

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

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, Acting Chairperson LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LISA

**Members Absent:** Brian Earley, Chairperson LISA, Natalie Aguirre LJVMA

**Approve Amended Minutes of September 21 2022: Podway, Second: Brady 5-0-2  
Ryan, Gantzel Abstain (Warwick not available to Vote)**

**Chairperson Report: No Chair Report**

**Public Comments:**

**Mike McCormick**-he is a pedestrian, biker, and car driver- it is important for this Committee to consider the impact that electric bikes have on the hardscape in their neighborhoods. They have the ability to go fast and he has seen children on these bikes speeding along the boardwalk down at the Shores. These bikes have really taken off with youths and others and it is important they become part of the conversation. Dave shares his concerns as he has seen children riding motorcycles; some without helmets, so it is very concerning.

**Tricia Cavaiola**- she is representing the concerns of several Residents who live on Nautilus Street, which is becoming increasingly dangerous for everyone who uses it. The area between via Estrada and via Valverde has a very sharp turn and drivers misjudge the degree of the turn. Cars speeding down Nautilus Street going west frequently lose control of their vehicles at this turn and swerve into the opposite lane facing traffic as they try to regain control of their vehicles. She provided pictures of numerous car crashes and a video of a car speeding, the driver losing control of it at the turn and swerving into the opposite lane. Thankfully, no one was in that opposite lane when the driver made contact with it. She reminded that this Street hosts two Elementary Schools, a Middle School, and a High school. The Residents of Nautilus are urging this Board to help them with this dangerous issue. Dave shared that he also lives on Nautilus in a similar situation and he has had cars go into his Home several times so he understands her concerns.

**Diane Kane- President of La Jolla Community Planning Association**- Brenda Fake is on the Call and she wanted to congratulate her and Friends of Coast Walk for getting an Orchid for all of the work they have done rehabilitating Coast Walk. There was an article in the La Jolla Light and she is happy they are getting some recognition for their work.

She would like to mention to the people concerned about the speeding on Nautilus that the Community Planning Association is putting together a streetscape enhancement plan that is including traffic calming on Streets all over the City. They have chatted with their Council Member and the Planning Dept on how they will get this through the process in the next Budget Cycle. They are looking for funding and staff support to do this. It is something they have been working on for over two years. Nautilus is on the list for traffic calming and when they get to a fine tune design, she wants the Residents of Nautilus to give feedback and help them refine whatever it is they will be doing there.

She finished reading a Book "Confessions of a Recovering Engineer: Transportation for a Strong Town." She took down notes from the Book and sent them to Dave and Brian and hope they share it with the rest of the Board. She would like to do a workshop on some of the ideas that are presented in the Book because they bear directly to the issues of speeding and how we use our right of way in La Jolla.

**Agenda Item 1: City of San Diego Bicycle Master Plan** - Two upcoming road projects that incorporate significant changes to existing conditions. La Jolla Blvd and Prospect Street will be modified to incorporate "bike lane" improvements per the Bicycle Master Plan.  
(Everett Hauser, City of San Diego Transportation Dept) **Discussion Item**

**Everett Hauser**- Program Manager with the City of San Diego Transportation Dept to discuss the La Jolla Resurfacing and Restriping Program. Interested people can follow it along [streets.sandiego.gov](http://streets.sandiego.gov). Everett will be showing In progress Paving Projects and Planned Paving Projects. The restriping project is a chance to make improvements to the roadways when it is a blank slate. The biggest difference is the addition or modification of bike lanes. As part of Slurry 2223 La Jolla Blvd, and Prospect St will be modified to make improvements per the Bicycle Master Plan.

The City of San Diego Master Bike Plan was adopted in 2013. There are 4 basic categories of bike lane: a separated Class 1 Bike Path, Class II is in the Street with basic paint striping, Class III are shared routes, Class IV is a separation in the roadway by a physical barrier.

Slurry St Project 2223 will resurface Prospect St from Draper to Ivanhoe with parking on both sides of the street but will adjust the width of the street to fit in bike lanes. The parking and bike lanes on both sides of the street look to be 7' and the driving lanes are 10'. There are a lot of different configurations for the Prospect St corridor; there is angled parking and parallel parking and the whole elevation change as it winds through the middle of the Village. They are working on getting the whole plan set up on their projects web page but their intent is to preserve existing conditions and just mark out bike lanes; the angled parking will remain and they will install sharrows in the shared lane.

La Jolla Blvd has a simpler configuration; they are adjusting lane dimensions for the parking, travel and center turn lanes: 7' of parking lane, 5' of bike lane, 2" buffer, 11' travel lane on both sides and 10' center turn lanes.

**Dave** – there will be no loss of parking Correct? Everett responded Correct. What is the status of this project; when will it be restriped. **Everett**- It is still going out to Bid. There is an October '22 to March '23 window of time. There will be No Parking signage 72 hours before the slurry work starts, it will take 2-3 days to slurry and then about 3 weeks after that they do the restriping.

There are many people on the Call wishing to speak on this Item. Dave reminded it is an Informational Item only; the City is just letting us know what is coming down the pipeline.

**Mike McCormick**- has significant concerns as a Biker on Prospect St measuring the Street. The 7' for Parking is rather limiting. He measured a car from mirror to mirror at 8' and the door at 3.5' so he is almost at 12' which is the parking lane and bike lane with the door opening. He does not like skimming along cars that might open Doors and he does not like skimming along cars that have their backside to him in a diagonal space. It is very dangerous on the diagonals because the release brake can go back. He needs 4-6' on the cars and when they are parked, he wants at least 4' which puts him in the driving lane. Their numbers seem really idealistic and he does not know how this will fit into Prospect St where it would be safe for the Biker. AB 43 passed and allows us to incorporate the safety of pedestrians and bikers into the speed limits on these roads and how we break up these roads. How does the City factor AB43 for Prospect St. The narrow bike lanes along the edge of cars are not allowing him to feel safe on Prospect.

**Dave** asked Everett Hauser if this bike master plan was vetted or reviewed by the San Diego Bike Community that are associated with the City. **Everett** responded this bike plan is pretty much standard; just adjusting lane widths and sharing the information with the Community. He understands the concerns of parking dimensions because of the variety sized vehicles; some are larger, some are smaller, some park closer to the edge. Overall if you are familiar with the conditions today you would stay out of the door zone in the absence of the striping. They are just trying to provide a little more guidance because it is already a very tight, very busy area. As far as AB43 is mentioned, AB43 is related to speed limits and he is talking about restriping the street.

**Jeff Dosick**- he and his wife live in University City and they bike on these streets. *Jeff was not able to finish his comment due to a lost connection but through the chat box he is in favor of these bike lanes.*

**Paul Jamason**-is a Board Member of Bike SD and works at UCSD. He would love to bike to downtown La Jolla but it is extremely unsafe to do so. He is not seeing anything in this plan that would make it much safer. He is used to seeing Everett get pillared for removing some parking to make it safer for bicyclists but this is a different scenario and he is disappointed in the Sharrows. He agrees with Mike McCormick that this is not ideal. He believes what Everett is looking for is for Groups to come forward to say this is not sufficient. Dave in an earlier comment sounded like he was more concerned about there be no parking loss and it is regrettable that we are still prioritizing abundant street parking over safety of the residents.

**Will Rhatigan**- works as Advocacy Director for San Diego County Bicycle Coalition. He is responding to Dave's earlier question did the bike coalition groups review this bike plan. Yes they did and while it is an improvement over the existing conditions; bike lanes are safer than no bike lanes, the narrow bike lanes in the door zone are definitely not the safest option. The parking spaces should be removed at least on La Jolla Blvd to allow for a Class 4 protected bike lane along the curb. He is asking people on the call if that is a trade-off they are willing to make. A bike lane vs no bike lane will cut injuries by 50%. A protected bike lane would cut injuries by 80-90% based on nationwide studies. Removing parking is the right thing to do here; it's the safest option.

**Jacob Morgan**- employee at UCSD. He lives just off La Jolla Blvd. No one is going to use that bike lane on Prospect St. He bikes home on Torrey Pines Rd from UCSD and sees drivers totally ignoring the buffer lanes by driving over them. There needs to be some physical separation between bicycles and cars for the best option.

**Nicole Burgess**- lives in Point Loma and also sits on a Transportation subcommittee. She is a big advocate for safe streets and vision zero fatalities. The narrow lanes are actually going to calm the traffic down. She supports the Class 4 protected bike lanes for the safest option but if this happens, she would suggest pushing for green pavement. It will improve positioning for the bikers and motorists.

**Trace Wilson** - would urge us to look at the Sandag maps. Sandag has a regional bike lane which is not built yet. The Sandag map takes bike lanes down to La Jolla Shores Dr up Torrey Pines Rd over Bluebird, up Faye to the Bike Path, to Hermosa and out to Pacific Beach. That would be the safest for bicyclists to go through La Jolla.

**Dave** asked Everett if they looked at the Sandag maps. **Everett** responded he was not able to follow where that description was going. He shared a Map of where bicyclists are currently biking using the ride tracking app Strava. It is a Heat Map of where people are currently biking. The Heat Map showed the route Bikes are taking picking up Torrey Pines Rd to Prospect St and down to La Jolla Blvd. Every street is ridden; they followed the network and Prospect is on the network. The striping they are providing is to make sure people can see some allocation of the space and he acknowledged there are spatial tradeoffs that communities grapple with. The Bike Master Plan is nearly ten years old and so is La Jolla's Community Plan. If La Jolla's Community Plan is updated there is always opportunities to revisit this bike plan for a different allocation of space.

**Suzanne Barrachini**- lives on Nautilus down by Neptune. They have tremendous biking congestion down there with pedestrians, bikes, strollers. Neptune runs parallel to La Jolla Blvd so the Heat Map Everett showed goes straight down to Neptune. Suzanne shared a photo of the congestion and acknowledged she is going off the subject but she is suggesting a one-way system for Neptune with a bike lane and one way for cars. She noted that Diane and Trace are looking at this area for improvements but wanted to comment on it right now.

**Diane Kane-** There is a visioning committee that has been working for two years trying to get ahead of these street resurfacing projects so when it is time to restripe, we rethink how we are reallocating the right of way that is being paved. They have done this for many places in La Jolla with the streetscape plan and are compiling all of this into a comprehensive document.

On Prospect St they have already reconfigured the parking and lane allocation in the cultural zone. As a Community we really have to come together and look at this thing because you are slapping standard bike engineering onto streets where it is not going to work very well. She agrees with all other bicyclists who spoke up; where you are sticking this bike lane is not safe. Torrey Pines is not safe and that has to be rethought, Windnsea is a mess. Every time a community member contacts them about an issue they go out and look at it and rethink the best use of that space

To the people who are looking at removing Parking. She agrees it is the safest option for bike lanes. She and her Committee tried to have a discussion with property owners in the Village about a year ago and they were horribly vilified. The Community would have to be onboard with removing parking spaces and we are just not there yet.

**Agenda Item 2: The Bishops School Conditional Use Permit (CUP) Request-** Bishops School is adding 8k sq ft lot to their Campus requiring amendments to their CUP for the property fronting Draper Ave. Conditions impacting Draper Ave will be discussed. (David Pfeifer, Domus Studio Architecture) **Action Item**

**David Pfeifer** introduced Pam Duffy COO of the Bishops School, Brian Williams Director of Facilities for Bishops School, and Anna Nagasugi, Project Architect who are also on the Zoom Call. Domus Studio Architecture is a 33-year-old Architecture Firm in San Diego.

Bishops School is updating the Permits for their School. The project is not about the Cuvier Vacation; that is a separate project. Bishops has acquired 7552, 7554 and 7756 Draper Ave and want to fold the properties into their Campus. All told it amounts to about 8,000 sq ft added to their Campus. The addition of the property requires an Amendment to their Conditional Use Permit.

There is No Change to the Student Count for the Permit and there is No Change in Parking on Site. There are 800 Students and there are 259 Parking spaces where 225 are required. The Buildings that are being added are to allow the School a more diversified offering of curriculum and gives some space for really impacted Programs.

The Scope of the Project is clustered on Draper Ave frontage. There is an ally vacation and with these Buildings they are trying to achieve architectural harmony on Campus; create a nice street scape on Draper and clean up the Draper frontage with street improvements and landscaping. The properties being folded in are not historically designated properties. They have received one round of Comments from the City and they have addressed them. They are waiting on the second round of Cycle Comments. They have submitted these Comments to the

Board so we can see the city thoughts on the Application. For this Meeting they are only focusing on traffic impacts.

The project includes the vacation of a portion of an adjacent alley that dead-ends at the Bishop's campus. Bishops already owns the land abutting both sides of the requested alley vacation. **Dave** wanted to be clear that the ally's terminus is on Bishops Campus and **Mr. Pfeifer** acknowledged that it is currently a dead end on Campus and it will be a shorter dead end by 50'. Dave asked where this ally begins and **Mr. Pfeifer** responded it starts on Pearl and crosses and connects at Cuvier.

**Ms. Anna Nagasugi** is proposing the Development in Phases. **Phase 1** is relocating some of the programs that were on the north side of the Science Center over to the other side of the Science Center for an Outdoor Sports area: Baseball, batting cages, indoor soccer and field hockey which will all be Fenced in. The alley vacation is 50' by 20'. **Phase 2** is a Proposed Creative Sciences/ Visual Arts/ Social Innovation 2 Story Classroom Building where the outdoor sports area used to be that will now be relocated from Phase 1 to the other side of the Science Center. In **Phase 3** the Batting cages will be replaced by a 2-Story High Performance Student Wellness Building. Proposed **Phase 4** a 2 Story Athletic Center with Tennis Court on the Roof that will be shielded from Public View.

The end result on Draper Ave from Left to Right will be the Batting Cages, Existing Parking Garage, Existing Science Center, New 2 Story Classroom Building, Proposed Tennis Pavilion and proposed New Student Athletic Center. A 7' tall, scalloped wall security fence will enclose the structures and a 12' Tall Chain Link Fence with shade cloth will enclose the Tennis Courts.

**Dave** asked about the Street Improvements and Mr. Pfeifer responded that the City wants gutters, sidewalk, and half width paving. No new Driveway cuts for any of the street improvements. **Mr. Pfeifer** noted that they will be removing the Palm Trees on Draper and replacing them with trees that Trace Wilson is working on in the Master Plan.

In Summary- On Draper they are doing street improvements for curb, gutter, sidewalk, street paving, replace landscaping and proposing to vacate a 50' by 20' ally on the southern tip of the project.

Parking allocations will not change but Dave noted that their Total Existing Parking spaces was 271 and their proposed Parking Spaces is at 259, they are still over the required 225 but where were the 12 parking spaces lost. **Ms. Nagasugi** responded there are 12 less spaces on the surface lot for Bishops but no public parking on the street was lost.

**Tom-** would make a Motion to Approve the Request for the Conditional Use Permit but he would like to know what will happen to the Tennis Store next to the property. **Brian Williams** responded that nothing will happen to the Racket Store that is adjacent to them. They spoke to the Racket Store about their project so the Racket Store is aware of what is going on.

Dave asked Tom to defer his Motion until after Public and Trustee commentary.

**Trace Wilson-** this is a great opportunity for La Jolla. We have an amazing partner in the Bishops School and they will be developing over the next 10-15 years. This is an effort to give a better public realm and better street scape to the area exactly what he and Diane have been working on; to work with folks throughout the business and cultural district to do the right thing in the right of way.

**Patrick-** The Bishops School ends up with another 50' that is currently public land? Today it is public land but then it becomes private land; is this free land? **David Pfeifer** yes. When a property is vacated it is conditional. On the configuration you cannot vacate in the middle of a continuous ally. There is no cost other than the applications. It is a Process 5 that goes to City Council. They are aware of the property transfer.

**Donna-** across from the property site is the Library, an Apartment Building abuts the Library on the corner of Silver St and Aveline is across them; how bad will the Construction impact the Residents who live in that area. **David Pfeifer** cannot give an absolute final answer until they get a Construction Partner onboard. With projects of this type, they have worked with other private institutions, in tight neighborhoods, and they held forums with the neighbors to talk about hours of operation, truck routes and haul routes. He would offer that they could do that for this project once a construction partner is onboard and the details are developed.

With no further questions Dave called for a Second on the Motion from Tom but there are Abstentions.

**Donna-** is going to Abstain. Does not trust the Project-it has not gone before DPR or LJCPA. The Project could change between those two community boards. It hit our Board first; it's too new, too soon and she is just not comfortable with Approving it. **Dave** reminded that we are hearing it from a Transportation aspect but **Donna** responded that we did not even get an answer on that. They do not have a Construction partner yet.

**Ross** – Abstaining as well. Does not think we have enough information; that is the main reason. We need more information.

**Patrick-** feels the same way; that we did not get a lot of information on what is going to happen on the Street. The Street Improvements on the Page is just a blue box. **David Pfeifer** responded there are no real improvements to the Street; just replacing existing conditions.

**Mr. Pfeifer** asked Patrick if that was an acceptable response and Patrick agreed that it was.

**Motion to Approve The Bishops School Conditional Use Permit (CUP) Request: Brady, Second: Podway 6-0-2 (Rudolph, Aprea Abstain).**

Dave requested of Domas Studio Architecture that if there were any dramatic changes to the Project that would affect our Committees position on it we would certainly like to revisit it

again. **Mr. Pfeifer** clarified return to the Board if there are any changes to traffic, street improvements, ally vacation, driveways, on street parking those kinds of issues? **Dave** noted when they do get a Construction Partner and construction plans are formalized and as a result there may be vast traffic delays, or traffic control issues due to that construction work we would not mind revisiting the Project. **Brian Williams** explained they would be required to come back to LJ&T after trying to get a Building Permit Approved.

**Agenda Item 3: Friends of Coast Walk Trail (FOCWT) Community Update**- Report on the upcoming project at the area above the walking bridge called the “Devils Slide”. Conditions of street signs in and around the trail will be included. (Brenda Fake FOCWT) Discussion **Item**

FOCWT Update:

Sept 16: La Jolla Sunrise Rotary Walk for the Trail & Cocktails on Coast Walk Fundraiser and User Appreciation 8 Local Sponsors and Raised 30k. Leave a Legacy Wall Plaques-Sold 20 Plaques since Sept 16- New Letters to be installed this weekend. Clean-up at Coast Walk Trail Prospect/Park Row Trail Head (Prospect Turn Out across from Park Row). Second City project review conducted week of Oct 3.

Project started today and for the next two weeks: Objectives of the clean-up and fence repair:

- Reduce fire hazard, homeless encampments by cleaning out dead and overgrown vegetation along the sidewalk from Prospect to the trail. From trail the right side of area. Brenda informed that as much as she would like to get rid of the overgrown vegetation some of that is holding up the Bluff; for Slope Management purposes it has to remain.
- Plant native vegetation, if possible, to mitigate soil erosion
- Improve the view from parking area by cutting back overgrown ground cover
- Replace failing fence with updated post and chain reuse as much as possible current posts
- No new signage expected but if needed replace current signs with similar signage (graffiti damaged etc. )
- Replace garbage can at top of stairs with city standard (covered)

Previous work in this area removed invasive Arundo and replaced with Native Plants.

San Diego Architectural Foundation Awarded the Friends of Coast Walk Trail an Orchard Award for the rehabilitation work they have done and are currently doing for Coast Walk Trail.

**Tom**- La Jolla owes Brenda and FOCWT a Round of Applause for all the work they are doing for Coast Walk Trail. It has become a National Treasure from their efforts.

**Dave** announced that the Next meeting is Scheduled for Wednesday November 16 and the Board will be going dark for December. There will be no scheduled LJ&T Meeting in December.

**Adjournment: 5:18 pm**

**Next Meeting – November 16 2022**

**Respectfully Submitted: Donna Aprea, Secretary**