

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: July 20, 2022

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

Members Present: Brian Earley (Chairperson) LISA, Dave Abrams (Vice Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA

Members Absent: Ross Rudolph LISA, Natalie Aguirre LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC

Approve Minutes of June 17, 2022: Brady, Podway 6-0-0

Chairperson Report:

Brian informed that Board Action on Via Capri at the *April 2022 Meeting* for updated restriping to narrow lanes and installing bike lanes to slow traffic, looks like it may now not happen causing great discomfort to the residents who sponsored that effort.

April 20, 2022, Meeting Agenda Item 3: Via Capri Traffic Calming Measures- Brought forward as a Discussion Item in March, measures to reduce speed by implementing updated striping and bike lanes that coincide with street repairs with goal of reducing speed and increasing safety. Motion to Accept Via Capri Traffic Calming Measures to reduce speed by implementing updated 11' striping for the transportation lane, adding a Class II bike lane, and repair of three VCalming Signs.

Brian reported one of the VCalming Signs at the top of the Hill in the Northbound direction has been replaced and a complete system check was performed for proper operation. The second VCalming Sign is in the process of being repaired so some improvements are progressing on the street.

Public Comments:

Steve Hadley- Hillel Project is at the point where it needs to do some underground utility work across the sidewalk that is accessed from La Jolla Scenic Dr North to La Jolla Village Drive and North Torrey Pines. That has all been blocked off and the City is working with the Contractor to renew its traffic control permits. It includes some passageway either through the project where some parts of the old sidewalk still remains or on La Jolla Scenic Dr North along the Hillel fence where there is a large wide area that some krail could be installed so pedestrians could safely pass north and south along the project site.

The Mayor and the City sent notice to the Coastal Commission that the Spaces for Places Program and the Vending Ordinances are the two most important issues they need the Coastal

Commission to look at out of everything else they sent them. No date on when that will happen.

Resurfacing Projects in the Budget: La Jolla Parkway, Neptune Place, and Via Capri. Neptune Place is something that Diane Kane and Trace Wilson are looking at now because if there is an envisioning for the future its best to do it now while resurfacing is taking place rather than breaking up concrete later on. All of Via Capri will be resurfaced in either asphalt where there is asphalt or concrete where there is concrete. He advised those who feel they are not getting everything they want for that street that when SDGE finishes its own project the City will return and do the resurfacing on the entire Via Capri and will offer another opportunity to address some of those requests. He asked everyone to keep that in mind.

Zuzana Hostomska- is there an update on the roundabout on via Capri up by Mt Soledad. That area continues to be treacherous for cyclists and walkers. **Steve** responded there is no update on it because it has not yet come up in the community's capital improvements projects need list It is one of two roundabouts that will come up at community planning perhaps in August and then will continue on to the City and hopefully show up in a Budget for FY24. It will not be constructed any time this year but it is something that is being prioritized.

Sally Miller- how are the local taxpayers and all of our visitors being compensated for the loss of our valuable parking spaces, especially along Wall Street, where the restaurants have taken over the parking spaces. How are we being compensated for that. **Steve** responded the restaurants using the spaces for places program for dining in the public right of way are being charged by the square foot and most of La Jolla is in a high bracket of \$30.00; they also have to pay for two years up front so the cost to them is significant.

Peggy Davis- the crosswalk down at the Beach by Camino del Oro and El Paseo Grande still has not been painted. Its summertime and there are thousands of people down there every weekend. Are there any updates for when that will happen? **Brian** responded there are drainage issues around there that is washing away the striping so it does not last long. The Stop Line for the Stop Sign around there is also gone. He will work with Steve and Traffic Engineering to see where they are on that but that section of the street is always wet or damp because of those drainage issues. **Steve** reported that the street was dry last week so now may be a good time for paint. Brian reminded that we are also waiting for a Signal and striping on La Jolla Shores Drive. He will follow up on them.

Agenda Item 1: Election of Officers- Nominated Candidates from June 17 Meeting:

Chairperson:	Brian Earley
Vice Chairperson:	Dave Abrams
Secretary:	Donna Aprea

Motion to Approve Slate of Officers for 2022-2023: Brady, Second: Podway 6-0-0

Agenda Item 2: Camino de la Costa Scenic Viewpoint Redesign- recent funding opportunities have brought an updated design to this viewpoint; the staircase to the ocean and adjacent parking area that is lacking appropriate striping for parking, no parking and handicap zones (Trace Wilson, Materia LLC) **Action Item**

Trace informed the Board that last night SDPD Officers from the Northern division came by the viewpoint at 12:30 am, without a call from the neighbors, found the usual 10 cars and all the partiers and sent them on their way. That viewpoint needs a police presence and if Officers patrolling LJ Blvd would just drive the coastal route once in a while during the wee hours to show the partiers that there is a police presence down there it would result in considerable improvement for the coastal access areas. He wanted to give a shout out to Lt. Aguilar for his diligence and understanding that there is a serious and dangerous problem down there with the parties and the speeding around that bend in the street.

Trace pointed out the area of concern with Northbound Camino de la Costa turning into Eastbound Camino de la Costa which quickly turns South. There is a 90-degree bend separating northbound from eastbound and the scenic viewpoint is at that bend in the street. The viewpoint has a collection of haphazard parking spaces, a hatch to a pump station below it and the deteriorating coastal access stairway. The City received two million dollars from the State for repair work to that stairway.

Some of the issues that should be addressed: Speeding traffic around the bend and up the street to la Jolla Boulevard, large group gatherings late night Thursday through Sunday with reckless driving and donuts, deteriorating Stairway to Beach and imminent collapse of a private Wall down to the Beach. The viewpoint is currently not ADA accessible. There are no handicap ramps or handicap parking and that is something the State should be made aware of as they do their improvements.

Trace referenced the past LJ&T Meeting where he presented his conceptual schemes for Camino de la Costa almost a year ago. *August 18, 2021, Meeting Agenda Item 6: Camino de la Costa Scenic Viewpoint Traffic and Safety Concerns – Request for traffic slowing/warnings in the viewpoint area using lane delineators. Motion to Approve the placement of Stanchions in the viewpoint area and flexible delineators for the extending street as an interim measure to address current traffic issues on Camino de la Costa.* He had presented four conceptual schemes for the Street at that Meeting but acknowledged at this Meeting that they would not have worked out and was happy that he had another year to think about it. Trace and Brian met with Gary Pence on site at Camino de la Costa in May and Gary ordered the stanchions for the center of the bend and reflectors for the center of the Street. They had wanted the stanchions before Summer but that did not happen.

Trace's concept includes raised bulb-outs on either side of the viewpoint, a raised median in the center and ADA access connecting the two sidewalks. There would be a one-way in and a one way out of the viewpoint. Two new handicapped parking spaces on each side with two regular

parking spaces in between. The handicap accessible area will make use of the inefficient space on either side and would lead to a handicap ramp onto the viewpoint. From a traffic-calming standpoint, the raised center median creates an impediment that motorists must slow down when they see it because they feel like the street is compressing. It does not allow that kind of fishtailing action that the kids are doing. This scheme would replace the existing historic concrete stair and rail, offer ADA accessibility throughout the viewpoint for the first time, removal of unneeded asphalt area, control existing erosion problem areas along the Bluff, new landscape and pervious areas, traffic calming along curve, general beautification of Site, addition of 3 more parking spaces-from 5 to 8, and a dedicated emergency vehicle parking space. More parking spaces are important to the Coastal Commission for coastal access. It will also create more space along the viewpoint because they are pulling the curve line further up from where it is now.

Sally Miller-asked about the curb cuts for the two properties adjacent to the viewpoint. Trace responded they are existing and he cannot speak for the property owners on what they want to do with them.

Brian Williams-there was a presentation last night at the DPR Meeting from a structural engineer who is doing a repair on a bluff zone with an erodible concrete material. It was an interesting presentation that might work for this application.

Steve Hadley- reminds that this funding is coming out of a capital improvement project that is generally used up and down the coast that is labelled for coastal erosion and access and various projects get funded out of this budget item. The request that Senator Atkins was responding to was specifically for the stair repair and they would have to argue for the remainder of the funds for this concept. He believes they asked for more than enough money to cover all of this and there would be some money left over for all of that but asked Trace for his opinion on might there be some money left over after the stair repairs. **Trace** believes that the two million dollars could go a lot further than just the Stairs. If we have a plan, he would presume that Toni Atkins and others in the State would agree that now is the time to upgrade ADA while they are down there spending that kind of money for redoing the stairs.

Tim McConnell is at ground zero on Camino de la Costa; his residence is right on the bend at the point. He understands any access to those stairs' safety is key but he wants to emphasize the type of parties that are happening in front of his home. There is significant alcohol and drug use in the public right of way, from 10 to 100 kids mostly in the age range of 16 to 20 years old. They will get in their cars and do donuts and in the process of the donuts they have wrecked three of his cars and another one of his neighbors' cars. There have been sexual assaults, they are completely out of control and they are going to kill someone down at that point. They shoot fireworks off at neighbors' homes and they assault each other. The way the Street is designed it opens up to this level of activity.

Brian- understands the point of what Mr. McConnell is saying because Trace has been advising the Board for many months. He wants to know when the funding will be available and will we

be able to make the case for the site enhancements for the viewpoint and the Coastal Commission. **Steve** responded that the Council Member has a meeting scheduled with the city's Engineering and Capital Projects Department on August 4 to ask specifically about next steps and when money is going to be available and when things will happen and what things will happen so he hopes to get more information after that Meeting. Regarding the Coastal Commission, he doesn't know any more than anyone else at this point because we do not know if we will have any leftover funding for what is being proposed.

Sally Miller- do we still have the RSVP (Retired Senior Volunteer Patrol) that can be utilized to drive around the coastal areas, look for parties and beach fires; are they still around. **Steve** responded they are still around but they are more in the Rancho Bernardo area where there is a large, retired community that are into that kind of thing but there are currently none in this area. Also, they do welfare checks, blue curb checks, monitor accident scenes but they cannot be used to break up parties at 1-2 in the morning. Most of them are not operating at that hour.

Catharine Douglass- This area used to have some RSVP's but when Covid hit the program was suspended and they are trying to recruit others to bring it back now but two factors are in play. One, they are not on duty at that time of the morning. The second factor, she is familiar with Camino de la Costa and the problems going on down there. When you have 100 kids partying it would take a lot of cops to safely break that up, it would almost be like handling a riot scene. This is a street design issue and she is hoping the stanchions can go up and mitigate some of it before the design can take place.

Tom-has anyone given any thought to surveillance camera's being a deterrent, he would think that would be very effective. **Trace** responded the City cannot do that but Tom believes the City can do that. **Sally** believes those 3 houses in that area could have very good surveillance cameras. It's the private camera's that are catching the bad guys. **Trace** advised there has been some powerful and dramatic video that has been taken at the point that was shared with the police department.

Thomas DeFranco- just a thought but is there any concern that adding more parking spaces to the viewpoint might increase the problems in that area with traffic and drivers doing donuts. Are we enabling the problems down there by additional parking. **Trace** responded that the appropriate parking spaces will not be the haphazard parking it is now; adding two handicapped parking spaces and an emergency vehicle parking space would benefit the community.

Motion to Approve Conceptual Design of the Camino De La Casa Scenic Viewpoint: Brady, Second: Podway 6-0-0

Agenda Item 3: Street Closures for Special Event Processions- Review and Approve criteria, standards, administrative protocols for requests that involve temporary street closures. These

criteria are to be forwarded to the City of San Diego Special Events and Filming Division for future permit applications. (Brian Earley and LJTTB Members) **Retained as Discussion Item Continued from June 15, 2022, Meeting.**

June 15, 2022, Meeting: Agenda Item 3: Street Closures for Special Event Processions-develop criteria, standards, and administrative protocols for requests that involve temporary street closures to minimize disruptions to traffic flow, parking, and businesses. In recognition of the popularity of the downtown La Jolla streets for the temporary use of street closures or special events that require a minimal amount of time and SDPD personnel, there is interest to develop criteria, standards, and administrative protocol for special event processions in downtown La Jolla. Our aim is to celebrate the pageantry of ceremonial processions, no matter the type, while minimizing street closures and disruptions to traffic flow, parking, and businesses.

The need to establish criteria for street closures for wedding processions resulted from LJT&T Board receiving back-to-back requests for closures for wedding baraats on Monday May 30 and Saturday June 25, 2022, that closed La Jolla streets during busy summer months. The criteria will be forwarded to the City of San Diego Special Events and Filming Division for future permit applications.

Event Blackout dates: Due to the number of Events taking place in San Diego Public Safety Staff are not available on the following dates, referred to as Black Out Dates: March 12, April 24, June 5, July 4, July 30, July 31, October 31, December 31, 2022. LJT&T included their own blackout dates: Memorial Day and Labor Day.

Catharine Douglass advised that the City refers to these blackout dates as holiday weekends meaning that they consider Memorial Day as starting from midnight Friday night through Memorial Day Monday. Brian responded that it will hurt the Hotels in loss of income if the entire weekend is blacked out but Catharine disagreed- people are going to book hotel rooms whether the streets are closed off or not.

Work with Venues that are part of the Event- something LJT&T has not previously considered- acquire contact names from Applicants and work with them to confirm dates, times, best routes at the wedding venue.

Short Term Street Closure-all special event processions will use the rolling street closure. As the procession proceeds through closed streets a rolling street opening will open up to traffic and parking behind it. This worked out very well for the Baraat that took place on Saturday June 25. One lane of traffic was closed to allow for the procession to move toward its destination while the opposite lane was open to traffic and parking which prevented a traffic jam. As soon as the procession moved to its destination streets were reopened behind it.

Two Hour Maximum Duration of Time. The two wedding processions that occurred in May and June went slightly over two hours.

Brian will forward this Draft to Natasha Collura and Justine King at the City Special Events and Filming Division for their opinions. If it is Approved it would have to be implemented within the city's new software program for the Special Events Division.

Sally Miller- questioned the staging area of these processions. If they could be staged off the beaten path; for instance, at the cul de sac by Bishops School it would not be impactful. Brian responded that the Board did look at that for a staging area but determined it was too long for a procession or a Horse. She also mentioned that blackout dates may be problematic for out-of-town procession guests looking to enjoy a long holiday weekend.

Bill Podway- Sally is going in the right direction. Perhaps the Union Bank Parking Lot or Chase Parking Lot can be used as a staging area and then it's a straight shot to the Hotels. Bill looked up the City's blackout dates and some of them do not make sense to him. He was able to determine that the City's black out date for April 24 was for the Concord d'Elegance Event but was confused over the June 5 date. Elisabeth from the La Jolla Light noted it was for the Rock n Roll Marathon that took place in San Diego on June 5. He believes these blackout dates are excessive and are taking money away from the merchants.

Brian attended the June 25 Baraat and note that it went very smoothly as traffic was flowing in one direction and the people who were there seemed very flexible as to what was going on. The Special Events Traffic Control Officers did a great job managing the street closure which also served as the staging area. The Busses, Horse Trailer, and traffic control vehicles were all within the staging area. It was very well contained. Bill would suggest adding a two-block maximum and two hours maximum to the Draft.

Tom- someone wrote into the paper and included a picture of all the empty parking places next to Scripps Park from the Lifeguard Station that went unused for the Free Divers Safety Training Class. The City has software that keeps track of parking spaces and it needs to be updated so this does not happen again. Brian responded that it sounds like a Park & Rec issue.

Adjournment: 5:37 pm

Next Meeting – August 17, 20224

Respectfully Submitted: Donna Aprea, Secretary