

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: August 15 2023

Members Present: Brian Earley Chairperson LJSA, Erik Gantzel Vice Chairperson BRCC, Dave Abrams LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Patrick Ryan BRCC, Bill Podway LJVMA, Dusty Bowder LJVMA,

Members Absent: , Ross Rudolph LJSA

Approve Minutes of June 20 2023: No Vote taken- June & August Minutes to be Approved at September Meeting.

Chairperson Report:

The Applicant for Agenda Item 3, Nautilus Median Beautification Project, has already appeared before this Board four times as a Discussion Item. He has requested that the Board make the Nautilus Median Beautification Project an Action Item so it can move forward to LJCPA. We can change the Discussion Item to an Action Item by Amending the Agenda and changing the Discussion item to an Action Item but it needs a Motion and a Vote from the Board to Amend the Agenda. **Motion to Amend the Agenda to change Agenda Item 3 from a Discussion Item to an Action Item: Earley, Second: Brady 9-0-0.**

There was No Meeting in July and the June Minutes cannot be Approved because Board Members did not receive the June Minutes when the June Agenda went out. The June and August Minutes will be Approved at the September Meeting.

Anu Delouri from UCSD Campus Community Relations was supposed to be at the Meeting to discuss UCSD's Adaptive Traffic Control Systems but installation is being delayed by the City. We are hoping for a Presentation next Month. This is a really important issue because they are finishing up construction of their Buildings which will add around 20k more people to the Torrey Pines Rd area and we are going to need every adaptive traffic signal we can get to help getting in and out of our Community.

Update on Via Capri; the Homeowners on Via Capri appeared before the Board many times asking for Stop Signs so the City did a point analysis and the points came in very low for a Stop Sign. A certain number of points need to warrant a Stop Sign and the intersection did not meet the requirements. LJT&T is still offering an opportunity for them to come to a Meeting and request the Stop Sign at T intersections. Homeowners are looking for every way to slow down traffic but Sven Zabka declined to present at this time.

Public Comments:

Brian- The LJT&T Board wishes to thank Steve Hadley for all his hard work and assistance to LJT&T. Steve has worked for 3-4 Council Districts in the City and we have been lucky to have

him Represent District One. Steve actually noted that Dave and Brian handled the bulk of the work for this Board. He introduced Emily Lynch who will be replacing him; she comes to the City with Customer Service background and takes care of Carmel Valley and that swath of communities but for the past month she has been picking up the work in La Jolla and is pretty much doing all of it at this point.

Emily Lynch- has big shoes to fill but she has already heard about Big Foot. She is looking forward to working with the Board and has handed out business cards for her contact information.

Tom- Steve has done a wonderful job and is a great role model for anyone who will follow him. He asked about the Smart Street Lights that will have license plate readers what Company is being considered for this program; the La Jolla Light mentioned two Companies; which one is being considered. Steve does not know and will get back to him. He noted there are some Communities that would prefer not to have them and then there is La Jolla who would ask for a few more in the Business District; so, it doesn't hurt if we write to Council Member LaCava and ask him if we could share some of the Smart Street Lights that other Communities do not want. Tom is asking because one of the Companies mentioned in the La Jolla Light appears to be more efficient than the other one and will be able to offer surveillance activity in the Park but also at Point La Jolla. In Joe's Ordinance about Point La Jolla, that was put forth from his Committee, the third item was about having a surveillance camera down there, which is going to be a problem with the Privacy Group, as a critical part of the approval for closure of Point La Jolla which everyone is opposed to. **Steve** is not familiar with the Smart Street Light Program but will circle back to him.

Trace Wilson- was driving down the Throat and noticed three new trees were planted by Aztec Landscaping so, they are on it and are continuing to work without badgering. He heard from Cole Reed of the Senator's Office that the 2 million dollars for the Camino de La Costa Stairs has now been transferred into the City and is being routed so there is progress being made. The party activity on Camino de La Costa at the point has been almost nothing for the past year. After the Police Dept did their Sting Operation and the Council Member's Office got involved there has been almost no partying activity going on down there; very little speeding, and last week his neighbor called the Police on some activity going on and they came within 30 minutes. All it took was police enforcement a few times and now they scattered.

Suzy McCain Walden- several months ago she emailed Brian about Lettering at the stop light on Torrey Pines and Silverado (*at East Ivanhoe*). If you come across Virginia Way from 2:30 to 4pm there is a wall of cars and you cannot get through the Light. She was just checking to see if there was any progress and where it stood. **Brian** saw them blocking the intersection on his way to this Meeting. There is a Do Not Block intersection before the Light but nothing in the area where the 3 streets meet at Ivanhoe East and everyone is actually blocking it. **Donna** noted that Catharine Douglass also made a public comment about Do Not Block lettering at this intersection. He will follow up and asked her to send him another email.

Sherry started a discussion about the Hillside Drive regrading and asked if that was going to stop trucks from getting stuck because to her it looks the same. So far, no trucks have gotten stuck but it led to a question about the traffic signs surrounding it and asking if they will be removed now that the project is completed. That is for traffic engineering to decide.

Agenda Item 1: Election of Officers:

Chairperson: Brian Earley
Vice Chairperson: Erik Gantzel
Secretary: Donna Aprea

Motion To Approve Election of Officers for 2023-2024: Brady, Second: Abrams 9-0-0

Brian recognized that Dave has served the Executive Board for over six years as either Chair or Vice Chair and he is stepping down now that Brian has more experience leading the Board. He was given a round of applause. Sally Miller seconded the comment; it took him about four years but he got the light fixed at Nautilus and Merola. *October 19 2019 Public Comment- Lights at Nautilus and Merola are still not working correctly and she cannot seem to get them to work correctly even though she is hammering city staff.* She thanked Dave for getting it done.

Agenda Item 2: La Jolla Art & Wine Festival: Request for Temporary Street Closure and No Parking on Portions of Girard Ave, Wall Street, and Silverado for Annual Event October 6-7-8 2023 (Brenda Chand, Exec Director, Sherry Ahern, Founder) Action Item

Brenda Chand, Executive Director, is unable to attend the Meeting. McFarlane Promotions produces the Event; they are in charge of its infrastructure, cautionary signs, porta potties they do everything outside the Event while Sherry's staff does everything inside of it. Sherry founded the Event 15 years ago and she has been doing it for 14 years. There is nothing different about it this year, they are staying with the timeline for previous years. They Sold Out with the Artists in two weeks. They have 165 Artists and they have to tell other Artists they are Sold Out. Their footprint is what they can manage and the goal is to get a lot of really great Art, maybe the volume is not as important as the Art itself. They are not cookie cutter they are always looking for amazing Artists. Sherry is not a connoisseur of Art; she knows more about it now than she has ever known- she knows what she likes and she learned a lot and what she knows is that they have gotten a lot better every year. She has Artists telling her they do better at her Event than at other Events they go to.

So many people attend it. They have a Beer Garden that holds 1500 patrons, great entertainment, a silent auction, they get hit up by Sponsors and by people who just want to be a part of it; if they cannot afford a booth they are generally flash mobbing on the street- any way they can promote themselves and that has been a lot of fun to see them.

They donate the proceeds to La Jolla Schools. The Schools own the La Jolla Art & Wine Festival. They represent about 8000 parents and 6000 kids. So far, they have earned about 1.2 million

dollars but as time goes on she believes it will make as much money as the La Jolla Farmers Market makes for the Schools.

Brian asked Sherry about the Towing that occurred at last years Event. Sherry noted last year there were plenty of cars that were towed and the nicer the cars the meaner the owners. There is a Sign in front of the Cars that the City takes a picture of, everything is timed stamped, but Sherry has been accused of superimposing it and owes them money. She is there an hour before towing and goes up and down the Street with a warning- she does not like to see cars get towed but last year they towed more cars than they ever have. Donna asked why the signage did not work but Bill noted it was under 10 cars that were towed. Sherry tries her best. She goes into every Business screaming does anyone have a car parked on the street. It is a rolling closure they start at the top of the street and work their way down so those owners have a little more time to get their cars off the street. The signs are up 72 hours in advance and sometimes people will not park there- they are afraid of the signs period and then others are not afraid at all.

Brian- as part of the permitting process there is a Vendor that puts the no parking signs out 48 hours head of time (the large signs as opposed to the smaller ones that have to be put out 72 hours in advance of the Event) although board members informed they have seen them go up a week in advance. **Nancy** suggested having the business owners on Girard inform their customers at 4:45 that if they have a car parked on Girard they have to move it. Sherry runs up and down the street to do that but agreed it would be helpful if they did that. If there ends up 5-6 cars towed she is not ok with it but it is better than 20 cars.

Brian asked about Load in thinking it was the morning of the Event but it is actually the night before it. Sherry explained that every Artists has a Load in Time but if she tells an Artist they cannot come until 7:00pm they are there at 3:00pm. Sherry makes them wait far away so the street is not clogged. Load in Times go in Sections. They can load in in the Morning but they have to be done by 10:00, however most of them have already loaded in and some of them are there all night. Brian asked about Security and Sherry said they have never had anything stolen. Some of the Artists take their most expensive things with them while others just zip up.

Bill noted the different color codes on the Maps are the specified load in times for that section, they are not just pretty colors. The Sections of the Festival are color coded and it tells the Artists what time they can Load in. Sherry noted they have a 70% return rate so a lot of the Artists already know the drill.

Last year the street closure for the Art & Wine Festival impacted the La Jolla Village Merchants Friday Night Art Walk on Girard; 4 Art Galleries were impacted by the 5pm street closure on Girard; this year there are only two Art Galleries that will be impacted since two have gone out of Business. Bill reassured that the 5pm street closure will be ok.

Sherry advised the Board that the Fees for Special Events are increasing and at some point it will become untenable for the Art & Wine Festival to continue.

Motion to Approve La Jolla Art & Wine Festival Request for Temporary Street Closure and No Parking on Portions of Girard Ave, Wall Street, and Silverado for Annual Event October 6-7-8 2023: Podway, Second: Warwick 9-0-0

Agenda Item 3: Nautilus Median Beautification Project- Continuance from the June Meeting and Update on the Replacement of the Center Median Concrete (between Fay & W. Muirlands) with Materials that are aesthetically pleasing. Bid options and landscape installer to discuss the process and costs. (Trace Wilson, Materia Architecture) **Action Item**

Trace introduced Allen Burt of Urban Landcare, who did some bid work on proposals for a landscape median and a rock work median. He did the actual take off for the medians so he knows them well. Trace's Team did further design work on no landscape along the median just rock work and Allen's Team provided a lot of grade work on the ground.

There are seven medians in the project on Nautilus Street up to West Muirlands. The medians were built around 1957, were just asphalted, and now they are just weed strippers in no mans land. There are thousands of residents and commuters who use this corridor every single day back and forth. The Utilities are in the Street right now for the next year or two and they have a leading donor to start the project. He has gone after a number of neighbors and the La Jolla Community Foundation has offered up their services to collect monies so money can be earmarked for this effort and it can flow directly to them.

Trace pointed out the existing median conditions on Nautilus St compared to the medians that Sandag just built for Downtown using a combination of rock work and landscape. For Nautilus St this is just a first phase of low hanging fruit -take the existing medians and beautify the center without taking out the curb and gutter and it will make a really good first impression. He hopes one day Nautilus St curb to curb and its public right of way can be totally improved with bike lanes to slow traffic. Trace displayed what the medians could look like with landscape and with rock work; but with landscape comes maintenance and there is no Maintenance Assessment District in that area. It would be smart to debate if we do not do landscape and just make it a beautiful rock pattern all the way up the medians but we would still have to think about weeds. The numbers do not include replacing curb and gutter they are actually in pretty good shape. He hopes they have some number of contingencies in place in case they break the curb and gutter but for right now they are in good shape.

Patrick noted in the slides that there were weeds running along the blacktop. Trace clarified this is why he wants to get ahead of the Utilities on this median project because once they finish their project he thinks they will be repaving the street. It would be nice to start to partner with them now; they are working on their project and we will be working on our project and how can we work together to close up the gaps and make it a win for win for both.

Sherry asked if their project is putting the telephone poles underneath the street. Trace responded they have done that; they are doing the water lines and they are doing some electrical services from the I5 to via Capri to Pearl and Eads. Once they finish he believes they

will repave the street and he would ask for restriping, bulb outs and bike lanes before they do that to try to slow and calm the traffic. Nautilus has become a speedway.

There are two options for the seven medians from Faye to Muirlands. One option would have some landscape with a succulent type element that is fairly drought tolerant and does not need water and the second option would be just rock work with no landscape elements.

Allen Burt- General Manager of Urban Landcare. This is the kind of work that he does every day. They did some chipping within the medians and know that the asphalt is pretty well decayed and deteriorated. It is pretty much now like gravel. He will be bringing in a mini excavator to clear it out and they will provide full traffic control; without bike lanes it will make it easier to shut down both center islands so he can keep his men working safely. They can excavate the materials into a dump truck and just drive down the roadway. They already scoped out a location for that to be done. They will be excavating down 4-6", put down a wire mesh that will be applied down below, concrete on top of it, and fractured rock that matches what Trace and his design team has come up with. It is going to be a mix of baja cresta and natural. They are going to have red hues, brown tones, and some gray tones very similar to what the City used.

They have two proposals; one proposal taken from the design that was proposed to him, so its conceptual, is with plant material inside of it that does not need water. They currently work in the Bird Rock area and they can always come up with some kind of quarterly maintenance that can keep the weeds down. In the meantime, they will do their excavation, preparation, if we choose to do plants, they will bring in plant materials after they submit photos for approval prior to installation, samples of mulch, samples of rock; he follows the City of San Diego specifications for concrete so it is traffic rated. If someone or something drives over the median it will not collapse or break, they are just going to go right over it.

The other proposal is eliminating the mulch, eliminate the plants and just going solid. It's easy to do again a full excavation, preparation, compaction, graded concrete, and a rock on that. Traffic control plan is based on a price per week so that will be a variable that will move. There are seven islands but he proposed for only five of them so he asked for a few days to adjust the numbers to pick up the two additional islands.

Trace asked for a timeline. Urban Landcare needs time to obtain traffic control, draw up the plans for the City, he will receive his redline stamp set, obtain a digger, and once he breaks ground, he is looking at two weeks in and out. He will be assembling his Team, dump truck, concrete, it's going to be just one long motion. Brian asked for Financials and Allen Burt responded, with plant material they will be all in at \$109,279, going to all concrete and rock will be \$126,066. Trace clarified the difference is the rocks but it would be maintenance free.

Bill- with the Plants; it is very clear in the Bid that it excludes the Plant Warranty due to a lack of Water. There are 164 Plants for the first 5 medians; if 25 of them die in the first three months there is no Warranty and who will determine whether they needed Water or that is

why they died. **Allen** replied everything needs Water. **Bill** asked where the Plants are coming from is Urban Care supplying them; yes, they are, they will have photos from their plant broker who brings them in for them. The Plant species might change a little bit; their broker is looking at the least water requirement besides being a silk plant. Will they lose some Plants-probably due to the roadway dirt and exhaust that goes on in the Street but the majority of them will be fine.

Bill-what is the estimated life of these Plants- **Allen**- they will go on until they end up in traffic. **Dusty**- what is the monthly cost on the Weed Control. **Allen**- It's not on the Bid but Urban Landcare offered two alternates; one of them is to go in and knock them out of there. **Dusty**- there is going to be weeds no matter what is done- they are going to sneak in through the cracks. **Allen**- they treat it with Ronstar a pre-emergent that is designed to nuke weeds and not be toxic or harmful to anything or anybody. **Trace**- This raises the need for an endowment for anything that we do in the right of way and should be something to consider as a community that can just sit in the Foundation and raise interest that we can draw on when we need to. It's my hope that with thousands of people that use this corridor at 100 bucks or 500 bucks or 1,000 bucks each, you're going to have the money you need to actually do the project. **Bill**- if we do go with Plants who will water them. **Trace**- that would be the endowment and we would bring on someone like Allen to maintain it- keep the weeds down and water it. **Allen**- they work in Bird Rock and are accustomed to this work. They know how to do it safely in the right of way and they want this project to be a long-term partnership with La Jolla.

Sally Miller- what is the point of medians-why are they there- **Trace** they help to calm traffic- **Sally** when are we going to take them down, just eliminate them so that the eyesore is gone- **Trace**- the beautification will eliminate the eyesore and they will calm traffic. Its safer to have a median in place. We have ongoing traffic at 35-50 mph anything raised in the public right of way is going to calm traffic and help slow people down. **Sally**- they are not necessarily above Muirlands- **Trace** that is because you have a 12' center painted island vs no island. She is just saying why bother. She is totally against anything green because they are hard to maintain and just go to weeds. If we are going to do this we should just go with the stones.

Nancy – what happens if someone does have an accident or becomes injured and wants to sue someone. **Trace**- it is city property; it is not ours. We are giving them \$100-120,000 for this project and once we are out of there it is city property again. **Nancy**- we are giving the city the money to fund the project so who is controlling this. **Trace** we will have a right-of-entry permit to go in and improve the medians with private funds and then we would get signed off and they revert back to the city is his understanding. **Steve Hadley** agreed with him. That is typically the way it has been working and part of the slowness for all of this is getting that right-of-entry permit tailored to the project which leaves the liability with the private party during construction; the question is at exactly what point does it revert back to the city when the project is completed. **Allen** clarified that the City may issue more rules and regulations that they are going to need to comply with so there will be some up and downs that will be happening here until that permit is fully executed. This is why he has all city codes and specs already done. He is using the same turf control the city uses to do their permitting and doing

road closures that they will be doing for him as well. They are going to do this project in a manner that the public will be very well protected. **Nancy**- plants in the median will offer height that will make them visible to drivers but rocks may not offer that height if they just lie flat. **Trace** – anything that rises up in a median will distract a driver enough to slow down. **Allen** will be happy to throw in some boulders that would go well with the colors and offer visibility and he can make it look attractive. It would look similar to Bird Rock.

Question from the Audience- unknown woman- Allen mentioned they dig down 4-6” and lay down a wire mesh. Is that like a landscaping abatement material. **Allen** responded it is an actual galvanized metal mesh, it is in rectangular patterns, and the 6-6-10-10 is the gauge of the wire and the spacing of it. It is a city specified wire that they put down on top of the dirt over the Ronstar weed abatement, it is just like putting rebar in concrete, it is designed to be in smaller narrower areas. Another question about landscape fabric. He will be putting down landscape fabric and that will help with the weed barriers, and then they put the mesh over that for support and then concrete on top of that and galvanized soil to make everything stick.

Trace asked for the Action Item so they can get moving on the project; he asked for a show of hands from the Board for Plants or No Plants. Brian asked if Plants could be put in later and No they cannot because the whole entire process would have to be redone so the Board will have to decide plants or no plants in the Vote.

Dusty- Plants could provide a learning opportunity for the school students in the vicinity of it. **Erik** is concerned about the maintenance. **Dusty**- if there is community buy in for the Plants in taking care of them; that community buy in could mean a lot for that endowment because there would be supplies to tap into to make sure we can replace these Plants and that would go a long way.

Bill has lived in La Jolla almost 30 years and he looks at The Throat where the new Sign is going to be and all of that maintenance there coming down the 52 its just atrocious. He is on the No Plants side and he would make a Motion to Support it with No Plants, Option B. His Motion was not seconded.

Nancy, maybe we should not make that decision on this Board and lets get more input from LJCPA. More people should weigh in on this decision.

Brian we can vote to support the Motion with both Option A and Option B and let LJCPA make that decision..

Motion To Support the Nautilus Median Beautification Project between Faye & W. Muirlands with Materials that are aesthetically pleasing: Brady. Second: Podway 9-0-0

Adjournment: 5:38pm

Next Meeting September 19 2023

Respectfully Submitted: Donna Aperia, Secretary