

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: April 18, 2023

Members Present: Brian Earley Chairperson LJSA, Donna Aprea LJTC, Tom Brady LJCPA, Bill Podway LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA

Members Absent Dave Abrams LJCPA, Nancy Warwick LJTC, Dusty Bowder LJVMA

Approve Minutes of March 21, 2023: Rudolph, Second: Podway 7-0-0

Chairperson Report: Brian announced that Natalie Aguirre, who represented La Jolla Village Merchants Assn has resigned from the Board. Dusty Bowder was recently appointed by LJVMA to replace her. Dusty manages Vuori Clothing Store on Girard. The Vuori Clothing Store had between 4000 to 5000 people walking in and out of their Store on one single weekend so Dusty sees a lot of traffic both in his Store and in front of it on Girard.

Concerts by the Sea is going to be presenting a series of Concerts in Scripps Park beginning next month presented by the Kiwanis Club of La Jolla.

Traffic congestion at Windansea Beach. He is working with the Presenter to nail down specifics to what she wants to discuss with the Board.

Pursuing the possibility of resurfacing Fay Ave where The Conrad and the Lot are to install a piano crosswalk.

Public Comments:

Steve Hadley-Board will be discussing a beautification proposal along Nautilus; he is giving a heads up there is also green striping in the bike lane that has been requested from the Muirlands Middle School from the Parents for a safety crossing for their students. Parents also requested traffic delineators on the north side and some on the south side to protect the students who are trying to get to and from school on bicycles.

His Office received more reports of accidents on La Jolla Scenic Drive North around via Posado. On Moonlight Dr there was another accident this weekend. He is aware residents have come before the Board asking for Stop signs and traffic engineering has advised it doesn't meet the warrants needed for a stop sign that they require. He advised the group to come back to LJ&T again because maybe time has made a difference in the traffic engineering evaluations. He anticipates they may be back next month.

Slurry work around the Village specifically on Girard some over on Fay that should be starting May 1. There will be two coats of slurry so we will have to stay off the streets for a day or two and it will be disruptive. They have to leave the slurry for about two weeks and then return to do the striping. Hopefully, all of this will be done before Memorial Day.

Resurfacing La Jolla Parkway; they need consistently warm nights so they can do that work at night. If it looks like they have to start in the middle of May they may need to return to the Board and ask for a waiver on the summer moratorium. Whatever it takes to get La Jolla

Parkway resurfaced they are going to push through at this point. Brian asked who would waive that moratorium and Steve responded that the request would come before LJT&T and then move on to LJCPA. It should not be a problem because this is Work that will be done at night.

Tom asked Steve for the expected completion date for (*the regrading on*) Hillside Drive. The Capital Engineering Projects Department is hoping to have that finished, at least down by Torrey Pines Rd, by Memorial Day. Whatever they have left will be further up the Hill to Amalfi. There have been complaints from Amalfi residents that their street has become the new thoroughfare for drivers trying to get on Hillside Dr. The condition of Amalfi may need to be looked at when the Hillside project is finished. Steve explained the delay regrading that slope on Hillside was because they discovered there were more utilities closer to the surface than they realized when they first looked at it.

Agenda Item 1: Change of Hourly Parking Limit/Fay Avenue – Request to change the hourly parking limit from the current one (1) hour to 90 mins. between Kline and Silverado Streets.

Petition was submitted and reviewed by traffic engineering.

(Jason Peaslee, The Cottage Restaurant) **Action Item**

Continued from Feb 15 2023 Agenda Item 3. Jason Peaslee owns and runs The Cottage on Fay Ave. He contacted Jodi Rudick about changing the Parking Time Limit from one hour to two hours between Kline and Silverado Streets and Jodi advised him to contact Brian. For any requested changes on a Street a petition is circulated and 51% of residents and business owners have to agree to the change. Brian contacted Gary Pence, City Traffic Engineer, to ask about the Petition and the city sent him a copy of it.

Jason circulated the Petition to change the parking time limit between Silverado and Kline Streets on Fay Ave. He did not get enough signatures because the Petition was not clear to everyone asked to sign it. A new petition will be circulated that meets all of the city requirements and giving Merchants the option to keep the parking time limit the same 1 hour, changing it to 90 minutes, or changing it to 2 hours. The one-hour time limit is causing angst among the patrons of the area businesses who feel there is not enough time for a leisurely lunch and then visit area businesses. The original Petition was asking for two hours but Jason is fine with 90 minutes. He is going to recirculate a new Petition giving Merchants all of the options and then return to the Board.

Mr. Peaslee recirculated his petition for the time change from 60 minutes to 90 minutes along Fay Ave between Kline and Silverado and has provided twenty-seven signatures which the City verified was 51% of the fronting businesses on that block and it came back to LJT&T as a valid petition.

Brian received some letters of support for the time change and nothing to oppose it but he asked Patrick to remind the Board what occurs when a parking time limit is changed.

Patrick- for petitions like this one we should have some mechanism which provides the upside and the downside of what is proposed similar to when we vote. Every time we extend the maximum parking time in a parking space, we reduce the number of vehicles that can park there. It does not sound like a big deal but when you do the math over a period of time there is a potential impact and he believes that impact should be clear on a petition.

Jason Peaslee- between his Restaurant there are Gyms and Salons and everything takes more than an hour or so. Customers are running out to move their cars or wiping the chalk marks off their tires; whatever it takes to avoid a parking ticket and an hour and a half would take care of that issue. To the North and South of them is two- hour parking on the same street. Parking Enforcement knows it is one hour by his location and they do complete laps just on his Street.

Sherry Ahern- as someone who likes to Shop in the Village; with the one- hour parking she becomes so worried about moving her car she just goes home. She gets the loss of parking when the time is extended but she believes there will be more business done when they can stay just a little longer because every time you have to move your car there is the potential for leaving and going Home.

Tom- he spoke to Keith Kelman of Nathan Gallery and he was very knowledgeable and very comfortable with extending the time limit even if it meant fewer customers; but to Patrick's point we should explore that downside which he never thought about until Patrick had pointed it out on the Chart. **Patrick** -in this case there are not many businesses there that need a fast turnover, they are long term businesses.

Jodi Rudick- Executive Director of the La Jolla Village Merchants Assn. On behalf of Jason, he approached her about the question of extending the time limit, he went through the process, he did everything right and there is a majority of the neighbors- she doesn't know of any opposition- supporting the 90- minute parking. In terms of consistency, it is incredibly confusing because as Jason alluded to there is two-hour parking in the area and Shoppers are parking in an area (*one hour time limit*) that feels like -to them-is two- hour parking so this makes a lot of sense. They do not want any of the tip money that should be going to Jason's Servers to go to parking enforcement.

Laura DuCharme Conboy- she used to work on Fay in that block in the 1980's and back then pretty much everywhere was one hour parking. Then Girard went to 90 minutes and it now seems like this block is the last holdout that is 60 minutes. Why they didn't do them all at the same time is unknown. To Patrick's comment on fewer people will be coming she believes that actually having 60-minute parking will make people stop coming. It's not enough time to meet with Consultants, go to a Restaurant, or go to the Dentist- she would worry about the business lost rather than fewer people coming. She is in favor of going to 90 minutes.

Motion to Approve Change of Hourly Parking Time Limit from 1 hour to 90 Minutes between Kline and Silverado Streets: Rudolph, Second: Brady 7-0-0

Agenda Item 2: Street Closure La Jolla Open Aire Market – Request for street closure on Girard Ave. in front of La Jolla Elementary School on Sundays beginning in June to relocate market activity during school construction project. (Julie McDonald and Sherry Ahern, La Jolla Open Aire Market) Action Item

Sherry Ahern, Michelle Conway, Julie MacDonald, Sonal Patel are here to present the request for a mini street closure on Girard from Gillespie School to Genter Ave beginning June until November.

Sherry Ahern - Founder of the La Jolla Open Aire Market. Twenty- five years ago she presented at this Board trying to get the Open Aire Market passed through and then fought for two years get it up and running. The La Jolla Elementary School Remodel must have been in the works for a while the School is about 125 years old. They are part of the San Diego Unified School District and the District tends not to have a lot of money. The Market is part of the Foundation of the School which is called Friends of La Jolla. Sonal is the President of Friends of La Jolla and the money from the Market goes to that School. So far, the Market has raised 5 million net plus for them. It sounds like a lot of money but only makes a dent because they pay for a lot of different programs and Teachers at the School.

If the Market is put out by the Construction it will have an impact not only to the School but it is a Sunday ritual for a lot of people. The Contractors had advised them that would not happen but now it appears that it will. They had promised they will not put the Open Aire Market out but as it turns out the last part of the School where they knock down the Alamo Building; their entire area is going to be empty from here on in and they are reseeding the grass which is two acres. To save the Market they want to do a mini street closure and the impact will be low for any businesses and residents on that part of Girard; Gillispie School to Genter.

Sonal- President elect of Friends for La Jolla Elementary- the Market is incredibly important for the School; it raises about 40% of additional funds. Parents stuck with La Jolla Elementary during the Pandemic because they were able to maintain so many of their enrichment programs because of the funds they receive from the Market. It is a vital part of their fundraising and without that LIES would see a retreat of some parents who would pull their students for the lack of support.

Julie MacDonald- Market Manager - The Market is so important to the Students and Teachers of La Jolla Elementary as well as the Community. They are able to support the Farmers and small local businesses, many of them have been at their Market for twenty- five years, they come every Sunday rain or shine.

They meet with the School Construction Team every week to try to navigate through the process. The Construction Team understands how important the Market is to them and as Sherry mentioned they did not think they would be impacted but every week they are losing their footprint a little more and they are losing a majority of their footprint when School is out.

They would have only the Teacher Parking Lot- the only area they will give to them; that will hold about 26 vendors and they currently have about 152 vendors. That would be an extreme loss of revenue for the School. They tried to think about what they needed to do to continue their Market. If they had to shut their Market down for 4-5 months they would never recover. The Construction Team thought they could just close their Market and then come back to it when Construction was finished but they would never recover from a closure of that duration.

They looked at Girard Ave and it kind of all fell into place. The businesses open on Sundays are closer to Pearl Street and the businesses that are closed on Sundays are closer to Genter. The dividing line seems to be around 7421-7426 Girard and there would be barricades that will start the closure. They have assurance from Gillispie that they can use their parking lot. There are residents at 7342 Girard but when they spoke to them the Residents did not mind the closure on Sundays. They do not have cars and they shop at the Market so the Sunday closure would not impact them at all; they would still be able to come and go. There will also be a 20' fire lane in front of their residence. When they spoke to the Department of Special Events Staff suggested going all the way to Genter.

Sherry referred to it as just a mini street closure on Sunday mornings beginning in June to perhaps November or December. The closure is dependent on the school construction and anything can happen that might cause a delay. The Market is closed for the last two Sundays in December so the Street would not be closed.

Patrick asked about how many parking spaces will be affected and Julie responded about 30 parking spaces but **Bill** counted the lost parking spaces and 34 spaces will be lost. **Patrick** asked about the timing of the closure and Julie responded they can be flexible but they are proposing 6:30a to 2:30p to allow for set up and break- down. The Market is open 9:00-1:00 but vendors come early for set up and everything is broken down by 2:30.

Bill has a lot of concerns. He cannot see how traffic can make any type of U-turn on mid Girard Ave and believes the Street would need to be closed at Pearl Street. It's a safety issue and asked if anyone from the Police Dept had looked at this. **Sherry** responded they are working with Special Events. Special Events Staff referred to the SDPD and this was what the Police suggested; there will be a very large area for drivers to turn around at 7426 Girard and there will be barricades which will start the closure. **Patrick** asked about the barricades will they be high or low and Julie responded that is unknown at this time; Patrick asked if there will be a barrier along the 20' fire lane as well and Julie responded according to Special Events that had to be open; no Tents could be set up there.

Patrick commented that the La Jolla Open Aire Market is an absolute gem to have in La Jolla so whatever we can do to be flexible for 6 months he would back it. From his career in Parking the area between Pearl and the first barrier for turning around in should be fine. He has turned cars around in parking lots much smaller with more cars. This will not be high speed traffic and they are essentially turning Girard into a parking lot; he believes that is plenty of area to turn around in.

He suggested some barriers or something, perhaps a Sign, at Pearl Street to alert drivers coming off Torrey Pines Rd and heading towards Girard that there is a closure ahead. Sherry does not think they can do barriers but she will look into good signage; she will speak to Special Events.

Brian -asked about the tables that will be set up on the island by the crosswalks. There will be tables set up on the island in the middle of Girard but there will be no vehicular traffic at that point. **Sherry** clarified that they were looking at where they could make a seating area near where their food vendors would be.

Sherry informed the Board that the Map of the proposed area she is presenting to the Board is actually a second Map after Special Events Staff requested more clarification on the Street. City Staff wanted to see the Street from Pearl to Genter and then worked with them on the closure. Sherry had the option of closing it right at Pearl but she did not want to harm the businesses who are open on Sundays. This closure will help the Market but not harm them in the process. After the reconstruction is completed there will be an entire area of new grass and new Vendors could be added to their Market.

Brian requested that they get something from the Residents at 7342 Girard in writing to let the Board know that they are aware of the closure and are fine with it. It does not have to be a petition but just a written statement they are aware of the street closure that will take place in front of their homes.

The Board does not yet have the Permit from Special Events and Filming and **Sherry** responded they were waiting on results from this Meeting. **Brian** suggested perhaps motioning for a continuance and wait for them to work this out but Patrick suggested a motion contingent upon Approval from Special Events.

Barbara Dunbar- agrees with the comments Patrick made about placing a Sign at Pearl Street Temporarily Not a Thru Street to notify drivers of what to expect and understand that they could still go in and park. **Bill** suggested another Sign at Genter alerting them to No Left Turn.

Motion to Approve Street Closure for La Jolla Open Aire Market conditional upon receiving the Permit from Department of Special Events: Ryan, Second: Rudolph 7-0-0

Agenda Item 3: Nautilus Median Beautification Project – Proposal from local resident to replace center island concrete (between Fay & W. Muirlands) with materials that are aesthetically pleasing. (Trace Wilson, Materia Architecture) **Discussion Item**

Trace- has been working on Nautilus St for the last 2-3 years thinking about how he can beautify it and reallocate this very large right of way, particularly because the Utilities are in there now tearing it up; they will be out of there in a couple of years, so why not do it better

instead of just repaving it. It is an opportunity to slow traffic on Nautilus. As Steve mentioned Muirlands is also interested in calming traffic for their children so the timing is coming together. A lead donor approached them a couple of weeks ago, she wanted to give 10k towards the effort of beautifying Nautilus. He knows a lot of people are supportive of this project and are willing to donate to fund it. In his Designs he tries to keep it as simple, easy, and constructable as is possible.

Last month Trace, the donor, Steve Hadley, and Brian did a walkabout on Nautilus from Fay to West Muirlands. Nautilus is shameful and we can do better than this. Photos of the existing (current) Medians on Nautilus St show cracked asphalt and overgrown weeds and all of them are in rough condition. The proposed Medians show the asphalt gone and cobblestones and drought tolerant landscape in them.

Trace grew up in the area and noted that in 1955 Nautilus was sized for Bus Routes, massive Chevy's and three lanes of traffic going as fast it can. We no longer need all of this. The good news is they put in raised Medians; the bad news is they put asphalt in them and never landscaped them. In Downtown San Diego, the bike lanes on Fourth and Fifth Streets were just completed. They have cobble and drought tolerant landscape and green crossings for the bikes that Steve just mentioned and this is the plan for the Nautilus Medians however Trace would have more of the cobble and less of the landscape.

Sherry asked if Tree's could be installed in them. Trace responded the Medians are 3' wide he would love to see Trees and the Garden Club would provide them but from his viewpoint he would want the Trees planted on both sides of Nautilus. Trace noted that when the Utilities underground your Service they offer up one Tree to put up in front of your House. Few people know that they offer this and others just sign off that they do not want the Tree; with two hundred Homes on Nautilus why not utilize that offer and place them there.

Patrick asked if the cobble will be cemented down- **Trace** responded yes, they would be cemented down with a weed barrier so that the cobble could not be picked up and thrown.

Brian asked what it would take to remove the asphalt from the Medians and **Trace** responded it is old asphalt that would probably take a day to remove. Brian reminded the curbs were built in 1955 would they survive a jackhammer. **Trace** responded if they are careful, it should not be an issue but there may have to be some funds to replace some of them as needed. There was a curb down by Muirlands that was broken and the City repaired it. In his professional opinion they can do a clean job and get it out of there.

Brian noted there are 4 medians going up to the streetlight how far would the money go to repair all of them. **Trace** responded this is not an expensive project but he did ask **Steve** for help figuring out how much one of the Medians cost on Fourth and Fifth Street where Sandag installed the dedicated bike lanes. In the interim he will work on the private side to get a cost estimate.

Sherry commented that even if he could get one Median done others would say sign me up.

Brian – this is our Hope to get one of the islands done and by doing that we create a path for a public-private partnership. He is a big fan of that because the City needs help and we have to help them. This could be the start of a Cooperative between the City and the various Groups in La Jolla willing to help get it done.

Trace- if this project is properly broadcast, we would have 50-70% of the neighbors donating something to it. These Medians are a disgrace and they are in front of multi- million dollar homes.

Brian asked about next steps. Trace can use the rendering to get a number just by asking some of the contractors that work in the public right of way around here. Brian wanted to know if that would cover island by island or the entire project. Trace is after a linear cost and then you take that linear cost and extrapolate it. He prefers to work from The Master Plan and then phase into it; get the numbers for the entire project and then phase the islands into it. They need to work with the Council Members Office to figure out how the Right of Entry works and that can take some time. **Steve** clarified they would work with Development Services and they will try to push that through quickly so they don't spend a bunch of money in permitting. During the site visit **Steve** informed them that some of the cost will be used for traffic control for the construction because its right in the middle of the Street and near a School. He will try to help minimize those costs.

Trace would like to return to LJ&T next month with his project as an action Item so it can continue on to LJCPA. He will have more information by then; his goal would be to be in the ground in the Fall.

Adjournment: 5:15p

Next Meeting May 16 2023

Respectfully Submitted: Donna Aprea, Secretary

Brian adjourned the Meeting but Alexandre Matov sitting in the audience made a public comment, that seemed to be accepted by the Board, about the Swiss people painting a rectangle where the cars can park so every parking space is marked. This allows the opportunity to control the size of the cars parking in particular spots. He understands there may be thousands of parking spots in La Jolla but if there is a way for us to count them all one time or at least to count the spots in the congested area around the Village. It will be a one time effort to paint squares and that would be planned ahead of time how big the squares would be in every particular place and then if cars park outside the squares they can get a ticket. It seems to work well in Switzerland. Brian asked him to send him some graphics and pictures of his concept and he will send them over to traffic engineering. Included in the Minutes because this may appear again at LJ&T.