

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: February 17, 2021

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, Cody Decker LJVMA

Members Absent: none

Approve Minutes of: January 20, 2021: **Brady, Second: Gantzel** Unanimously Approved

Public comments:

LJT&T welcomes Cody Decker who was appointed the second representative for the La Jolla Village Merchants Assn.

Diane Kane- update on the Gilman Dr segment of the Coastal Rail Trail. Gilman is the boundary between our planning area and University City planning area. She attended the University City Planning Group meeting where they discussed this corridor. Both Planning Groups are going to have to agree on what to do with Gilman Drive going forward into the future.

LJCPA adopted LJT&T's Motion to Approve the Coastal Rail Trail with the addition of adding sharrows on the southbound side but LJCPA took it a step further and motioned for sharrows on both sides of Gilman. They followed up on their Motion by requesting that the rest of the right of way be reprogrammed for multimodal transportation in such a way that the speed on Gilman can be lowered. The recommended speed limit for sharrows is 35 mph.

Diane asked the Planner for University City if they could get a separate working group put together with La Jolla to really look at Gilman Drive to address some of the issues on that roadway and it looks like that can happen. University City has some really good plans for what they want to do with their section of Gilman and she is looking at how that can work for La Jolla's section of the roadway. She is going to set up some Zoom meetings with the working group to go over the plans both community planning groups have for Gilman Drive. Both University City and La Jolla Community Plans would have to be amended simultaneously for whatever is decided between the two planning groups for Gilman to be reprogrammed into a multimodal corridor and get the speed limit lowered on that roadway.

Tom asked if there was any interest on Gilman Drive coming from UCSD. Diane responded yes there is. UCSD will be programming their segment of Gilman through the campus. Gilman Drive runs right through their campus and bicyclists would be totally lost in a myriad of campus streets with no idea on how to make their way back to Gilman and the Coastal Rail Trail. This is what UCSD is working on advising it will be well signed and aesthetically beautiful on their end.

Tom- La Jolla Reservoir Project will have a big impact on traffic coming in and out of La Jolla over an extended period of time. Tom advised that LJT&T needs to be aligned with LJCPA but Dave noted that

Tom and Brian are participating in the working group on that project and both will be representing LJT&T in that effort. Diane advised she has been working with the Project Manager, Bilai Oriquat, and they will be starting the community collaboration with City forces to look at the EIR impacts on the neighborhoods within next week.

Natalie- asked where the Reservoir will be located. Diane responded at the end of Encelia there is a post that has some solar panels on it and that will be sitting right on top of the new reservoir. The new reservoir requires a lot of height for greater water pressure. City staff will be removing the two older reservoirs and building the new one. It is going to impact our open space and the native habitats so it is causing some issues that have to be addressed.

Natalie asked how the trucks will enter and exit the site and Diane responded that has not yet been addressed by the City as they are still reassessing the project site. The purpose of Natalie's question was to find out where we are with City for the survey on The Throat. Dave responded that funding it is an issue since City staff needs a fairly expensive consultant to do the study in a meaningful way.

Steve Hadley -The Throat Traffic Study was in the Council Member's budget memo to the Mayor. The Mayor has to April 15 to propose a Budget for FY 22. Council Members Staff have to really push to get their projects moving along but they are not going to know anything until the Mayor comes out with his proposed budget.

Dave -on March 11 Dan Allen will be presenting LJT&T's position on the new feeder bus proposal route to MTS that LJT&T discussed at the January 20, 2021 Meeting. *Motion to recommend approval of the MTS proposed Route #140 bus line connecting the Village to the new Mid-Coast Trolley's Balboa Station and requesting electronic informational signage be included at the Village terminus on Silverado Street between Girard Avenue and Herschel Street.* Dave wanted the Board to know he authorized Dan to represent the Board at that meeting.

Agenda Item 1: LJ Christmas Parade and Holiday Festival- Temporary Street Closures and No Parking areas related to the 64th annual event on Sunday Dec 5, 2021 (Ann Kerr Bache) **Action Item**

Theme this year is "Sprit of La Jolla" to celebrate our home town heroes; healthcare workers, fire, lifeguard and police who will be the Grand Marshals for the Parade. The parade starts at 1:30p and the holiday festival starts at 11:30a.

For the past 50 years the parade has always started on Girard to Prospect and made its way to the Rec Center. Last year the Event had to become a reverse parade where the parade participants were stationary and the cars drove through as spectator vehicles. The parade participants were staged on Herschel to Silverado and the cars lined up, started on Girard, and then made their way through the parade. City Staff is confident that the City may be fully open by December but if it is not, the event will revert back to the reverse parade. There were 500-600 vehicles that participated in the reverse parade. The holiday festival was also successful with 300-400 groups of 6 people social distancing at the porch of the Athenaeum. They had contact information for everyone who attended the holiday festival event last year and they will do that again this year.

The La Jolla Christmas Parade and Holiday Festival Foundation, which is an Arts and Education Foundation, puts on the parade every year. The Founders Circle pledge a certain amount every year but a lot of their donations come in small amounts from people inside and outside of the community. They

try to raise enough money to give around 25% of their proceeds to the local bands as well as to the children's organizations who participate in it.

Event Set Up Start: 8:00 am

Event Set Up End: 4:00pm

Event Dismantle: 3:30pm

Dismantle End Time: 4:00pm

Vehicles will be towed promptly at 9:30 am

Both sides of Ivanhoe between Ivanhoe East and Torrey Pines Rd.

Both sides of Girard between Torrey Pines and Kline.

Both sides of Kline between Ivanhoe and Fay.

Both sides of Herschel between Torrey Pines and Silverado.

Both sides of Torrey Pines between Herschel and Virginia Way

Vehicles will be towed promptly at 11:30 am

Both sides of Girard between Kline and Prospect.

Both sides of Prospect between Girard and La Jolla Blvd.

Both sides of Draper between Silverado and Kline.

Motion to Approve the La Jolla Christmas Parade and Holiday Festival Temporary Street Closures and No Parking areas related to the 64th event on December 5, 2021: Brady, Second: Gantzel 10-0-0

Agenda Item 2: LJ Blvd Pedestrian Safety- Report from Subcommittee (Ira Parker) Discussion Item

Ira Parker Chairs the La Jolla Blvd Pedestrian Safety Initiative. He noted that LJ Blvd will continue to have safety issues involving pedestrians crossing the street in the middle of speeding vehicles and reckless drivers as well as pedestrians walking on the sidewalks due to e-bikes and e-scooter traffic that are operating on the sidewalks.

The goal of the subcommittee is to comprehensively address the safety issues to save at least one life. The subcommittee has determined that submitting a targeted proposal to the City Traffic Engineering Department is the best way to proceed by requesting that they conduct a study and subsequently develop and implement a plan to remediate the issues.

The subcommittee is asking the Board to provide feedback to their proposal; they will then modify the draft document and submit the final product to the Board for an endorsement vote at the March Meeting.

Catharine Douglass had a meeting with Lt Rick Aguilar of the SDPD Northern Division. She was made aware that they now have a patrol car that is equipped with radar. The SDPD have been given a Grant and they have to provide feedback on this Grant so they are very interested in knowing where the problems are. Catharine asked them to work on Torrey Pines at East Ivanhoe where there have been multiple accidents. Reaching out to Lt. Rick Aguilar might be an option to gather some statistics on the speeding on the Boulevard.

Diane Kane- she has a Visioning Committee for the Village that is looking at a lot of the streets in downtown La Jolla. Their goal is to pull the community of La Jolla into a common aesthetic theme so

everyone would know they are entering La Jolla from both directions. Their committee has been looking at some enhancements along the Boulevard which would tie in to the pedestrian safety initiatives that our subcommittee is looking at to slow the traffic down to make it safer for people to cross the street. She would like the two subcommittees to get together to share ideas and figure out how to get some of these issues implemented through the Bird Rock MAD and the Village MAD (*Maintenance Assessment District*). Ira will coordinate his subcommittee efforts with her Visioning Committee.

Dave asked the Board to review the potential remediation strategies for input and email Ira with any additional ideas or modifications:

Potential Remediation Strategies to be considered by the City Traffic Engineering Department:

Establish a bicyclist, e-bicyclist/e-scooterist, automobile/motorcycle driver, and pedestrian public awareness/education campaign.

Enhance the monitoring and enforcement of vehicular and bicycle laws.

Install bicycle and e-bicycle and e-bicyclist/e-scooter lanes [bicyclist and “e” safety, pedestrian safety (restricting bicycles and e-vehicles from sidewalks), “traffic calming”, etc.].

Install pedestrian safety-focused alerts and signage [i.e., painted (iridescent) on street surfaces].

Install pedestrian safety-focused signage (i.e., placement on poles).

Conduct a “special” speed-zone survey along La Jolla Boulevard.

Modify crosswalk, pedestrian safety “flashing yellow lights” to “flashing red lights” (“Caution” to “Stop”).

Place “flashing automobile speed detectors”.

Place painted “bulb-outs” adjacent to crosswalks to reduce illegal passing of vehicles.

Place roundabouts to calm traffic and enhance access from/onto La Jolla Boulevard.

Re-paint and/or re-stripe crosswalks (broad, iridescent, white lines).

Restrict delivery trucks from parking for long periods in La Jolla Boulevard “center-turning lanes”.

Utilize mechanized vehicular surveillance-ticketing technologies.

Potential Formal Request to the City:

The La Jolla Traffic and Transportation Board formally requests that the City of San Diego Traffic Engineering Department develop and implement a comprehensive plan (short-term and long-term) --- targeting a remediation effort focusing upon problematic and unsafe pedestrian-focused issues along the entirety of La Jolla Boulevard. It is also recommending that the Traffic Engineering Department seek appropriate input and confer with the La Jolla Traffic and Transportation Board regarding the plan development by establishing a City of San Diego Traffic Engineering Department-La Jolla Traffic and Transportation Board “collaboration” --- to best support each party’s efforts pertaining to mutual interests focusing upon La Jolla Boulevard pedestrian safety issues.

Agenda Item 3: Smart Parking and Wayfinding Pilot Project- LJ Coastal Access and Parking Board system to Assist Visitors Access to Parking Spaces in Village Parking Garages (Jodi Rudick) Action Item

The La Jolla Coastal Access and Parking Board (LJCAPB) is requesting support for a Smart Parking and Wayfinding Pilot project. This is a state-of-the-art system to assist visitor’s access to available parking spaces in coastal parking garages. The system is updated in real time and will eliminate the need for visitors to ‘circle the village’ searching for acceptable parking options. A direction sign will be well placed to offer visitors the information they need, where they need to diminish traffic congestion and enhance traffic flow in impacted village and coastal roads.

Jodi Rudick is the Executive Director of the La Jolla Village Merchants Assn and was on loan at the LJCAPB to help out on the Project. Brett Murphy is the Chair of the Coastal Access and Parking Board and Dave Abrams also serves on the Board.

Coastal Access and Parking Fund was created in 2002 from developer's fees:

Memorandum of Understanding between the City of San Diego and California Coastal Commission. City has designated LJVMA as fiscal agent to use and manage the funds in order to meet the spirit of the MOU which is to allow people access to our coast line.

La Jolla Coastal Access and Parking Board has been meeting for many years, submitted many ideas to Coastal Commission. Discount merchant parking, bus passes, etc. Coastal Commission supports the concept being presented today.

Funds can be used in the following ways:

50% of the funds shall be reserved for the implementation of a remote parking reservoir and shuttle system. (CCC suggests a connector shuttle between the new Trolley stations and La Jolla Village. Funds are on hold until Trolley Expansion is closer to completion.)

50% of the funds may be used for other short term and/or long term parking and traffic circulation related programs of improvements, and further provide that, should the City of San Diego establish its own program for implementing the recommendations of the La Jolla Parking and Transportation Plan, and that program is approved by the Commission as a revision to the City's Local Coastal Plan (LCP) implementing ordinances, the funds may instead be used in accordance with the City's approved program.

The LJCAPB has around \$400,000 in funding mostly reserved for a shuttle system. Out of the \$400,000 there is \$120,000 in unencumbered funds which is what they are using for this program.

Data Survey from SDSU

Parking supply is ample during peak coastal visitation times (Nights & Weekends): Off Street Parking has not filled on Nights, Weekends, and Holidays according to Ace Mobility Consulting

A third of Visits are first timers to La Jolla; La Jolla is heavy drive in: 69% of visitors use personal transportation and 32% cited traffic as a deterrent from visiting the Village while only 4% cited parking issues according to the SDSU survey.

Traffic Mitigation and Parking:

Traffic is the deterrent – not parking. Availability of off- street parking helps improve coastal access and directing visitors to off street parking improves traffic flow

Reduces Village circulation while seeking parking by communicating off street options which opens up short term street stalls. Parking Signs will communicate right up front the cost to park taking the guess work out of the equation. This creates more capacity for coastal access

Event Parking can be drastically improved with better way finding. Events are the main contributors to traffic impacted days

For the pedestrians and bicyclist's static wayfinding signs will direct them to points of interest in La Jolla to improve their own access.

Free Parking is a problem in La Jolla but there are thousands of parking spaces in the Village much more than other coastal communities. There are a total of 847 Off-Street Parking Stalls in 4 parking garages. They looked at parking garages that had the best access to the Coast and identified four key off street parking reservoirs located at; Coast Walk Garage, 888 Prospect, 1200 Prospect (La Jolla Financial Building), and 1055 Wall Street (Life Time Garage is actually on Herschel but the address is Wall Street). Their goal is to persuade the long-term all-day parkers to park in the garages and free up street parking for the short time parkers.

The LJCAP prepared an RFP and did a nationwide search for companies capable of providing the desired system. Two rounds of RFP's attracted 12 proposals and 11 revised proposals based on transparent process: A scoring matrix was shared with all vendors, proposal equity with specific budget requirements were presented and interviews were conducted with the top three finalists.

Flash Parking Technologies was unanimously selected due to significantly lower price, cutting edge technology, the ability to grow and expand with the Village needs.

Brian-how much is the long- term maintenance cost to maintain the signs. Is that built into the non-shuttle \$120,000.00 budget? Jodi responded that they asked the vendors to give them a bottom-line figure for two years. They were not looking at long term because they focused on the pilot program to give these parking facility owners and operators enough data for them to say yes we want to participate because this will make us a lot of money. Jodi clarified they are not using the entire \$120,000 budget because Flash Parking Technologies was able to make the initial proposal cost around \$60,000.00. She asked Marc Miller for clarification.

Marc Miller- co-owner Flash Parking Technologies advised they might be using IP Display Signage for the signs. IP Display offers warranty programs for after the initial two years. Typically, they run about 10% of the cost of the signs but they have not yet made a decision on who will be providing the signs. The camera's that will be providing the space count for each individual garage are being modeled as a hardware as a service similar to software packages. Cameras are being paid for on a subscription basis and when the monthly fee is being paid which is \$165.00 per camera with one per garage that comes with a lifetime warranty on that camera so if the camera is vandalized or is damaged or breaks owners are not paying for a new camera, replacements are built into the monthly fee. The monthly fee may be a pain for some parking garage owners but if it is driving traffic into their garages and increasing their revenues that should outweigh the pain of that monthly fee.

Ross -this is a direct benefit to the parking garage owners; they are going to make a lot of money and all he has been hearing is that maybe after two years (when the pilot program ends) they will commit some funds to it. He believes they should commit some funds to it from the start. Jodi responded that initially they presented the idea to the parking garage owners, who usually are the property owners, that if they paid for the hardware to install the digital signage the software would be paid for by the program and the cost would be shared. No one took them up on it since it is not their business model. Their business is the monthly parkers, not the daily parkers. The LJCAPB decided it was still a good idea to pursue so they are committing funding for the first two years and at the end of the two- year pilot program if this does not show itself to be revenue recovery and beyond then we have all proven something to ourselves and that is that no matter what no one is going to park in a parking garage in La Jolla.

Jodi advised the Coastal Commission is willing to our make the investment. They have done this kind of parking program in other communities and they understand the parking garages are getting access to a free public service. What they are proposing to these parking garage operators is the idea of

promotional pricing: i.e., first hour free, free parking on Sundays, 2 hours free with merchant discount, early bird discounts, and premium items etc. to give people who park in their garage some kind of benefit for doing so.

Natalie-during the pandemic Jodi worked with Ace and Laz on a program of cost reduction to several of the parking lots mentioned in this presentation to try to get the people who work in the Village off the streets. She is a merchant on Girard and she knows that a lot of the parking spaces on Girard are being taken by people who work in the shops, restaurants and offices rotating their cars every two hours. The City shutting down ticketing cars over the summer was not helpful to the merchants. They may have thought they were doing people a favor but it wasn't favorable to the merchants. Jodi working with Laz and Ace got the monthly fee for parking in the lots down to \$75.00 a month; an amount that was reasonable except that no one knew about it even after extensive publicity in the *Light*. The issue with this program is getting businesses to care about where their employees are parking and helping to get them off the streets. She also advocated for placing the Wayfinding signs down at The Throat since traffic is backed up on Torrey Pines at Prospect St by drivers waiting to make the right turn onto Prospect.

Dave referenced the Motion the Board approved at the January 20, 2021 Meeting for Agenda Item 2 MTS feeder bus proposal for new Route 140 and the request for electronic informational signage that be included at the Village terminus on Silverado Street between Girard Avenue and Herschel Street. He asked Jodi if this signage was something that could be paid for out of the LJCAPB discretionary funds. Jodi responded that the City has a lot to say about where electronic signs are placed but as far as the LJCAPB goes they are willing to have other types of wayfinding signs as part of the overall project.

Ira Parker- asks will there be an App for this program? Signage is nice informing of parking spaces available in the Village but visitors would need to know how to get to them. Marc responded there is not an App for the program per se but Ace and Laz Parking have their own Apps directing visitors to their parking garages. Brad Elass from Ace Parking clarified that Flash Parking Technologies will sync to their App to give the driver the information needed to navigate to the parking garages. Ace Apps sync with Google Maps and Marc confirmed his Flash Parking Technologies will sync with the Ace and Laz parking Apps.

Motion to Approve the La Jolla Coastal Access Parking Board Smart Parking and Wayfinding Pilot Project: Aguirre, Second: Rudolph 10-0-0

Agenda Item 4: Request for Signage- Truck Weight and Size Limit Signs for Hillside Drive Intersections with Via Siena and Soledad Avenue (Diane Kane) Action Item

Several years ago, the LJCPA formed an ad-hoc committee to look at the multiple issues on Hillside Drive. At one time the street had ten open construction projects going on at the same time between Soledad Ave and Via Siena. Huge construction vehicles were clogging the street impacting residents and emergency vehicles from getting in or out. Meanwhile on Torrey Pines at Hillside; Torrey Pines had been resurfaced and the drainage area was improved for more capacity but it created a severe dip at Hillside causing the stuck trucks issues. Trucks with extra-long overhangs attempting to drive up or down Hillside became stuck when the back end of the truck was prevented from continuing because of the severe dip at Torrey Pines Rd.

City Staff placed signage alerting truck drivers to the severe dip in the road and no trucks over 5 tons were permitted to make right or left turns on Hillside but the trucks continued to become stuck so the

City added more signage on Torrey Pines, with one of those signs sign flashing yellow lights. It became evident that no matter how many signs the City placed on Torrey Pines Rd; the truck drivers are not paying attention to them.

Dave asked Diane if the City can make a physical change to that entryway on Hillside so the trucks could actually make it up the street and so much signage would not be needed. Diane is not sure why the City chose to place the signage and did not consider modifying the grade. Patrick believes it is because of the drainage issue and the gutter running along underneath it that prevented any modifications from being done.

Diane continued with showing the Board a Sign that was initially placed on Hillside at the Sierra Mar intersection that read "Tractor Semis over 25 feet kingpin to rear axle not advised". The wording of "not advised" allowed the truck drivers to make a judgement on whether or not they wanted to make the right turn on Hillside anyway and most of them wanted to do it so the City replaced that signage with another one "No Right Turn Trucks over 5 Tons". The City eliminated the length of the truck and went with the weight of the truck.

The unintended consequence of that signage was that trucks did not make the right turn on Hillside instead they went down Amalfi. Amalfi is a much better street for truck drivers; it is flat, with a gradual ascent and a straight shot to Torrey Pines Rd. Shortly after the truck drivers started to use Amalfi a sign appeared "Not a Public Thoroughfare- Private Road Do Not Enter". They checked with the City and Amalfi is a public street, it has a public right of way; it is just unimproved. They are considering putting Amalfi into a capital improvement project to improve the street and make it the main gateway to Hillside.

Diane noted that the main truck limit for Hillside Dr on both ends of the street is 5 tons yet trucks over 5 tons are still coming down Hillside. When she looked at it there is no signage at the intersection of Via Siena and Soledad Ave warning the truck drivers they cannot go down Hillside and at this intersection they still have time to correct their movement. There is a turning space for them to turn around.

Several years ago, Diane tried to get truck prohibition signs for Hillside Dr between Soledad Ave and Via Siena. The City wanted her to get signatures on a petition from 75% of a targeted neighborhood on Hillside Dr agreeing to the signage if the results of a traffic study met the criteria to warrant the signage. There were 62 parcels in the target area. Out of the 62 parcels 28 residents lived in them full time, 24 were absentees and 10 parcels were owned by developers and she could not get any signatures from anyone in that area. Obtaining signage for that area is not going to happen via a petition.

She provided the Board with various signage samples and where they could be placed on upper Hillside. She would prefer the icons instead of verbiage since truck drivers are not reading the verbiage on the signs but would see the icons.

Ross suggested removing all the signage that have a weight limit and replacing the signage with new signage "no trucks over 4' rear axle to back of truck", because it appears it's the length of the trucks and not the weight that is problematic.

Patrick clarified Ross's suggestion- no trucks with an overhang greater than 4'.

Tom- suggests that Diane consult with Gary Pence at the City about the new signage. With his background and her history of Hillside the two of them should be able to come up with the appropriate signage.

Brian- questioned about banning all trucks from turning onto Hillside and suggesting they use Amalfi. Diane responded Soledad Ave would be a better suggestion but even Soledad is narrow; whatever is being delivered to the neighborhoods in the area needs to be on smaller trucks. These roads in the area were built in the 1920's and not designed to accommodate huge trucks.

Steve Hadley- sent a screen shot from Google Maps to Traffic Engineering showing at one time there was signage on Torrey Pines Rd limiting trucks to 4 tons but the signs were replaced with 5 tons. He asked Traffic Engineering why trucks were increased to 5 tons but never got an answer. Recently even larger trucks have been on the streets.

Dave -instead of approaching the City for just signage perhaps approach them with broader issues like diverting traffic onto Amalfi or Soledad. Truck drivers are not looking at signage anyway. Diane responded she is focusing on signage because if they do not obey the signs they will be fined. She suggested that perhaps LJT&T should look at all the streets and make some of them one way to accommodate the huge trucks additionally parking and pedestrian access could be addressed. The entire neighborhood is suffering from these trucks. Hillside is an emergency access route and it has become impassable at times.

Natalie- perhaps contact Google or Apple apps and alerting them to the small narrow streets. Diane responded they had already asked the City to do that. Diane had spoken to a lot of the truck drivers who were stuck on Hillside and waiting for help. They told her they were paying attention to the screen on their phones and not the signs on the road. Diane approached the City about contacting app providers and the City did do that but there are a lot of app providers and the City may not have contacted all of them.

Patrick clarified that signs on the streets are picked up by Google Maps and Map Quest. He doesn't know if the signs are small and unreadable on small phone screens but if the sign is on the street it is picked up on maps.

Motion to recognize that traffic safety issues exist for large trucks entering and exiting Hillside Drive requiring correct additional signage for direction, and asking the Chairs of LJ T&T Board and LJCPA to approach Staff at City Traffic Engineering Division to have this discussion: Brady, Second: Rudolph 10-0-0

Agenda Item 5: Request for Stop Sign- on Revelle Dr at Woodford Dr Intersection (Gary Pence)
Discussion Item

The City Traffic Engineering Division has informed the Board that at a resident's request they evaluated the need for one stop sign on Revelle Drive as it intersects with Woodford Drive off of La Jolla Scenic North. They have determined that their qualification criteria is met and that the sign will be scheduled for installation:

At the request of a member of the community we evaluated the intersection of Revelle Drive and Woodford Drive for stop signs. This email is to inform you that the intersection met the criteria established in Council Policy 200-08 for the installation of a stop sign on Revelle Drive.

Going forward Gary will make sure LJ&T gets all future recommendations before proceeding with their evaluations.

Adjournment: 5:42pm

Next Meeting March 17, 2021

Respectfully Submitted: Donna Aprea, Secretary