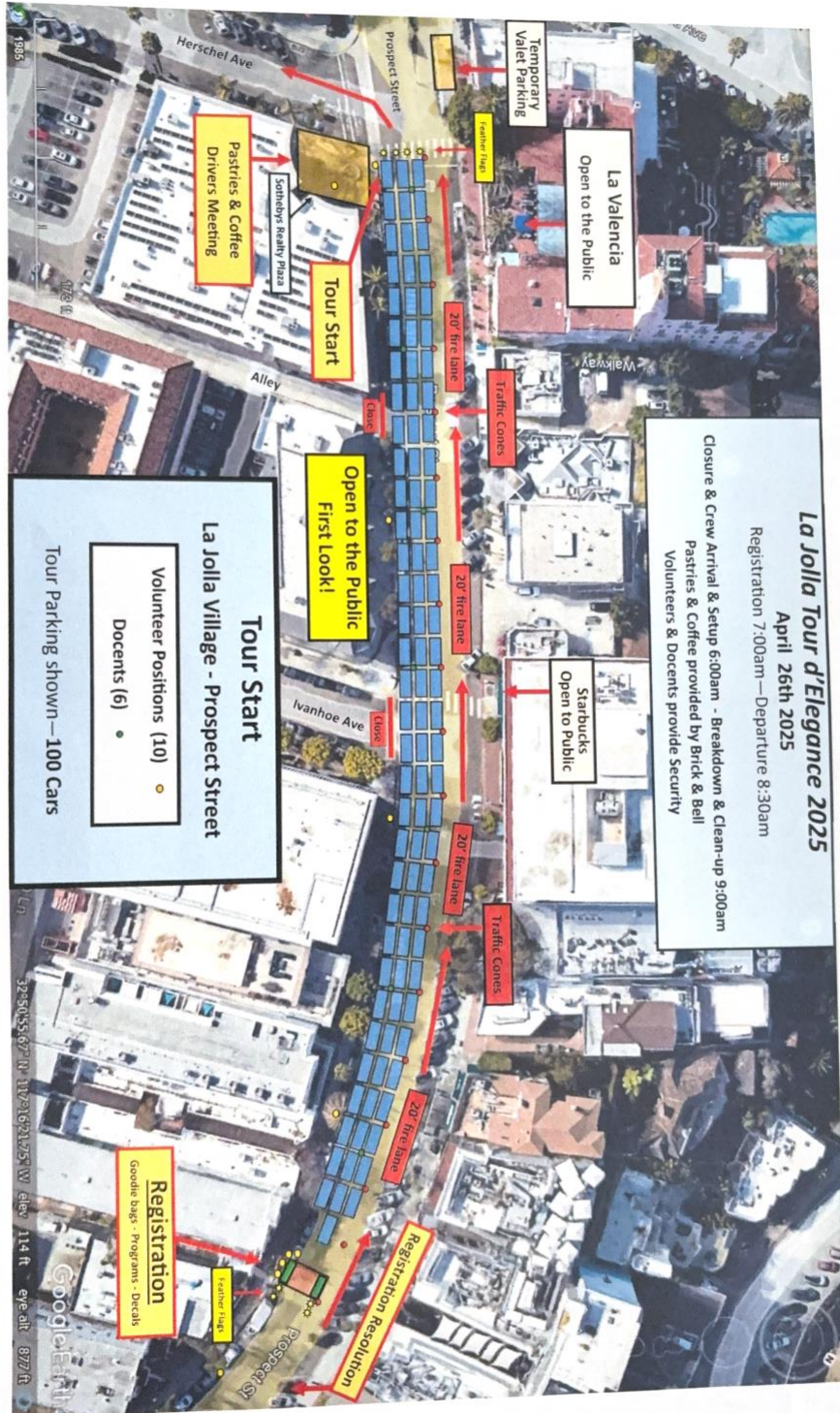
Respectfully Submitted: John Bauer, Secretary

La Jolla Tour d'Elegance 2025

April 26th 2025

Registration 7:00am — Departure 8:30am

Closure & Crew Arrival & Setup 6:00am - Breakdown & Clean-up 9:00am
Pastries & Coffee provided by Brick & Bell
Volunteers & Docents provide Security



Open to the Public
First Look!

Tour Start
Someday's Realty Place
Pastries & Coffee
Drivers Meeting

Tour Start
La Jolla Village - Prospect Street

- Volunteer Positions (10)
- Docents (6)

Tour Parking shown — 100 Cars

Registration
Goodie Bags - Programs - Decals

Registration Resolution

32°50'55.67" N 117°21'6.21" W elev 114 ft eye alt 877 ft