

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: August 18, 2021

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, Erik Gantzel BRCC, Patrick Ryan BRCC Cody Decker LJVMA, Natalie Aguirre LJVMA, Ross Rudolph LJSA

Members Absent: Nancy Warwick LJTC

Approve Minutes of July 21 ,2021: Gantzel, Second: Abrams 8-0-1 (Ryan)

Public Comments:

Veronica Shaw- lives on Caminito Impresa. On July 27 there was a major accident on Cardeno directly behind her Home. It was terrifying but no one was hurt; the driver was able to walk out of his car. On December 10, 2020, her brother was hit by a car crossing the intersection at Ventana and La Jolla Alta Drive. He was hit as a Pedestrian and survived it. The driver who hit him was speeding and not paying attention. She asked if anyone has been before our Board with a request to slow down the traffic on Cardeno because Cardeno is a speedway. She talked to the city about it and the city told her Cardeno is a Collectors Street and nothing can be done. She is asking if something can be done. The street is by All Hollows and goes down to Pacific Beach and the speeding is getting much worse. Cardeno has become an autobahn for drag racing. In the evenings you can hear revving engines and hear cars drag racing, in the morning there are doughnuts on the street. The driver hit a transformer and power went out in the neighborhood from 3 pm until 2:00 am the next morning. It was the second time that property has been hit by a Speeder.

Brian will put her on the October Agenda as a Discussion Item and see if the Board can come up with some traffic calming processes that might be available.

Steve Quinn- resident on Camino de la Costa between La Canada and La Jolla Blvd. He is aware that there was consideration at a prior Meeting about a Roundabout between La Canada and Camino de la Costa because he read about it in the La Jolla Light. There are 4 streets that intersect at one point. A Roundabout there would be a great solution to a dangerous situation but if not a Roundabout, then some other measure needs to be taken by the City like signage or painting the stop points further back from the intersection because right now it is not a safe intersection.

Another issue he wants to bring to the Boards attention is the heavy fast-moving traffic between La Canada and La Jolla Blvd going southbound. It's mostly young people but that area

is narrow and there are a lot of walkers out. He wants to see what he can do and what our Board can do to put in some traffic calming measures between Camino de la Costa and La Canada. Brian pointed out that Trace Wilson has some ideas about traffic calming on Camino de la Costa on Agenda Item 6 and he should stay to hear them.

Dave reminded that there was consideration for a Roundabout at that location but the city wanted private funding for it and the Residents may have been scared off by the complexity of it. *September 16, 2020, Agenda Item 6: Request for Traffic Circle at Camino de la Costa/Vista de La Mesa/La Canada Intersection- by Bird Rock neighbors who consider it currently dangerous. Neighbors had circulated a Petition and retained a Lawyer but It was never brought back for Board consideration.*

Mike McCormick- regarding the accident on La Jolla Farms Rd at La Jolla Shores Dr. He walked around the area and requested a copy of the police report but it was denied. The reported speed in the Light was 65 mph and on La Jolla Farms Rd it is possible to go that fast. There are some significant problems with that intersection especially for cars that have automated stopping. When you are approaching the intersection; and he stepped it off, there are 24 paces 76' before you get to the stop sign; the stop sign is buried in bushes. The driver was going 65 mph 100' per second and was 76' feet away from the stop sign that is buried in the bushes. It doesn't leave much time to see the sign and to stop.

Another problem is that it is a T-intersection and you are coming from a low spot that swales up maybe 6-8' and when you are approaching it there is nothing in front of you, no reflective sign to indicate a stop ahead. When the car came over the rise and it saw something in front, it turned right thinking the road turns right because there are skid marks turning right, and the car went through the intersection.

There are a lot of pedestrians that walk on the La Jolla Farms side of the road on La Jolla Shores Dr and when they make a left turn the sidewalk ends and it puts them into traffic. That intersection needs to be looked at to improve the situation.

Chair Report: LJ&T will go dark in September due to the Jewish Holiday of Yom Kippur as well as absent Board Members who will be traveling during that time. Next Board Meeting will be October 20, 2021. **Stella Maris Academy pulled their Agenda Item 1** after deciding to hold the Celebration on their Campus due to the pandemic. **Agenda Item 3 Bicycle Safety on North Torrey Pines** has been pulled and rescheduled to the October Meeting so UCSD Representatives can also attend the Meeting. UCSD construction for the Living and Learning Center will have an impact on Bike Safety on North Torrey Pines Rd.

Due to Board reorganization Erik Gantzel will take over as Zoom Host for LJ&T.

Brian thanked Dave for his continued support to the new Chair, the Board, and to the Community of la Jolla.

Agenda Item 2: La Jolla Half Marathon- Request for Temporary Street Closures and No Parking in conjunction with Annual Race on December 11, 2021 (Bart Calame) **Action Item**

Bart Calame is a Kiwani and has been Chair of the Half Marathon for 6 years. Current Kiwanis Club President Don Hodges and Past President Craig Bratlein are Co-Chairs, and also attending the Meeting. This is their 40th annual event and the plan for the Race is unchanged from previous years. They have already figured out the recipe for a successful race and haven't changed anything in a long time.

They had to cancel the May 2020 Race and had rescheduled it to April 2021 and that date was pushed back as well. They thought about cancelling it altogether but the Runners want to Run. Fiscally, the Race is a major fundraiser for them and provides for 99% of their funding. They are dipping into savings because of the 2020 cancellation so they are trying to squeeze in the Race for the 2021 year and hoping that by Spring 2022 they will be back on a normal race schedule. The Kiwanis Club raises approximately \$150,000 to \$250,000 through this annual fundraising event and the money is distributed back to the Community through Grants to dozens of charitable organizations supporting non- profits and charities involving children.

The Race starts at the Del Mar Fairgrounds through Torrey Pines State Park, along La Jolla Shores, up Torrey Pines Rd and down to the finish line at Ellen Browning Scripps Park at La Jolla Cove. The 5K starts on La Jolla Shores Drive, 3.1 miles from the finish line. Nothing has changed to the Racecourse.

Brian asked if they had any complaints from the 2019 Race and Bart responded not that he knows of any; the Race has been clean every year. They leave door hangings in Del Mar and La Jolla notifying the area businesses and residents of the event and the event route and sends out post cards to residents affected by street closures. Bart explained the street closures are a rolling closure; that is as soon as Runners clear a Street it reopens again. The permit is good until 11:30 but the last runner is usually off the course by 11:00. The Event is around 4 hours in the Morning.

Suzanne Weissman- lives on Spindrift Dr and has been watching the Race for almost their entire 40 years; her husband has participated in their races. She supports the Event; they are the best group; they are so efficient, clean up right away and there is no noise. It's just a pleasure to have them.

Brian noted the 40 different Signs the Event places along the race- course to help traffic, pedestrians, and runners find their way.

Motion to Approve Request for Temporary Street Closures and No Parking for 40th Annual Half Marathon Race on December 11, 2021: Earley, Second: Aguirre 9-0-0

Agenda Item 4: Request for Traffic Light at Torrey Pines Rd/Hillside Dr Intersection -concerns for safety at this location (Joseph Bookstein) **Discussion Item**

Diane Kane, President of La Jolla Community Planning Assn, is making LJ&T aware of a traffic accident on Torrey Pines Rd at Hillside Dr involving her neighbor's wife. His wife was stopped on Torrey Pines to make a left- hand turn onto Hillside. The driver in the far-right Lane had stopped to allow her to pass through but the Driver behind him whipped around his stopped car and plowed into her as she was making the turn. The driver couldn't see her and she couldn't see him. The driver didn't know why the first driver had stopped his car. Diane said she has almost gotten creamed a couple of times from that situation; the traffic is constant there, leaving no breaks in the traffic to make that turn.

The Bookstein's are asking for a traffic light to be installed on Torrey Pines at Hillside but Diane believes that the city will not install a traffic light that is so close to the HAWK Light on Princess Street. The only time she seems to be able to make that left turn onto Hillside is when the HAWK light is operational so she is asking if it is possible to activate the crosswalk beacon when vehicles want to turn left onto Hillside.

Brian explained that a pedestrian wanting to cross Torrey Pines will go up to the HAWK signal and press the button. The HAWK Lights will flash yellow giving drivers time to stop, then will turn a solid red indicating drivers need to stop to allow pedestrians to cross before flashing red and turning itself off allowing drivers to proceed. He doesn't see anyway the HAWK light at Princess Street could help drivers one block down the street at Hillside to make a left turn. He did ask Gary Pence, City Traffic Engineer about the requirements to install a traffic light and he is waiting for a response. He also noted that the entire length of Torrey Pines, with 3 traffic light along the way to Girard, has no dedicated left turn lanes.

Natalie - the Driver who stopped his car to allow her to cross may have been incorrect to do so because by Law we do not stop like that to let Drivers make left turns. The only way this would work is for the crosswalk at Princess St to be removed and reinstalled at Hillside because the city is not going to allow two traffic lights in such a short distance.

Suzanne Weisman- its hazardous on any part of Torrey Pines Rd to make a Right turn getting on it or a left turn getting off it. She uses that HAWK light to cross but even that is hazardous because drivers are not stopping for it. Her husband was hit by a car while he was on his bicycle on Amalfi because the driver saw a break in the traffic to allow for the left turn and as soon as the driver rushed to get across the street her husband appeared. This happens on Princess as well when drivers see a break in traffic and rush to cross and a pedestrian or bicyclist suddenly appears. It's crazy that there is no stop sign between La Jolla Shores Dr and Prospect Street. If someone has to stop for two minutes it's not going to change their life. She has been hoping for something like this but the city doesn't seem to want to do it.

Ross made a radical suggestion to close off Hillside Drive from Torrey Pines Rd. That would solve the stuck truck problem as well.

Chris Day- Suzanne brought up a good point about that HAWK Light. It provides a false sense of security for people who use it. If you go press the button and wait there until it turns green

to let you cross, there's a fairly good chance that a car that is so accustomed to accelerating down the hill on Torrey Pines will blow through the light because that's what they're used to and you will be killed. He thinks the same thing would happen if there's a light at Hillside Drive. He lived on Hillside for seventeen years. A traffic light at the corner of Hillside Dr and Torrey Pines would be helpful only if it provides a high level of confidence that people would stop for the red light and he does not have that level of confidence.

Diane Kane-responding to Natalie's earlier comment about the driver who hit Ms. Bookstein being in error. At the intersection of Hillside and Torrey Pines there are two stop bars and a Keep Clear sign in the middle of the intersection. A driver in one lane will stop to keep the intersection clear but traffic in the other lane will keep moving and that was what happened. The driver saw an opening in the other lane and went around the stopped car even though traffic was stopped in the lane he was originally in. Natalie thanked Diane for pointing that out; she takes that road every day and wasn't aware of it herself.

Brian announced that the city will be reengineering the grade on Hillside at Torrey Pines Rd so that Trucks do not get stuck there. They found the money to do the repair work that is needed for potholing (*a method that includes vacuum excavation for the purpose of obtaining visual confirmation of utilities and underground obstructions*), and testing the soil, concrete, and pavement. Diane has asked the city to hold off on the project because Trucks do not belong on Hillside. Brian noted we are in a tough position because the city may be fixing the grade and we may be asking for a no left turn. If they fix the grade to make it easier for trucks there will be left turns and probably no traffic light at that location.

Diane clarified there is difficulty getting in and out of Hillside and making it easier to do that is not going to help because drivers cannot get into the traffic stream safely on Torrey Pines and trucks that are getting stuck do not belong on that street anyway.

Catharine Douglass asked Brandon Broaddus, Community Relations Officer, to research how many times the Police showed up at Hillside in the last 3 years. Officer Broaddus responded SDPD received 42 calls for service for hazards on Torrey Pines at Hillside Dr in the last 3 years. Most of them for stuck trucks but a few for accidents probably the accident Diane is referring to is also included in the numbers.

Sally Miller agrees the HAWK light is giving pedestrians a false sense of security. She has seen drivers blow through it with pedestrians in the crosswalk. Perhaps relocating it to Hillside and installing a left turn lane would be helpful for everyone.

Serge Issakov-the HAWK and proposed traffic light is just a band-aid. The real problem is that that whole stretch of Torrey Pines Road is a racetrack, the long-term solution is a complete revamp of the road with roundabouts from the fire station all the way to Girard.

Brian advised the HAWK light cost the city a lot of money and it would be a lot of money to remove it and reinstall it at Hillside. Cost wise the city is not going to agree to do it. The HAWK lights were installed after a group of neighbors in the area asked the city to install traffic lights so they could cross Torrey Pines. The only other crosswalks were at La Jolla Shores Dr and Prospect Place and they needed something in the middle of the two streets.

Patrick reminded that residents in the area had many issues with crossing the street and over time the HAWK has improved those issues. Is it a perfect solution No but has it improved their issues Sure. The issues we have today were not so prevalent at the time the HAWK was discussed and installed.

Brian reiterated there are a lot of opinions regarding Hillside. The city has money to fix it, some people want to close it, others want no left turns or dedicated left turn lanes, some people want traffic lights there. It's a little chaotic and the Board will revisit this again in October when we have more information from Gary Pence.

Agenda Item 5: Request for Additional CIP's- LJCPA President asking for Input from LJT&T on more Traffic-Related Capital Improvement Projects (Diane Kane) **Discussion Item**

Diane- received a request at the August CPA Meeting from an individual in the neighborhood wanting to know why LJCPA has not put out an official call for projects. The city has revised its system for collecting them and Diane received an informational bulletin the city put out that CIP projects are supposed to go to Council in October. She submitted her paperwork in June but she believes the city may be attempting to get a sense of what the backlog is for capital infrastructure by asking the neighborhoods for their CIPs to create a master list to figure out where the backlog is and she asked Vicky Joes for clarification.

Vicky Joes, Chief of Staff for Council Member Joe LaCava, is filling in for Steve Hadley. She explained the CIPs are competitive; there are only so many dollars for so many projects. She advises keeping the CIPs constantly updated and prioritized so the Council Member can go out and fight for them.

Diane submitted her requests in June but she is asking La Jolla Community Groups for CIP idea's again to comply with some requests she received from the Groups who previously missed the call for them earlier this year. She will add their projects to her list; however, she wants the CIPs to be vetted by the appropriate community board before going to CPA. LJCPA is the last stop, it is not the first stop. She clarified that she will be happy to put their CIP on the list but she wants it vetted by the appropriate board first to determine if there is a need, does it have support, and does it make sense.

Brian asked if she is referring to Projects after June and Diane responded yes. She referenced Serge Issakov's Roundabout at Mt Soledad, Trace Wilson has a few projects, and Kim Knox's request for a Roundabout at Virginia Way that LJT&T has not heard. Brian invited Ms. Knox to the

Meeting but she did not respond and is not present. He informed her that LJT&T did not receive a request for a Roundabout at Virginia Way and she responded that she heard it from someone. Diane noted she was upset that her project was approved by someone and was not on the list. Diane advised her to go through the process and put it on the T&T Agenda and she is not here.

Diane asked Vicky if the Roundabout for Virginia Way made its way to Council. Vicky responded they do have requests for Streets but they are part of the Mayors Sexy Streets and does not recall CIPs being on the list. Vicky clarified that the Mayor's Sexy Street Initiative is the prioritization of resealing, restriping of our streets. They received a list of street priorities for District One that are already on their list. They have a call out for their Community Reps to report back to them on what are the streets they are hearing about in their Districts so even if a street is not on the official list, they can get it on the list. She has not heard the same for a CIP. Diane asked if she has that list and can she forward it to CPA. Vicky does not have the list of streets but she can get it and forward it to Brian. Diane asked to be included.

Natalie -if she was going to put something on the CIP list it would be the repaving of the Parkway in both directions and La Jolla Scenic South as it goes to E52. It needs to be regraded and made safer. It is extremely dangerous especially for tourists who do not know the road and it is not lit at night and it should be on that list. Brian advised he received an email from Steve Hadley regarding a resident who wrote about the appalling condition of the Parkway and Steve had replied that it was on a CIP list among other streets throughout the City.

Dave- there is some confusion over the difference between maintenance and upkeep of streets vs new projects which is a CIP. A Roundabout is a CIP; repaving and restriping of a street is maintenance. He does not know how the city views that but it is a distinction we should be clear on.

Trace- we should look into the language of what a sexy street is because the Mayor may mean a lot more than just repaving; he may mean beautifying and greening the street; the projects he is working on may fit into this brand-new category and he may be able to get some things done. There are some new initiatives like climate action and dedicated bike ways that we can tie into and get some of our projects done.

Diane-the Village Visioning Committee that Trace is on is looking at reprogramming a number of our streets and he has brought some of them to LJT&T that are not in the Village such as La Jolla Blvd and Nautilus and we have had multiple plans for Torrey Pines Rd and La Jolla Shores Dr. If we can get our community together to decide what we want we have another opportunity to get some of our projects realized. It may help with our traffic situation on Torrey Pines Rd with regards to all of our cross streets that do not have dedicated turn lanes.

Vicky will send Diane and Brian a current list of the sexy streets that she has in her Inbox.

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 (Trace Wilson) - **Action Item**

Trace clarified it is just a coincidence that Steve Quinn, who spoke about the traffic conditions on Camino de La Costa at *Public Comment for Items not on the Agenda*, is at this Meeting. He and Steve did not speak about these matters; he wanted the Board to know that. Trace has lived in the neighborhood for over 16 years and is a witness to what is going on at the Scenic Overlook. About a year ago neighbors got together to discuss what they could do to slow and calm traffic. It is mostly kids screaming around, fishtailing, losing control of their cars and crashing near the scenic overlook at the sharp bend on Camino de la Costa between Avenida Cresta and Avenida Cortez.

The most important issues they wanted to address:

Speeding 65-70 mph around corner of Vista de la Mesa and La Canada up to LJ Blvd

Large Group gatherings late at night Thursday through Sunday, reckless driving, and doing donuts on La Jolla Blvd

Deteriorating Stairs to Beach

Imminent Collapse of a Wall down to the Beach

Trace reminded that several in the neighborhood did approach LJT&T last year about a Roundabout at Camino de la Costa/Vista de La Mesa/La Canada Intersection and he pointed out the location of where that roundabout would have been installed. They developed several schemes they thought might calm the reckless driving in the area:

Scheme A: Roundabout at the intersection of Camino de la Costa, Vista de la Mesa and La Cañada Street, the entire peninsula becomes a Park and would eliminate parking.

Scheme B: try to discourage the fishtailing by creating more parking at the beginning of the peninsula and extend the Park to the end.

Scheme C: Horseshoe/island element, forcing traffic to go around it, would expand the Park and add more parking

Scheme D: Roundabout at the peninsula with parking and expand park

Trace reiterated these schemes are a traffic calming, safety, and beautification project not an intent to keep people out. He has been up around 10 to 12 evenings over the last 14 days from 10pm to 1 am just documenting what's going on out there at that time. He included a picture of a tree down in the street as a result of a car fishtailing and plowing into his neighbor's tree. He went out at 12:15 am spoke to the kids and sent them on their way. There is a picture of a deteriorating Wall in danger of an imminent collapse at the beach. Steve Hadley walked around the area with him and noted the condition of the Wall. Steve notified code enforcement. Code enforcement made it a Priority One so he should be receiving a call from a code enforcement officer momentarily. The deteriorating Wall and Stairway are not in the purview of LJT&T and he knows that but as an Architect it is his Fiduciary responsibility to say something when he sees a dangerous situation that could result in a loss of life. A mother and daughter were killed by a

wall collapse and he does not want that on his watch. He included a picture of an historic and beloved stairway that is beyond corroded. These issues are for future actions more immediate measures are needed to address the reckless driving and lane delineators would force drivers to slow down around them. A raised median at the bend with a reflector would work the best at preventing kids from fishtailing around the corner. A roundabout at the corner of Vista de la Mesa, La Canada and Camino de la Costa would be an ideal traffic calming measure but residents who would about the roundabout are concerned that drivers could miss it, go into the opposite lanes, and cause head on collisions. A true roundabout has a porkchop center and bulb outs like in Bird Rock that collect cars and force them to drive around it, a driver could not miss it and drive into the wrong lane.

Catharine asked where the donuts were taking place and Trace pointed to the bend, there is a lot of space for donuts and kids understand it would take Police 45 minutes to an hour to get there if they come at all.

Serge asked for clarification on how a raised median, shaped as a center island, would expand parking and Trace responded that a raised median would allow cars easy access to enter and exit the park and parking spaces by creating a better flow of traffic going around it.

Dave asked on Scheme C if this was a decorative median with benches that people would sit on and Trace responded he thought it would be half in size and not large enough for it.

Steve Quinn on Scheme D; he really likes this scheme and asked if Trace could expand the park more away from the beach to act as a nice gathering place, and, parking is so limited that perhaps parallel parking on one or both sides of the peninsula could expand parking if that is possible. If the cost is kept down as much as possible maybe the city could implement this in a reasonable time frame.

Trace- we have to collaborate with the imminent collapse of the wall and corroded stairway because they have to be repaired. The city is going to have to make those repairs, it's a public safety issue and if/when the city makes those repairs; we should have a thoughtful plan ready to include the traffic calming schemes in their repair designs.

Catharine- noticed white striping at the bend and informed that the white stripes act as an island. There is no driving, no parking, and you cannot get on top of it. Stanchions is a very inexpensive quick intermediate fix to this. You can line that area with white stanchions until something else can be done.

Patrick- if you expand the park, you may be exacerbating the partying all night issue but that is not a safety issue. As for the white striping drivers do have to drive over it, there are parking spaces at the end of the viewpoint and three curb cuts for neighboring residences to enter their driveways. During the day it is used as a parking lot sometimes 6-7 cars can park in there, illegally, but they do it. If you move the parking spaces further away from the viewpoint over to the traffic right of way, it takes that view away from them.

Brian is looking for an action item that can be sent to LJCPA that they would welcome and approve and that would impress the city enough to see a low-cost improvement that would lead to a bigger park or the repair of the stairway. He asked Board members if they had anything substantial like stanchions or reflectors that could be a motion that would be accepted by LJCPA and the city.

Natalie- really likes the schemes. The area where Vista de le Mesa, La Canada and Camino de la Costa come together reminds her of Pt Loma heading towards the Naval base that has beautiful roundabouts with greenery and that would be perfect for that area.

Tom serves on La Jolla Parks and Beaches and will add the deteriorating stairway to their Agenda. **Brian** is looking for a motion to reengineer the street to get something started to stop the donut driving and stanchions might be a quick fix in the beginning of a larger picture. Erik made a motion for stanchions however Patrick suggested delineators. Trace advised stanchions along the bend and delineators along the extending street.

There was confusion between stanchions and delineators and Patrick explained stanchions are orange shaped like a traffic cone with a moveable rubber base and flexible delineators are glued down to the road with a spring and a white post with reflectors. A Stanchion is a temporary fix, delineators are permanent.

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: Gantzel: Second Aguirre 8-0-1 (Aprea)

Adjournment: 5:55pm

Next Meeting October 20, 2021

Respectfully Submitted: Donna Aprea, Secretary