

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday December 18, 2019

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

Members Absent: Robert Mackey LJVMA

Approve Minutes of: October 16, 2019 **Motion to Approve Minutes: Gantzel, Second: Rudolph 7-0-0 (Warwick, Earley not available to Vote)**

Public Comments on Non-Agenda LJ&T Matters: No Public Comments

Dave recognized Steve Hadley who is now representing Council Member Barbara Bry's Office. He replaces Mauricio Medina.

Agenda Item 1: Completion of Concrete Repaving Project on Section of Coast Blvd near The Cave Store – City Project to restore the Street following emergency repairs (Shawn Krause)
Action Item

In August City Officials closed down a section of Coast Boulevard at the Cove for emergency repair work to the street that was considered to be in danger of a collapse. Repair work to restore the street took 6-8 weeks to complete. City Traffic Engineers now need a recommendation from LJ&T to complete concrete repaving on that section of Coast Blvd to match the repaving work that was done during the emergency repair work and to reconfigure parking. The official name of this project is the Concrete Panel Replacement Coast Blvd and they are considering construction to begin in the Fall of 2020. They want to start immediately after the summer moratorium and anticipate it will take about two months and cost around four million dollars.

The project replaces the pavement along a 1,100' section of Cave Street and Coast Blvd. The alignment starts at the intersection of Prospect Place and extends along Cave Street and Coast Blvd to the stop sign adjacent to Scripps Park. The project begins with a reconstruction of the driveways at 1303 and 1315 Cave St. The parking area in front of the entrance to the Cave Store will be reconfigured to construct a sidewalk and add an ADA compliant ramp and crosswalk. The number of parking spaces at the Cave Store will remain but they are reconfiguring the parking lot. Sidewalks will be reconstructed from The Cave Store down to the stop sign adjacent to Scripps Park. They are hoping to get the Permits they need by April so construction can begin right after the summer moratorium.

Bill Robbins had spoken to City staff immediately after the emergency repair work was completed in October when they told him more work on the street was going to be needed. At the time they told him they wanted to begin on November 1 because it was their slow time. He asked Ms. Krause what happened to the November 1 start time. Ms. Krause responded that the direction they received from City Management was to wait until after Summer but they wanted the work done as soon as possible. City Management wanted the work done before Summer but found that was not feasible due to the environmental permit they need to acquire therefore the agreed upon start time was for immediately after the summer moratorium. Bill asked about lane closures; will there be one lane left open. Ms. Krause responded that the road will mostly have one lane open during the repair work but will be completely shut down for two or three days due to the narrow section of the street they will be working on. Bill advised Ms. Krause that Restaurant Owners were hammered by the closures from August to October; there was no notice given to them and he requested that they be given notice of any road closures. Delivery trucks pulling up to area restaurants to make deliveries are suddenly faced with a closure. Ms. Krause responded that they are aware of the issues surrounding road closures and will be using fast drying concrete to get the work done as quickly as possible.

Natalie advised Ms. Krause that due to our warm weather our tourism season extends to November and our rainy season starts in December. She inquired if it was better to start this project around October-November instead of immediately after the summer moratorium when our tourism is still strong. Louis Schultz who presented the project with Shawn Krause informed Natalie that the start date on the project was very flexible right now due to the permitting process they still need to go through and the project start date could be pushed back for any number of reasons. City Management advised them that starting the project immediately after the summer moratorium would cover any unseen extensions that might be needed but still allow time to complete it before the rainy season begins however the start date is not solid right now.

Motion to Approve Completion of Concrete Repaving Project on Section of Coast Blvd near The Cave Store: Gantzel, Second: Brady 9-0-0

Agenda Item 2: Request for Reconsideration of La Jolla Scenic Drive North and South Connection- former overpass project across La Jolla Parkway that was removed from La Jolla Community Plan (Lance Peto) **Discussion Item**

During Public Comments at the October 16 Meeting Lance Peto requested placement on our agenda regarding potential construction of an overpass connecting La Jolla Scenic Drive North with La Jolla Scenic Drive South. He brought with him Design Plans that were prepared by the City in 1972. The plans show that some pads were built to connect an overpass from La Jolla Scenic Drive North to La Jolla Scenic Drive South extending over La Jolla Parkway. Both streets are interrupted by the Parkway and therefore not connected. The City did look into constructing the overpass to connect them in the 70's but terminated the project so he is

asking LJT&T to get copies of the Design Plans that were done at the Throat and obtain information from the City on why it was partially constructed but not completed. He is just an ordinary citizen and the City did not give him a complete set of the Plans that he requested but this Committee can request the complete set of Plans and he would like to have them.

Lance held up a map of the affected area to show the Board and audience. His key issue is the traffic down at the Throat. Traffic coming into La Jolla heading to Mt. Soledad has to come down Torrey Pines Rd all the way to the Throat, cross to Hidden Valley and up Via Capri. Traffic stacks up all the way to the apartment complex on Torrey Pines Rd because drivers are jamming into the left turn lane to make the turn to cross Hidden Valley. Traffic is horrendous in the afternoon and in the morning the traffic coming down Via Capri is the same way. It is stacked up almost all the way to the Cross on Via Capri. Traffic is getting worse and worse not getting any better and something has to be done.

Lance understands this has to go before La Jolla Community Planning Association for any resolution but he has to start at LJT&T because this Board makes the recommendations to LJCPA and there is not enough information to proceed right now. We need to get completed Design Plans from the City, find out more of the history on why the project was terminated, and proceed with updated traffic studies before this project will be ready to present to LJCPA. Lance will be working on gaining support for the project. There were several residents in the audience who support the overpass, however, judging from the number of residents on La Jolla Scenic Drive North who are at this Meeting to oppose the project; majority support for the overpass might not be attainable.

Public Comments: There were too many Comments opposing the project to document each statement made by a Resident. There was a lot of anger directed at the bridge/overpass and the additional traffic it would cause to La Jolla Scenic Drive North and the residents who live on the street. The common theme of their opposition to the overpass was the severe traffic conditions already occurring on the street. Drivers are reaching speeds over 50-60 mph and there were two traffic fatalities several years ago due to the hazardous traffic conditions. They have witnessed car crashes on their property and dogs killed. It takes all of them a good 15-20 minutes to exit their driveways. La Jolla Scenic Drive North cannot tolerate the additional traffic the overpass will bring to their street. Additionally, the Board received almost a dozen emails from residents who were unable to attend the Meeting but wanted to express their opposition to the project.

Richard Smith is a former Town Council Trustee and was able to offer some explanation for why the project could not continue. There was an Engineering Study done sometime between 1982-2002 to study a connection for a new road that would take the traffic across what used to be Ardath Rd bringing it up and around Via Capri and connect to La Jolla Scenic Drive South at Mt Soledad, but because the Grade was too great they would have ended up with a Via Capri

West winding along the eastern side of Mt Soledad. Mt Soledad is unstable due to a major slide that had occurred in the area and construction for this new road would be a very great expense and take a significant portion of Mt. Soledad's open space. For these reasons it was turned down the last time it was presented. If LJT&T can find that Engineering Study it would offer an explanation to why the project was removed from the Community Plan it was not just because of neighbor opposition.

Trina Weiner advised that in the 70's the cliffs were determined to be too unstable to tolerate any kind of a build going through there. Her neighbor fought hard to make sure that bridge never happens; he is gone now so it is now her duty to make sure it never happens.

Carol Hernstadt reminded the Board that this Committee passed two-hour parking time limit restrictions on their street (*Agenda Item 4 June 20, 2018 Meeting*) because traffic and parking were horrendous and what are we going to do to them now - give them three times the amount of traffic. Traffic conditions are already unacceptable and she requested that the Board not pursue the overpass.

Jill Moore Sugar is vehemently opposed to the Bridge because it opens up traffic between north and south and benefits people who are not residents of La Jolla. She does have a suggestion to divert traffic. At the bottom of La Jolla Scenic Drive North there is a turn out that is still there where you can cross over and make a left turn to take Ardath out of La Jolla Parkway. So that we are not sending more traffic from the north side to the south side or the south side to the north side maybe it would help with the congestion at Hidden Valley if there is a stop light installed at that turn out. That turn-out was closed down because there is not a stop light there and resulted in too many accidents but perhaps if a stop light is installed there it would solve some of the traffic congestion.

David Bourne in the audience for another agenda item believes the Bridge would help traffic conditions in La Jolla. He advised if we took a survey of all people in La Jolla he suspects this would be quite a popular proposal. Problems arise when you have a road affecting a particular group, people concerned about it come to a meeting like this and they oppose any projects for it saying the project is no good when in fact that project should be viewed by the entirety of La Jolla and all should decide whether it is a benefit for all people in La Jolla. If that was done and a proper study was done to see if it would improve traffic then it would be a good thing to pursue.

Misty Coleman advised her neighbors of this meeting and roughly three dozen residents mostly of La Jolla Scenic Drive North are in attendance. She advised the Board that currently there is bumper to bumper traffic on La Jolla Scenic Drive North. If we add a Bridge to that traffic we will see traffic slow down because there will need to be a stop light at every single cross street on La Jolla Scenic Drive North or the residents on the street will not be able to leave their

neighborhoods. For almost every neighborhood on the cross streets there is only one way in and one way out and you have to get on La Jolla Scenic Drive to get out of the neighborhood. If the City plans on locking residents into their neighborhoods where they cannot get out safely the City will have bigger issues to deal with.

Board Comments:

Brian inquired about when the last traffic study was done at the Throat. Dave responded that the Design Plans that Lance is showing us are from 1972, and he tried to get additional information from the Planning Department and La Jolla rep Marlon Pangilinan about the back history on this project but Marlon could not get back to him in time. Some time ago the decision was made to remove the project from the Community Plan and it has not been there since. There are some reasons for the removal but he has not yet received that definitive information.

Tom commented that we need to get more information and supports getting the facts out to the Board. There are severe traffic problems for everyone and he does not know what the solutions are but we need to explore them and the City needs to be alerted to the severity of the traffic problems here.

Ross is against the project. Turning residential streets into freeways is not a good idea.

Natalie is speaking as a Merchant; she supports the overpass and supports a traffic study. Last year when Torrey Pines was shut down to one lane in the Spring for renovations it destroyed Businesses. Many stores had slides that they were not able to recover from at the end of the year. There are empty store fronts on Girard and it's not just about high cost of rent; traffic and parking issues are also factors. People do not like to come here because of the impression of traffic and parking problems we have but La Jolla businesses depend on 50% tourism and 50% local support and by local she does not mean just La Jolla but San Diego support. We are part of a City; we have big city problems and we need to address them. She suggested that after we have a traffic study done, we should approach UCSD Bridge Engineering Dept which is the premier bridge engineering department in the World to assist with the project and make it a community project.

Patrick would like to know what was the original route of the overpass and why was it abandoned. He would support a traffic study to determine if the intended destination of all the vehicles passing through La Jolla could be satisfied by providing a different way around the area. Many drivers are simply passing through La Jolla contributing to the traffic but not offering any value to the Community. If results from a traffic study determine more vehicles are simply passing through the area on their way to another destination perhaps suggesting

alternative routes may offer a solution to traffic conditions but the original route of the intended overpass and results from a traffic study are the two things he really wants to know.

Nancy questions the position that it is a problem to have parts of the day where there is heavy traffic. Most communities have periods of rush hour traffic and periods where traffic is slow and during the rush hour traffic how much more time is lost maybe 10-15 minutes. There are so many times during the day when Torrey Pines is fine, you can leave at 4pm on a week day and drive right out of the Village. She does not understand why there should be such a major and impactful change to resident safety, open space, and cost when there are so many other things to spend money on; just to save some people a few minutes of time. La Jolla is a little harder and takes a little more time to get here and she questions the whole position of needing to get here faster.

Ross supported Nancy's comment. He has been stuck in traffic in many places many times in La Jolla but its at most 10-15 minutes and he does not see the point in building a monstrous bridge to save people 15 minutes of time.

Erik remembers a discussion around the early 2000's of this project being shelved. He agrees that Via Capri cannot accommodate the traffic that the overpass would bring to it and having the records that shut down the project would really make things easier to understand.

Dave believes it is important that we get the history on the overpass. There were reasons why a project that was fully or partially engineered with some foundation installed was ultimately abandoned and has never been brought back. Reasons could be cost or environmental we don't know and he asked Steve Hadley for assistance in finding someone to help obtaining that information before we can move on. We all agree there are traffic problems in La Jolla and fixes can be made but the overpass may not be the right fix. It is just going to divert traffic problems in one area over to another area and at a huge expense. It is not reasonable to think the City would spend that kind of money to build this bridge.

This is not an Action Item but it will be Continued to allow time to find some history on the overpass and the basis for its removal from the community plan and possibly pursue some traffic studies in a more creative and productive way.

Agenda Item 3: Proposal for Diagonal Parking on Both Sides of Eads Ave between Rushville and Pearl Streets- Request for consideration of plan that would provide additional parking spaces (David Bourne) **Discussion Item**

David Bourne is a 37-year resident of La Jolla and currently has a project he is developing at 801 Pearl Street; the former 76 gas station. He is not here in any way at all relating to the project but as part of getting his project approved by La Jolla Community Planning Assn he put it on

social media. There were many comments posted about how parking was short on Eads Avenue because La Jolla High School students were parking on Eads and they were taking up all of the parking spaces. He thought it would be a good idea to address that specific issue by suggesting that diagonal parking on just one side of one section of Eads between Genter St and Rushville would create 12 extra parking spaces. He explains if they were put on both sides of the street it would not meet the current code standard but if they were only on one side of the street it would meet the current code standard and open up 12 extra parking spaces for the cost of paint. It seems to be a good solution to a problem that came up on social media and he pointed out it had nothing to do with his project he was just trying to offer a solution to a problem on Eads Avenue.

Mr. Bourne introduced Ryan Wynn from the Murphy Company who is the General Contractor and has been helping him with redevelopment services. Mr. Wynn did some analysis work on creating the diagonal parking spaces and explained to the Board how it can be accomplished. They studied one section between Rushville and Genter, took the total curb length subtracted out existing curb cuts and used the guidelines from the San Diego Municipal Code to come up with their requirements for what a 45* space requires for back up distance and drive aisle and paired that with the parallel parking that is on the west side of the street. The parallel parking analysis yields 20 spaces. If those spaces were changed to a 45* angle it would yield 32 parking spaces for a net gain of 12 additional parking spaces.

A Public Comment was made from the audience that if the 12 additional parking spaces were created, they would just go toward La Jolla High School Student Parking and that should be taken into consideration. Eads Ave is the student parking lot for the High School students between 9:00a and 3:30p so the additional parking spaces are not solving the parking situation on Eads. Mr. Bourne asked the gentleman if they would hurt the problem and he responded they would not.

Ross asked if there were any parking restrictions like 2-3-hour time limits on that stretch of Eads and Mr. Bourne responded 'no' but there probably should be. It's unfair that high school students descend on Eads and take up all of the parking; he is just trying to offer a slight improvement on the street but he cannot solve that problem.

Dave noted that the agenda item is a proposal for diagonal parking on both sides of Eads Ave between Rushville and Pearl Streets but they are proposing the additional spaces between Genter and Rushville and he asked about the parking spaces between Genter and Pearl Street. Mr. Bourne explained the problem with additional parking spaces between Genter and Pearl Street. Right now, there is diagonal parking on most sections of Eads however they are an existing non-conforming condition. At some point the City decided they needed a wider street to have diagonal parking on both sides so those diagonal parking spaces on both sides between

Genter and Pearl became legal non-conforming. They would not pass code today but they are grandfathered so that it is safer not to touch them.

Mr. Bourne explained the 12 additional diagonal parking spaces would be situated on the east side of the street between Genter and Rushville because the east side would have less curb cuts and they would yield more spaces.

Dave asked Patrick his thoughts on the proposal and Patrick thought it was a no-brainer. The criticism with angled parking is usually for the safety of vehicles pulling out if its nose to curb but in a street like Eads there is not a lot of traffic. Angled parking was put in Bird Rock on La Jolla Blvd and there have not been accidents as far as he knows.

Donna made a comment that she attended the CPA Meeting last Thursday and heard Mr. Bourne's presentation to LJCPA. There are going to be 26 units built at 801 Pearl St but parking for 20 vehicles: LJCPA Trustees had questions over the insufficient parking and they requested Mr. Bourne bring his proposal for the additional diagonal parking on Eads to LJ&T. She brought it up because Mr. Bourne made the comment that his proposal for the diagonal parking spaces has nothing at all to do with his project but she believes that it does because those cars that cannot park at 801 Pearl St will be competing with her for parking on Eads. Mr. Bourne responded that the facts were incorrect. There will be 23 parking spaces inside the Building and outside of the Building they are removing a curb cut and that curb cut will yield at least two extra spaces if its parallel parking and three spaces if its diagonal parking. Mr. Bourne clarified he limited the twelve additional diagonal parking spaces to between Genter and Rushville but it would be great for the street if diagonal parking could extend down to Pearl Street from Genter. On one side of the street between Genter and Pearl it is all 45* parking but on the other side of the street some spaces are parallel and some are diagonal parking. He believes that Eads could get another 12-15 parking spaces if they were all diagonal parking on both sides of the street.

This is not an Action Item but Dave is going to send the proposal to Gary Pence for further review and it may become an Action Item on the next Agenda.

Nancy brought up the idea of perhaps marking those new parking spaces as time limited but then some blocks on the street would become restricted and other blocks would become unrestricted and that may cause confusion, however, Ross supported that concept because any new additional parking spaces for Eads would be taken up by High School Students.

Adjournment: 5:25pm

Next Meeting: Wednesday January 15, 2020

Respectfully Submitted: Donna Aprea, Secretary