

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: January 19, 2022

Due to the COVID-19 public health emergency, LJ&T meetings are being held temporarily as online Zoom video/voice teleconferences.

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

Members Absent: None

Approve Minutes of December 15, 2021: **Gantzel, Second: Aguirre** **Approved Unanimously**

Public Comments:

Peggy Davis – Talked about the existing drainage problem at Camino Del Oro and El Paseo Grande. Water coming down the hill on Calle Del Oro and other large homes in La Jolla Shores have contributed to the existing problem. They had a sewer drainage problem in the past 10 years at 2414 Calle Del Oro and the storm drain work was required. In past years, at the corner of La Jolla Shores Drive and Camino Del Oro they have had to place sandbags when there were heavy rains. Large amounts of debris and water come down Calle Del Oro to the drain at Camino Del Oro and El Paseo Grande intersection; perhaps the size of the drain needs to be increased to carry the water to the beach outlet. The City of San Diego Stormwater Division should install a larger drain at the corner of El Paseo Grande and Camino Del Oro. This drain carries all debris and excess water to the ocean. The City of San Diego should correct this problem.

Ron Ignelzi – Provided pictures and descriptions of the traffic circle and stanchions that are on the westerly direction of Via Capri and adjacent to 7790 Via Capri. He described the group of stanchions as a hazard to drivers and was reflected in his presentation (*adequate signage exists, causes unnecessary slowing and danger of damage for cars coming from east i, does not prevent vehicles from entering from west, and actually a hazard for cars approaching from east*). **Ross Rudolph** asked if the stanchions were put in by the homeowner and **Brian** responded by saying he had confirmed with traffic engineering that the city had installed them. Mr. Ignelzi said that the stanchions are in very poor condition and should be removed. Ross Rudolph said that he lived very close to this area and was interested in the outcome and would assist where he could. Brian said he would follow up with traffic engineering about its use and condition of if other options are available to slow traffic approaching the traffic circle.

Natalie Aguirre: very happy La Jolla Parkway will be repaved and asked when that will happen. **Steve Hadley** responded he hopes the paving will occur before the summer moratorium

Mike McCormack - spoke about AB43 which gives cities the ability to adjust speed limits on residential streets, among others. He also mentioned that there is significant lack of safety for bicyclist from La Jolla Shores Drive to Torrey Pines Road. Brian mentioned that the AB43 information was sent to traffic engineering who responded by saying they are looking at it and would respond later as to how speed limits would be evaluated under the new law. Mike cited the recent death of a cyclist at the intersection of Expedition Way and Torrey Pines Rd. and the lack of Bike safety from La Jolla Shores Drive and North Torrey Pines Road. Bike Lanes and striping are inadequate and the Biologic Grade has no crossover to the Coastal Trail.

Chairperson Report: Natasha Collura Special Events & Filming Office is a 4:30 time certain.

Agenda Item 1: Traffic Circle at Ivanhoe and Virginia Way: Originally requested in 2017 this proposal never made it to the LJT&T Board for consideration but made its way through Traffic Engineering for design feasibility and required petition signatures which has been previously met. (David Martin MD) **Action Item**

Brian introduced David Martin after explaining that this request had already met the guidelines from traffic engineering and that its final phase was the approval from the Traffic and Transportation Board.

David Martin used a PowerPoint to record the process that led up to the community's efforts for a traffic calming device on Virginia Way. Virginia Way is a very wide Street measuring 60' in some places and there are no traffic control measures for four tenths of a mile so it can reach raceway speeds. A Traffic Count showed 1200 vehicles moving eastbound with 758 vehicles exceeding the 25-mph speed limit. The Street is being used for loading and unloading commercial trucks, and drivers use it as an alternative route when Torrey Pines slows down. Residents preferred a traffic circle to speed bumps on the concrete street and stop signs. The city schematic shows a painted crosswalk on Ivanhoe and Virginia Way. Cost estimate was presented only as a diagram with no dollar figures. City diagram shows a loss of between 6-10 parking spaces. A question of sewer lines was raised and the access covers would require moving or new access points only. No street drains were shown in the diagram. Private yard and private payment would permit V-calming but there were no volunteers for such an installation.

City Timeline:

3/10/17 - SN 15800781 Ivanhoe Ave and Virginia Way Traffic Calming Opened

April 2017 - Tina Williams (Captain, SDPD Northern Division), Larry Hesselgesser (Community Relations Officer, SDPD), Danny Grubbs (Lt, SDPD UTC), Erwin Manansala (Lt. SPDP Beaches Area) met to discuss resources that they could provide

April 2017 Casey Campbell (SDPD Motors Division) provide some extra patrol officers.

April 2017 - City installs speed monitoring device, but attach it to a stop sign

May 2017 – Speed monitoring report (attached to stop sign) doesn't show any speeding

June 8th, 2017 – Department of Streets, Barbara Bry's Office, SDPD, and community residents meet on Virginia Way

June 2017 - City installs a speed monitoring device mid-block

June 2017 – City informs that there is actually significant speeding on Virginia Way

Virginia Way – Next steps

Request that the La Jolla Traffic and Transportation Board approve the roundabout at Virginia Way and Ivanhoe Ave. Consider possible other future amendments, including approval of a Second roundabout at Virginia Way and High, assuming resident approval is gained

David stated that Virginia Way has a 5-Ton Weight Limit designation but that it is violated on a daily basis. Several people were in support of the traffic circle including homeowners on Virginia Way.

Many residents on Virginia Way attended the Meeting and made comments. A road rage incident was captured on video at Ivanhoe. Vehicles were captured passing on Virginia Way at highway speeds. Hazardous to cross street at street crossings, hazardous to bicycles from large cracks and ridges on the concrete street. The Street is being abused.

Gail Forbes - advocated along with a neighbor who had lived on Virginia Way since 1962. She sighted many incidents of close calls, road rage and speeding all leading to unsafe conditions.

Patrick Ryan - mentioned that adjustments for all water meters involved is part of the construction design as seen in the slide provided by city engineers. He also mentioned that diagonal parking would slow and calm the traffic.

Janie Emerson – Gave several alternatives or additions to traffic calming methods for the Street including narrowing the street with wider sidewalks or a landscaped median in the middle of it; the sidewalk could have bulb outs and a divider running down the middle of the street in combination with the bulb outs. **Jean Castruita** commented that was considered by Trip Bennett but it was shot down.

Nancy Warwick - asked about the availability of a Maintenance Assessment District for Virginia way but it was determined that it was outside the boundaries of that MAD. The MAD district stops at Bluebird Lane.

Motion to Approve Traffic Circle at Ivanhoe and Virginia Way: Brady, Second: Aguirre 10-0-0

Diane Kane –drives Virginia Way daily and asked about the landscaping in the center of the traffic circle and how it would be maintained if it had plantings. Drought tolerant, decorative, and durable plantings in the center of traffic circles have been created in other Towns.

Natalie favored a median with plantings on Virginia Way.

Agenda Item 2: City of San Diego Special Events and Filming Office: This long- standing division of the City processes special event permits in the public right of way as well as filming and photography authorizations. The discussion centers around an improved process for the applications and permits for special events/filming. Natasha Collura, Executive Director Special Events and Filming, with her Team will talk about how they will be working with LJT&T to Improve these processes. **Discussion Item**

Natasha introduced her team including Justine King, Permits and Special Events and Brandy Shimabukuro who coordinates the filming permits for San Diego.

The City Special Events & Filming Division provides a number of Event & Film Production related services including technical assistance, permitting, promotional services, bid development, event coordination, convention and major event and film production planning and support, location scouting and production facilitation.

Special Event Permits are required because they are responsible for the overall management of the city-wide special events taking place on the public right of way as well as events taking place on Parks Property that include components that are considered complex: alcohol, road closures, major structural elements, and events that require two additional regulatory or public safety permits aside from the Park Permits.

Special Event permits require community outreach notifications. Event type, impact, and location will often determine which Groups and type of notification is required. Street closures in La Jolla require Organizer to seek the support of LJTTB.

When a Film Permit is Required; when filming for non- recreational purposes on public property, sidewalks, streets, beach, pier, or open space in the City. When filming for non-recreational purposes on private property if one or more of the following conditions exists: reservation of street parking, side street or lane closure, intermittent traffic control needed, equipment set up/loading on public property, pyrotechnics/open flame, water effects, sfx-gunfire-weapons-recreating a crime- faux uniformed law enforcement-military personnel vehicles or otherwise pose a threat to public safety

Turn -around time is three business days for low impact still photography and film shoots with small footprint. Minimum of one week if filming involves street/sidewalk closures, intermittent traffic control or parking requests. Minimum of two weeks if filming involves water contact, pyrotechnics, smoke, water or other special effects and any other public safety hazards.

The permit application was shown on the PowerPoint and at the bottom, it stated that the contact was required with the La Jolla Traffic and Transportation Board. Brian requested access to the link so he may offer it to interested parties who inquire with the LJTTB and the LJCPA.

Jodi Rudick of the LJVMA mentioned that there was an increase in Fees from \$150 to \$279 which Natasha concurred but that there have been no increases since 2003. Public safety fees are handled by the Police Department but other fees for special events; those that are in the public right of way also will be increasing. The application processing fee is going up from \$150 to \$279, a one-time fee for applications submitted within 60 days of an event will rise from \$10 per day to \$37 per day.

Dave was pleased to know that we will be working with this new Group and enjoyed working with Cindy. Natasha responded that Cindy had nice things to say about working with Dave.

Brian recommended that the LJTTB offer a template of steps that demonstrate the process of the LJTTB, then to the LJCPA concluding in a "Letter of recommendation" or an email transfer of the approval to both the applicant and the Special Event and Filming division from the LJCPA.

Agenda Item 3: Request for Stop Sign for Bird Rock Elementary (Colima St and Waverly Ave)- heavy pedestrian traffic during the school year for drop-off/pick-up times at this intersection. Narrow streets with cars parked on both sides further reduces width and restricts visibility. The consideration is for a Stop Sign on Colima St at this intersection creating a four way stop. Mike Littleton (Bird Rock Foundation) **Discussion Item**

Mike Littleton is Vice President of Community Programs for Bird Rock Foundation which supports Bird Rock Elementary School. Bird Rock Elementary School relocated a pedestrian entrance to a gate off of Waverly Ave and due to the angle of Waverly and Colima it can be difficult to see around the corner; additionally, cars parked on both sides of the Street reduces width and restricts visibility making it unsafe. The proposed stop sign is at the intersection of Colima Street and Waverly Avenue. It's currently a two-way stop sign; cars traveling on Waverly must stop at Colima. The proposal is to add stop signs controlling the traffic on Colima. At the southern end of Waverly is one of the main gates used by children (and parents) to enter and exit the school, and there's a crosswalk across Colima at Waverly. Most of those students and parents must cross Colima on foot to reach that end of Waverly. There are 4-way stop signs on Colima at the intersections above and below the proposed one at Waverly, but the Waverly intersection has the most pedestrian traffic.

Mike is requesting that the two- way Stop on Waverly at Colima be made into a four way Stop. All other intersections on Colima but one has some kind of traffic control or feature but not this one. Brian requested a city evaluation of the intersection. Crossing guards are utilized at the parking lot entrance to the school but this new entrance is unsafe for primary students.

Sometimes volunteer parents are able to assist in school crossings but it is an undependable system.

Stop Signs must meet the City's point system to warrant one and **Dave** believes it may not be warranted at this location. The Stop Sign would be needed for a limited time of day during a limited time of year yet be in place 24/7/365. He has typically been opposed to stop signs where they do not belong. Perhaps a lighted crosswalk there would be more appropriate.

Steve Hadley stated that there is a way through Councilmember's office to implement a Stop sign, whether it meets the warrants or not. **Patrick** noted that they would have to petition the neighbors before doing that. Steve agreed because he did not want to put in a stop sign only to have residents request it be taken out at the next T&T meeting. Patrick noted Dave's opposition but said that it was probably still needed there solely based on the young families crossing twice a day. Patrick also stated that while a flashing light is a control that would be only in use during the school entry and exit hours, because of how small this street is and how close the houses are to the street, the neighbors would be less likely to approve a flashing light, plus it would take a longer time to approve and install vs. a stop sign.

Brian asked why the School Principal chose a new school entrance that would be considered unsafe and requested a Letter from the School Principal advising that the crosswalk has moved- anything that describes a more permanent movement for students and parents and how often will that new relocation be used during the school year. This may appear as an Action Item on a future Agenda depending on results from the city evaluation.

Agenda Item 4: La Jolla Cultural District Conceptual Plan- Streetscape designs and concepts for the entire district from Eads to La Jolla Blvd and Prospect to Pearl Street. The proposal includes traffic calming measures such as bulb outs, roundabouts, street trees, diagonal parking, and mid-block crossings all of which are in the public right of way. Trace Wilson, Materia LLC **Discussion Item**

Trace Wilson - About 3 years ago we began to look at a Streetscape Enhancement Plan for the Cultural District of La Jolla. One only need walk out there to see that it is in an extremely poor state- broken sidewalks, curb and gutter- inconsistent patterns and colors, no street trees, etc..... This plan looks at the entire district from Eads to La Jolla Blvd, and Prospect to Pearl Street. The proposal includes traffic-calming mechanisms such as bulb-outs, roundabouts, street trees, and diagonal parking, and mid-block crossings. We have taken this Public ROW design project on in an effort to get ahead of any future private projects in the District- in the hopes of having a thoughtful and cohesive Public Realm.

** A miscue occurred and our Zoom Meeting was not recorded. The Minutes of this Meeting are a compilation of detailed Notes taken by Gail Forbes past Secretary to La Jolla Town Council, Brian Earley Current Chair of LJT&T, Erik Gantzel BRCC Rep, and Patrick Ryan BRCC Rep. Without their help an accurate Record of the Minutes could not have been written.*

Adjournment: 6:05 pm

Next Meeting February 16, 2022

Respectfully Submitted: Donna Aprea, Secretary