

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: November 18, 2020**

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

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

**Members Absent:** none

**Dave** announced that Max Shenk Second Representative to LJVMA has resigned from the Board. La Jolla Village Merchants Assn is actively searching for another Representative to fill his Seat.

**Barbara Bry-** she is in her final weeks of representing us in District One. The greatest chapter of her life was being elected to represent District One. On December 10 Joe LaCava will be sworn in and her Office is working with him to ensure an orderly transition. Joe will be coming to City Hall more qualified than anyone on the Board and will do a great job for District One.

She has lived in La Jolla off and on since 1983 but moved here permanently in 2000 and plans on staying here for the rest of her life. She will continue to be active in our Community and will be helpful in local issues. Dave thanked her for all her hard work for La Jolla and wished her well.

**Dave** announced two corrections on Agenda Item 2: Request for Consideration of Roundabouts on Jolla Blvd at Vallecitos and Calle Frescota was changed to La Jolla Shores Dr and the presenter Susan Wiczynski name was misspelled and corrected for the record.

**Approve Minutes of:** October 21, 2020 **Minutes were Approved by unanimous consent.**

**Public Comments on Non-Agenda LJT&T Matters:**

**Ira Parker-** update on the La Jolla Blvd Pedestrian Safety Initiative ad-hoc subcommittee. They have summarized a draft from the two public comments zoom meetings held in October and will be ready to present it to the full Board in December.

**Natalie Aguirre-** has concerns about the valet service the Board voted through for 7300 Girard at the October Meeting and wants to know if that has been finalized. *Agenda Item 3: Request for Valet Parking Zone at Marine Medical Building 7300 Girard Ave.* Dave responded he did convey the Board's approval to LJCPA and the City. Natalie is concerned that it does not turn into another parking ticket generating corner for the city if they choose not to staff it with real valet.

Natalie explained that at La Plaza they had the signage for valet service but it was not clear to drivers, was not staffed, and the parking spaces were not being valeted, so drivers were parking in them resulting in a ticket generating corner for the City. She does not want a repeat of what happened at 7863 Girard to happen to 7300 Girard and wants reassurance the spaces will be staffed and the signage will be clear. Dave asked her to type up her thoughts and comments and he will convey them to City staff. Ross also suggested she contact the people who are running the business at the medical building. They were at the Meeting and we have their contact information.

**Steve Hadley**- the transition brief that outgoing Council member Barbara Bry is handing over to incoming Council member Joe La Cava includes several items from LJT&T namely: the Throat Study request, the crosswalk that has been designed and approved but lagging in installation for La Jolla Shores Drive at Azul, the La Jolla Blvd Pedestrian Safety Initiative, the need for greater protection on Coast Blvd South for residents of Casa de Manana to move safely across the street to access the other half of that campus; traffic delineators will be installed to create a larger island with more visibility, the pedestrian island on La Jolla Blvd at Monte Vista that Trace Wilson has been waiting for and the underground caving that continues to happen on Crespo Drive due to the infrastructure of the street. Public Works is going to create a capital improvement plan to replace the water and sewer mains to stop the leaking and erosion that is going on under that street,

**Donna** asked if this was Steve's last Meeting with us and Steve responded he does not know. Like everyone else he is scrambling to look for work in the new Administration. Barbara Bry, Anne Dynes- President of La Jolla Parks and Beaches and Janie Emerson- President of La Jolla Shores Assn, have written to Joe requesting that he retain Steve's services and Dave on behalf of LJT&T will also make that request. Dave thanked Steve for all of his great work for LJT&T. Steve explained he was able to do a lot for the Board because of Barbara. He worked with many elected officials and was not always able to accomplish the things he wanted to do for the communities but Barbara gave him the encouragement to go out and do great things for La Jolla.

**Agenda Item 1: Coastal Rail Trail**- City Report on project being planned for Gilman Drive from I-5 to UCSD campus (Alejandra Gonzalez) **Discussion Item**

Coastal Rail Trail is a regional multi-use trail that connects Oceanside, Carlsbad, Encinitas, Solana Beach, Del Mar, and San Diego. The Project is located along Gilman Drive between University of California, San Diego (UCSD) and Rose Canyon Bikeway within both the La Jolla and University Community Planning Areas. It proposes a one-way cycle track (Class IV) along both sides of Gilman Drive with a continuous sidewalk along the west side that retains street parking and street lighting over a project distance of approximately 8,800 linear feet. The cycle track will be separated from vehicular traffic by a raised median, striping, flexible posts, on-street parking, or other physical barriers. To accommodate the cycle tracks, the project would include roadway widenings on the west side of Gilman Drive from Villa La Jolla Drive southerly to an existing private driveway (an approximate distance of 3,000 linear feet). Roadway widenings would occur on the east side of Gilman Drive from Via Alicante to the Interstate 5 (I 5) southbound off ramp (an approximate distance of 4,500 linear feet) along with construction of a 2- foot recovery slope adjacent to the cycle track along portions of the natural area from Via Alicante to I5. In addition to roadway widening, the project includes roadway re striping, street lighting, landscaping, retaining walls, drainage improvements, bus stop improvements and traffic signal modifications. The existing traffic signals at I-5, Via Alicante and Villa La Jolla Drive would be modified to work in conjunction with the proposed improvements. Retaining walls would be required on the west side of Gilman Drive from just north of Villa La Jolla Drive to Via Alicante (an approximate distance of 1,054 LF) and from a point south of Via Alicante to a private driveway at La Jolla Hideaway private apartments (an approximate distance of 1,120 LF). The walls would range from heights between three and seven feet. A new sidewalk would be constructed along the west side of Gilman Drive to connect existing sidewalk segments and create a continuous sidewalk along the entire west side. The sidewalks would be directly next to the proposed retaining walls. The sidewalks on the east side of Gilman Drive north of Via Alicante to La Jolla Village Drive would remain in place. Parallel parking would be protected along both sides of Gilman Drive most of the length between the La Jolla Village Drive ramps and Villa La Jolla Drive, and on the east side, south to Via Alicante. Additional parallel parking would be provided along the west

side near the existing apartments and private driveways along the southern portion of the project. The parking spaces would be part of the buffer between the cycle track and vehicular traffic. In these areas, the raised buffer would not be constructed, rather, the cycle track and parking would be separated by a striped buffer. Street lighting would be provided along Gilman Drive along the length of the project. The lighting would be installed per City of San Diego street lighting standards, with light standards on both sides of the street at 300-foot intervals. The lighting would be fully shielded to not shine in adjacent houses or open space areas, and would conform to dark sky glare reduction standards as well. Existing storm drains within open space are undersized and have failed causing erosion. The storm drains are subject to improvements and will include the construction of: curb and gutters, curb inlets, cleanouts, storm drains, and brow ditches in order to comply with the City's Region MS4 Permit, and the City of San Diego's Storm Water Standards BMP Design Manual dated 2018 at the preparation of this report. A raised curb buffer would be placed on either side of the bus stop passenger waiting area. The bus stops on the west (southbound) side of Gilman Drive would remain at the sidewalk, and busses would pull into the cycle track area to pick up passengers. Green paint and striping would highlight the cycle track at intersections and bus stops. Raised buffers also would be constructed on either side of driveway intersections where the cycle track is separated from driving lanes by painted stripes. The traffic signals at Villa La Jolla would be shifted to accommodate the project, and a new traffic signal would be added at La Jolla Village Drive. Acquisition of additional roadway right-of way (ROW) is required from several parcels east of Gilman Drive, south of Via Alicante, and temporary construction easements are required for several parcels for slope grading and retaining wall construction.

**Dave** asked if parking will be retained through all of the reconstruction and Alejandra responded that where there is parking now on Gilman, they will be retained but where there is no parking on Gilman no new parking spaces will be installed.

**Helen Boyden**- there is a housing development on south bound Gilman just before the 5S freeway. There are parking spaces for about 5-6 cars for that housing development. There is a bike lane but the bike lane stops where the parking spaces begin and then picks up again where the parking ends. Bicyclists have to enter Gilman Dr to move past those parking spaces before they are able to reenter the bike lane. She asked Alejandra how that is going to be addressed. Alejandra responded there will be 3" striping for the bike lane and a barrier installed for the parking spaces. Janie advised the street is too narrow for that but Alejandra explained that section of Gilman is going to be shifted 10' on the right by reconfiguring the other side of the street where the slope is located allowing for a continuous bike lane while retaining the parking spaces.

**Serge Issakov**, serves on the Board of the San Diego County Bicycle Coalition and is very concerned with putting a bike way in between a sidewalk and a line of parked cars on this section of Gilman. Bicyclists easily can travel at 25-35 mph. Drivers parking in these spaces will exit their cars and step into the bike way to reach the sidewalk. Drivers and Bicyclists do not see each other until the last second. This set up is in Cardiff and there have been many serious crashes; it doesn't work. Its not a cycle track but a cycle trap because cyclists are trapped between a curb and parked cars. Secondly, there is a difference between a bike way and a bike lane. Bicyclists must travel in a bike lane but they are not required to travel in a bike way. What the city is installing here is a Class 4 bike way so bicyclists do not have to travel in it and they will not. They will ride on Gilman Dr. He also addressed the separate traffic signals for bicyclists now treating them like pedestrians and how will that impact the flow of traffic for everyone. This particular route is very popular with groups of bicyclists and they ride together. They will not all fit in that bike way. The whole idea needs to be very seriously reconsidered whether this is an appropriate location for this type of facility.

**Dave** asked Alejandra if their Group conferred with the Bike Organizations as part of their planning process. Alejandra responded that the project had a very thorough planning phase. A study report was put together and many organizations were involved in it, including the bicycle coalitions and planning groups. Gilman was chosen to be the connector and this was considered the preferred alignment. The bike path is 8' wide and is a protected cycle track that is usable for all users, of all age groups, with all levels of experience.

**Alejandra** will be presenting to the LJCPA at their December Meeting. The target date to start construction is Fall 2021. They are applying for a federal grant for the construction.

**Agenda Item 2: Request for Consideration of Roundabouts-** on La Jolla Shores Dr at Vallecitos and Calle Frescota intersections (Susan Wiczynski) **Discussion Item**

**Susan** lives on La Jolla Shores Dr near Vallecitos. Vallecitos is the street that goes into the beach playground. She would like to propose traffic calming measures at the intersections of Vallecitos and Calle Frescota but Janie Emerson, President of LJSA, asked her to include other intersections along La Jolla Shores Dr for traffic calming measures in her presentation.

Vallecitos and Calle Frescota are busy feeder streets that connect to the most popular areas of the Beach; the Park, playground and parking lot. The intersections are often stacked with cars waiting to make the turns either on to these two streets to go to the beach or heading off the streets to go on to La Jolla Shores Dr. Two elements make these turns especially dangerous; when southbound traffic backs up from the traffic light at the gas station at La Jolla Shores Drive and Torrey Pines Road, almost to Calle de Oro, visibility is blocked and drivers heading north towards UCSD cannot see in the north bound lanes, second, during non- congested times drivers go much faster than the posted 35 mph speed limit making the turns especially dangerous. There have been 3 major accidents involving T-bones and rollovers on one block in a 15- month time frame. Living by these intersections there is not a day that goes by without residents hearing the squealing of brakes and the honking of horns indicating near misses.

Pedestrian Safety is also a concern. Drivers must find parking on the east side of La Jolla Shores Dr and attempt to cross the street loaded down with children, coolers, and beach chairs as they head to the beach. In the evening as the sun goes down and it becomes dark, they are often unable to cross La Jolla Shores Dr safely to get to their cars because of heavy traffic congestion on the southbound side and drivers going over 40 mph on the northbound side.

Residents of La Jolla Shores Dr have noticed an increase in speeding and racing after dark between Avenida de la Playa and Calle de Oro. Police caught one driver going over 100 mph but only after the driver kept at it multiple times until a police officer happened to catch him one of those times. That is just one driver who was caught but there are many more that are using La Jolla Shores Dr as their personal racetrack at double the speed limit and the police are not always there to catch them.

Susan is very concerned there will be a fatality someday soon and she asked the board to initiate research into the feasibility of traffic calming at the intersections of Vallecitos and Calle Frscota and per a conversation with Janie Emerson, she would also like the board to consider similar measures at other intersections in La Jolla Shores. There are multiple traffic calming measures but the only one she can think of that would address all three issue of intersection accidents, pedestrian safety, and speeding are roundabouts or traffic circles. Roundabouts have proven to dramatically reduce speed while improving

flow and can be designed with lighted crosswalks that will benefit residents as well as our tourists. At an LISA Meeting she took a poll of her neighbors at these intersections and all of them were in favor of the roundabouts or traffic circles.

**Dave** spoke about the roundabouts at Bird Rock which proved to be successful but they had the help of a MAD (Maintenance Assessment District) to provide funding for them. There would not be that kind of funding for roundabouts on La Jolla Shores Dr and would need private participation to help fund them.

**Joe Dicks** advised Susan to contact him as he has experience with the roundabout on Via Capri.

**Serge Issakov** recommended replacing existing traffic lights with roundabouts.

**Janie Emerson** would like other intersections on La Jolla Shores Drive to be added to the traffic study: Calle de Oro, Camino del Oro, Avenida de la Playa, Paseo Dorado and by El Paseo Grande at SIO. Stop Signs mean nothing to drivers who blow right through them in the evening hours. They do not slow down the traffic but the roundabouts or traffic circles would do exactly that.

**Natalie** advised the traffic in Bird Rock is not comparable to the traffic at the Shores. There are good roundabouts and there are bad ones and a good roundabout coupled with signage, and one-way streets would be better for the Shores. Natalie referenced the Barber Tract Neighbors who are pursuing one-way streets in their neighborhoods and that may be a good idea for the neighborhoods down at the Shores because a roundabout alone is not going to be sufficient to calm down that kind of traffic.

**Dave** notes this is a Discussion Item only but suggested sending the issue to city traffic engineers for an evaluation of the intersections for this proposal as well as the streets Janie mentioned.

**Agenda Item 3: Request for Consideration of Protected Bicycle Lanes and Sidewalks on Torrey Pines Rd – from The Throat area to UCSD Campus ( Kurt Hoffman) Discussion Item**

**Dave** took a walk with Kurt along Torrey Pines Rd as Kurt explained the need for a protected bike lane on the east side of Torrey Pines Rd from The Throat to UCSD. He is a retired bicyclist but he is concerned for the large group of cyclists he sees riding along Torrey Pines Rd to UCSD. Cars are at their backs travelling 60-80 mph and there are no protected lanes for them to ride in. It is a concern and with the Coastal Rail Trail soon to be installed now is an ideal time to look at a protected bike lane for Torrey Pines Rd.

**Serge Issakov** is a current bicyclist and Dave asked him for his opinion on a protected bike lane for this stretch of Torrey Pines Rd. Serge does not believe that a separated bike lane on a downward slope on Gilman Dr is an ideal location for it but a separated bike lane for this stretch of Torrey Pines Rd on the east side is ideal because it is a straight shot uphill with no turning conflicts. He does not want a separated bike lane for downhill. Serge noted that if a protected bike lane was installed in this area they would have to cut into the hill on the east side to make room for anything useful. Any protection you add reduces usable width for bicycling because the so called protection itself uses up space.

**Kurt** believes we could push the appropriate bodies to get sidewalks and protected bike lanes on Torrey Pines Rd. which could allow for access for all citizens, keep cyclist a bit safer, and help with the fire hazard and landslides along TPR. Plastic bollards installed along Balboa Ave. provide at least a visual barrier for cyclists to feel a bit safer. The City built four ADA curb cuts and realigned three signals along

Genesee Ave. at Marian Bear Canyon. An ADA curb cut to nowhere was built on the west side of Genesee Ave. with no sidewalk in the area. TPR is an gateway that ties La Jolla to UCSD and it should be improved to allow cyclists, pedestrians, and those in wheel chairs to be able to utilize this important corridor. Access, fire prevention, and addressing the homeless encampments along TPR could all be addressed with sidewalks, retaining walls, and a protected bike lane.

**Patrick** offered an alternate point of view for the use of a bike path. Bike enthusiasts and sports bikers are comfortable riding in groups and going 35 mph downhill. The aim of these bike paths may encourage bicyclists who are not bike enthusiasts or sports bikers to ride on these bike paths where they would feel safer and more protected from traffic. It's a balance between the needs of the bike enthusiast's vs bicyclists who might not otherwise ride a bicycle without a protected bike path and it fills that gap for other uses of a protected bike path.

**Erik** used to ride that bike route when he was young and not concerned about safety. Now he is concerned about the safety issue and has not ridden it in a long time. He would ride it again if there was a protected bike path so he is in favor of the proposal.

**Diane Kane**, President of the La Jolla Community Planning Assn, is finding the multiple issues on our Agenda of great interest for the future of La Jolla, multi mobile transportation, and traffic calming. She has instituted an ad-hoc committee for the Village that is looking at pedestrian safety and car access in and out of the Village. They are working with the PDO advisory board and the Village Merchants and they have an Urban Designer who is specifically looking at Torrey Pines Rd and the entrance into La Jolla. Torrey Pines Rd is wide enough to plant trees which would act as a traffic calming measure because trees alter a driver's perception of lane width and therefore their speed is reduced.

Like Kurt, Diane is a retired bicyclist. She had bicycled to her job at Caltrans in the Los Angeles district for twenty years so she gets both sides of the bike path issue. How do you provide bike safety for people who are not hard-core bicyclists while maintaining respect for the ones who are and she understood Serge's concerns for Gilman Dr.

She explained that Torrey Pines Rd has a very large right of way that offers a lot of space for urban designers to work with regarding bus pull- outs, tree planting, sidewalks for pedestrians and bike lanes for bicyclists. Torrey Pines Rd is truly a multi-modal gateway to La Jolla. She went on to say that she agrees that the speed of traffic is insane and she agrees with and will support the efforts of everyone here who are trying to modify it.

**Agenda Item 4: Issues regarding Roundabout on Via Capri at Senn Way – Resident report of related concerns (Dr. Gregory Wiener) Discussion Item**

Dr. Wiener has concerns about the Roundabout on via Capri at Senn Way describing it as completely unsafe. The roundabout does not fit at that intersection because there is no space for it. Drivers going down Via Capri, up toward Highway 52, have to go around it by driving over bike and pedestrian lanes and then swerve onto Senn Way where they hit cars, swerve into fire hydrants and residential properties at the corner and then go back on to Via Capri before continuing and they are doing this at 40-50 mph. That creates a dangerous situation when drivers are waiting at Senn Way for their turn to enter via Capri.

In order for residents of Senn Way to enter via Capri, they need to approach via Capri with the nose of their car and cars coming up Via Capri swerve, swear and honk at them, start arguments and fights, and they risk their cars being hit.

His car has been hit or almost hit, his dog was killed there and drivers have honked their horns and flicked their finger towards him because he is in their way. The roundabout hasn't done anything to discourage speeding, in fact some drivers find it thrilling to drive through it, as evidenced by a smashed yield sign. He described the roundabout as ugly because it is not maintained and now looks like a jungle. He does not really care how it looks he only cares about how unsafe it is.

The roundabout needs to be removed and replaced with stop signs or speed bumps added near the roundabout to make the intersection safer.

Dave clarified it has been the Board's policy that stop signs do not function as speed control; that is not what they are supposed to do and that intersection would not have the points to meet the warrant needed for a stop sign. When they are put in the wrong place for the wrong purpose, they often create more safety hazards than they solve.

***Donna** researched the Roundabout on Via Capri at Senn Way. It came up for discussion at the March 23, 2006 LJT&T Meeting, Agenda Item 2, Via Capri Traffic Calming "Motion to approve the installation of 4 landscape chokers and the installation of two additional V calm signs as noted in the engineering dept drawings".*

*At the January 25, 2007 LJT&T Meeting, Agenda Item 1, Gary Pence, City Traffic Engineer, presented an alternative to the landscaped traffic chokers by showing the Board a drawing of a small traffic circle at Senn Way with Yield stripes as a preferred method of calming traffic and the Board motioned to accept it. "Motion to support the traffic circle as proposed by the City as a contingency to the Chokers and dependent upon being landscaped rather than using paving material"*

*At June 25, 2015 LJT&T Meeting, Agenda Item 4, Additional Traffic Control at Traffic Circle- the city is contemplating a speed hump or placement of pylons to control diverting traffic at via Capri/Senn Way traffic circle and the Board motioned to " Recommend one speed hump on north side of traffic circle and no pylons.*

**Joe Dicks** lives one house away from that roundabout and agrees with Dr. Wiener that speed humps approaching it would be of some assistance to slow traffic but the Fire Dept was against them and good luck now trying to get them to agree to one. Since he lives so close to it; he sweeps it, cleans it, and waters it during the hot summer months.

Joe remembers the traffic conditions before the traffic circle was installed and he described the roundabout as an overwhelming success for residents on Via Capri trying to exit their driveways. Before the roundabout was installed there was a stop sign at Senn Way but there were no stop signs for the speeders coming down Via Capri and it was nearly impossible for residents to exit their driveways. Drivers were racing through Via Capri at high rates of speed, hitting the sidewalk, and landing upside down on a neighbors' property. It is still difficult to exit driveways because of the volume of traffic that use Via Capri to get on the freeways but it would be much worse without that traffic circle.

Joe knows the history of this roundabout since he was part of the effort in 2006-2007 to push for a stop sign and the City refused because the intersection did not warrant one however the City offered the traffic circle which was accepted by LJT&T. He also pointed out that he drives around the roundabout every single day and drivers do not have to go onto Senn Way to proceed through it.

**Dr. Wiener** reiterated that the roundabout is still dangerous and by itself it does not work. From what he is hearing it may help a little bit but there are still accidents all the time and if there were speed bumps it may become effective. There are speed bumps now made of plastic that can be placed and tested and if they do not work, they can be pulled out.

**Diane Kane**- drives Via Capri periodically so she understands the safety concerns. The roundabout does help to slow traffic but it is not optimal; it is not as great as some of the other ones we have in Town. She asked if there was an additional right of way on the east side where Senn Way is located that we can employ to redesign the intersection that would allow for a smoother entrance onto Via Capri from Senn Way. She agrees that speeds need to be modified as they enter the roundabout. This intersection is at the base of a hill and speeds will pick up unless it is slowed by some physical impediment. She suggests speed bumps or chicanes (adding extra turns to slow traffic), create some type of anomaly that will force drivers to slow down to think about what they are doing before they blow through this intersection. She agrees that this intersection requires some redesigning.

**Dave** will convey the commentary and concerns about this roundabout to Gary Pence and let him know we would like some consideration for speed bumps. **Donna** reminded that at the June 25, 2015 LJT&T did recommend one speed bump for that roundabout and Dave will convey that decision to Gary.

**Steve Hadley** suggested asking Gary about placing swales or dips in the road as a traffic calming measure before the approach to the roundabout. The emergency services department do not seem to have a problem with dips in the roadways as much as they have a concern for the bumps they have to drive over and that may be an option for Gary to consider.

LJT&T's next Meeting is scheduled for December 16 but depending on agenda activity we may go dark and break for the holidays. Dave will keep everyone posted.

**Adjournment: 5:30pm**

**Respectfully Submitted: Donna Aprea, Secretary**

**Next Meeting tentative: December 16, 2020**