

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: June 20, 2023**

**Members Present:** Brian Earley Chairperson LJSA, Dave Abrams Vice Chairperson LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Bill Podway LJVMA, Dusty Bowder LJVMA, Ross Rudolph LJSA

**Members Absent:** none

**Approve Minutes of April 18 2023 and May 16 2023 Podway, Second: Gantzel 5-0-5 (Ryan, Warwick, Brady, Rudolph, Bowder)**

**Chairperson Report:** Dusty Bowder joined the Board representing La Jolla Village Merchants Assn. Brian asked him about his interest in joining LJT&T. Dusty responded he manages Vuori Clothing Store on Girard and he has a staff of around 40 students in his Store who are always asking him about where to park and any street closures coming up and it caused an interest to join the Board when an opening presented the opportunity.

**Public Comments:**

**Kathleen Neal-** put together a working group under LJT&T to look at the Torrey Pines Guardrail situation. They are at the early design stage for the City. The project is not fully funded but there is over a million dollars to it right now. The first Meeting of the Group is scheduled at the Library next Monday (*June 26 2023*) at 6pm. Brian noted it is the guardrail located between Coast Walk to Prospect St. Kathleen clarified white k-rails are there now that have been a temporary measure; this will be a permanent one. Grant funding plus money from the city were put together for a budget. The city has assigned a design team; a civil engineer and project manager and they will be at the Meeting on Monday.

**Brenda Fake from Friends of Coast Walk-** she comes to LJT&T Meetings with updates on what is going on because the Trail is under Transportation as a paper street; it is not in the Park & Rec Group. Save the Date- the Friends of Coast Walk annual fundraiser- Cocktails on Coast Walk on September 29 outdoors at the tennis court from 6p-9p. They will not be having it for very long; this may be the last year to do this under the stars. Beeside Band will be playing at their Event. If you have a Business and want to donate something for a Raffle or buy a Table or be a Sponsor, they are looking for those as well.

**Agenda Item 1: La Jolla Improvement 3 Project-** Finalization underway for the installation of water mains, fire hydrants, pavement resurfacing including concrete, and replacement and overlay on via Capri (Jody Cheung Associate Civil Engineer, City of San Diego) **Discussion Item**

Jody Cheung Project Manager for La Jolla Improvements 3, Rex Narvaez from the Design Team Sr Civil Engineer City of San Diego and Daniel Nutter Design Consultant from Dokken Engineering are presenting the Informational Item La Jolla Improvements 3 Project from the Engineering and Capital Projects Dept.

Project Scope: Water Main Replacement Project to improve public aging utilities in the La Jolla

Community near Mt Soledad Park mostly on via Capri up to the Hill.

**Replacement** of approximately 2200 ft (.42 miles) of 8 -10 - 12" AC water mains. Installation of new fire hydrant at intersections without existing fire hydrants. Replacement of fire hydrants, water services, and other appurtenances. Installation of Pressure Reduction Station. Installation of new curb ramp and pavement resurfacing after the water main replacement.

**Existing water mains** are 8- 10- 12" AC water mains; they were installed in 1958. Replacement of approximately 2200' (.42 miles) of 8- 10 12" with PVC water mains to avoid pipe failure and to allow easier maintenance in the future. The useful life of a PVC water main is 75 years.

**Resurfacing- Installation of new curb ramp.** One new curb ramp located on La Jolla Scenic Dr S at the intersection of Via Capri and La Jolla Scenic Dr S almost to Mt Soledad Park. Installation of pavement resurfacing. Repaving Via Capri from cul de sac to La Jolla Scenic Dr S. 3" Mill and Overlay on Via Capri. The portions that have concrete are proposing to replace with concrete.

**Pressure Reduction Station-** Installation of a new Pressure Reduction Station to regulate the different pressure zones; location is on Via Capri. They have to follow the Muirland pressure zone on one side and La Jolla Soledad pressure zone on the other side. Radio type of pressure reduction will come with a proposed radio antenna of about 25' in height. The city has obtained a Right- of- Entry permit from UC Regents to install PRS within the existing slope easement.

**Schedule and Cost-**Tentative Construction Schedule is Spring 2024 duration 12-15 Months. Construction estimate is about 4 million. Normal working hours core period 7:00am to 5:00pm

**Ross-** are the current mains asbestos. Jody responded yes; the material was typical of the time. Does the asbestos leak out into the water? Daniel Nutter answered they used to have cast iron pipes in asbestos cement types that has been what most of the city water structure has been constructed with for the last hundred years. It is perfectly safe, no issue with asbestos as they understand it in building materials. Sometimes it can flake off and that is when you have any concerns from a health and safety aspect.

**Dave-** via Capri had been torn up for several months what was going on was the delay with SDG&E or something else. Jody responded it was SDG&E they had a project there. The portion that was just resurfaced is going to be torn up again and redone. **Steve Hadley** responded to what SDG&E was doing was replacing where they had trenched the City stepped in when concrete panels started slipping under the wheels of cars and that had to be resolved. **Daniel Nutter** from Dokken Engineering- it would have been ideal if both the City and SDG&E could have worked together on the projects simultaneously but they have no control over these things and it worked out to be a good thing because SDG&E's project was on the other side of the street from their project. If they had both projects going the street would have been totally shut down. If you have driven via Capri recently you will see a trench cap through the concrete/asphalt areas; they coordinated with SDG&E to ensure that they do not resurface that portion of the road because its their project. Where there are concrete panels SDG&E will be required to replace the concrete panels on the opposite side of the street from their project. Ultimately via Capri will end almost a brand- new street after the projects complete.

**Dave-** so we can anticipate another 12-15 months of considerable traffic disruptions similar to

what happened with SDG&E project. **Daniel Nutter**- there will be pockets of very similar impediments. The construction duration will be between 12[-15 months but it is not going to be the entire length of the project for the entire duration. There will be pockets where there will be Flaggers during the Day to stop vehicles from having any incidents. They will be reducing the roadway to a single lane during work hours. Construction is not as easy, fast, or seamless as they would like it to be. Dave- you do not want to do this project at night due to the disruption to the neighbors. Daniel Nutter responded yes that is exactly right.

**Brian**- there is a large group of Residents on Via Capri wanting to slow down traffic and now he thinks they will get their Wish with this project.

**Rex Narvaez City of San Diego** advised there is another project coming up before this one, referred to as la Jolla Improve 1: The project is located on Villa La Jolla Drive between Gilman Drive and La Jolla Village Drive, and on Via Capri and La Jolla Scenic Drive South between Via Avola and La Jolla Parkway so there will be construction on via Capri before this project begins.

**Tom**- have you coordinated this with the Reservoir project up at the top of the Hill. Is this coordinated in with that one? They are talking about a 3m gallon reservoir replacement up at the top of Soledad at Encelia. Is this taken into account? They are not familiar with that project.

**Brian** reminded that the Board approved traffic circles around Soledad that is waiting for funding maybe we can get the City to install them during this project:

*May 19, 2021, Agenda Item 4: Motion to Recommend the City move forward with the installation of the Roundabout at the Intersection of La Jolla Scenic Dr/via Capri/Soledad Park Rd as funding becomes available.*

**Agenda Item 2: Concerts by the Sea/Scripps Park**- Request for six (6) parking space closures directly in front of the Scripps Cove venue for each of the Events scheduled for July 16-23-30 and August 6. This is the return of the free concert series by the Kiwanis Club of La Jolla. (Howard Zatkin, Event Chair) **Action Item**

The Kiwanis Club requests approval to use 6 public curbside parking spaces in front of the Scripps Cove Park exclusively for 6 hours 1:00p to 7:00p for each of the 4 Sunday afternoon free Concerts.

Time Schedule:

1:00p-3:00p Band Set Up, Sound Generator Tech Set Up, and Sound Check

3:30p-5:30p Concert

5:30p-7:00p Remove All Equipment

Entertainment:

July 16 The Heroes

July 23 Atomic Groove

July 30 Springsteen Experience

August 6 Full Strength

Howard Zatkin could not attend the Meeting and Brian asked Bill Robbins if he could speak for the Event. Bill responded the Kiwanis run this Event very well. They own their own no parking signs so they are not rented out. They put them out 72 hours ahead of the Event as required.

He resets them every morning to be sure they are not moved. One of the Members took them Home on Saturday to repaint them and change the dates. There are no problems at all with this Kiwanis Event.

Brian pointed out that the 6 requested parking spaces are located in front of the Scripps Park Pavilion Restroom Facilities. This Item was on our Agenda last month but could not be Voted on due to a lack of a quorum; but since last month they received their permits for the parking space closures.

**Bill** asked about the times that the spaces will be closed off. **Bill R.** responded they will be closed off in the Morning. The ones who regularly use those parking spaces like the Dive Tours he notified them and sent them the concert agenda that the parking spaces will be blocked off so they can make other plans. Once the concert is over the signs go back into storage. They do not leave them out.

Bill asked if the stage would back up to Coast Blvd like it did last year or is it going to go back into the corner. Last year it was up against Coast Blvd and it was easier for them to load and unload; it saved them a lot of time. Bill R does not know how they will stage it this year.

**Motion to Approve Kiwanis Club, Concerts by the Sea, request for six parking space closures directly in front of Scripps Cove for free concert Events on July 16-23-30 and August 6: Brady, Second: Rudolph 10-0-0**

**Agenda Item 3: Proposed Stop Sign on Rutgers Rd at Vista Claridad-** At the request of a member of the Community, Traffic Engineering conducted an evaluation (Policy 200-08) for the installation of a stop sign on Rutgers Rd facing northbound traffic. (Gerry Soderstrom) **Action Item**

**From:** Pence, Gary <[GPence@saniego.gov](mailto:GPence@saniego.gov)>

**Subject:** Proposed Stop Sign on Rutgers Rd at Vista Claridad

*Hi - At the request of a member of the community, we evaluated the intersection of Vista Claridad and Rutgers Road for the installation of a stop sign. This is to inform you that the intersection met the criteria established in Council Policy 200-08 for the installation of a stop sign on Rutgers Road facing northbound traffic.*

**Gerry Soderstrom** is the member of the Community who requested the Stop Sign at the Intersection of Rutgers Rd and Vista Claridad. He moved into the neighborhood about a year ago. He relocated from Bird Rock that has many Stop Signs; Bird Rock is a fairly well traffic regulated area. In the area of La Mesa where he relocated to- on Rutgers Rd up the Hill from Gelsons that is a kind of a mini-interstate; Drivers go very fast. Rutgers comes off La Jolla Scenic South and then breaks into 2 pieces- it cuts around Moonlight and then becomes Rutgers again. Most people do not know it is a dead end or that it turns into Vista Claridad- very briefly- turns into Candlelight, and then goes down the Hill. Both of those big corners-on the Candlelight Corner into Vista Claridad and Vista Caridad's connection to Rutgers, drivers come barreling through there. There are 25mph signage there that are ignored by drivers traveling over 40+mph.

He hears neighbors complain constantly about how fast drivers are going through the

intersection. There are a lot of elderly people in that area who are out Walking and they do not have the reflexes they once had; where the stop sign is proposed there is no barrier between them and the Street. It is a blind intersection and without a Stop Sign a block away there is nothing stopping drivers from coming through there as fast as they can. He was more interested in speed analysis than a Stop Sign but the streets did not meet any requirements for speed considerations instead he got a Stop Sign.

**Mr. Soderstrom** asked if there was going to be a single stop sign or a 3-way stop; it was not clear to him. **Brian** responded a single stop sign. Vista Claridad and Rutgers Rd form a T. Vista Claridad is a curved road and Rutgers forms the T. Rutgers has no stop sign. If you are on Rutgers and come up to Vista Claridad there is nothing to stop you from flying on to the next street. Gary Pence advised it does meet the criteria for a stop sign. **Gerry** asked if the stop sign will be at Rutgers and Brian responded he believes so. Gerry informed the Board that they had painted out where the stop sign would go on Vista Claridad heading towards Rutgers. That takes care of the people coming North but they are coming up a Hill so they are not speeding as much as they are coming down Rutgers. They are coming down Rutgers and either going to Vista Claridad or Candlelight and they go really fast around that corner. A stop sign where he saw the paint would not help. A stop sign going up Rutgers and turning onto Rutgers will help a little.

**Dave-** he has to refute pretty much everything that has been said. There is a total misperception by the general public that stop signs assist in traffic and speed control. That is not their function. When you put a stop sign where it does not belong it actually causes more traffic hazards than they solve. He will support the stop sign at the location that Gary Pence and his Team have evaluated; they have a specific set of criteria that they go through and it has to achieve 20 points from a point system; obviously, this location has achieved that.

**Ross-** this stop sign will be facing northbound traffic; what is the point of that; it seems like southbound traffic is the problem. Dave responded there must be sufficient side traffic or other factors that add up to the points to meet the warrants that is required.

**Gerry-** it will help with the confusion at that intersection because you have drivers going straight through, what is the main T, so that helps.

**Harry LaHai** is in the audience for another agenda item. His son lives on Vista Claridad with his family. He is there all the time to walk their dog when they are out of Town. What Mr Soderstrom is saying is completely accurate. They need more than just a stop sign but they do need a stop sign. If he had not personally witnessed the speed of the traffic he would have thought it was just hyperbole; but he has seen the exceptionally fast speed at the intersections.

**Nancy-** asked Dave to clarify the problems he might envision with this stop sign. **Dave** responded there is a good document out of the State of Michigan that pointed out when you put a stop sign where it does not belong it can cause confusion and accidents. If there is not sufficient side street traffic drivers get in the habit of blowing through it, but, if there happens to be another car there a crash would occur. It is not a good thing to do from a safety standpoint. It also does not control speed that well.

**Patrick-** Traffic Engineers have looked at it and they have suggested the northbound traffic on

top of Rutgers so that is what is in front of us. We do not have traffic engineer approval for southbound Rutgers. **Brian**- Rutgers goes into a T and Vista Claridad runs across it. Brian thought the stop sign would have gone on the right side of that T.

**Steve Hadley**- if you are looking at the line of sight coming south there is a long street that looks directly into Rutgers turns, if you are coming north you are coming up a Hill and quickly turning right into that intersection. So, if you are gaining speed coming up that Hill and then make that right hand turn you are suddenly upon Rutgers. That line of sight may be what the traffic engineers were looking at. He can go back and ask them.

There is a lot of confusion about that intersection and the location of the Stop Sign that was approved by traffic engineering. Gary Pence did not clarify how many are going in and where.

**Gerry**- the real concern is the drivers coming down the Hill at Rutgers; the problems are at the opposite direction of where the proposed stop sign potentially might be located; although that might be more for traffic so it may be why they are recommending that location. At this point he is just grateful that something, however small, is being done.

Brian asked for a Motion but the Board wanted a Continuance.

**Dave** -we need more clarification. It does not sound like it is meeting their needs anyway.

**Patrick** agrees with Dave. It does not appear to be a traffic calming measure but it is something to indicate who has right-of-way and who needs to stop and yield to traffic. Traffic Engineers are considering this a T intersection.

**Tom**- we need to continue this to the next Meeting until we get more clarification from Gary Pence. They need police surveillance and enforcement; stop signs around town now a days do not mean anything; even the Library Security Guard agreed with Tom. Young Drivers in his neighborhood blow right through them.

**Motion to Continue pending clarification of Stop Sign on Rutgers facing northbound traffic:  
Brady, Second: Rudolph 10-0-0**

**Agenda Item 4: Proposal for Improvements on Eads Ave**- Residents from Eads Ave from Pearl to Kline seeking relief from poor conditions including street striping and pedestrian safety. (Henry La Hai and other Residents of Eads Ave) **Discussion Item**

**Henry LaHai**- is President of a Homeowners Association on Eads Ave right where Silver St dead ends. He has a west facing unit so he see's everyone who comes towards Eads from Silver St.

The Eads Ave Improvement Group all started when the La Jolla Light published an article about the State of the Streets and used a picture of Eads Ave for their article. The picture highlighted all of the cracks in the Street. Cracks that are so wide and deep that weeds are growing within them. Residents on Eads came together to circulate Petitions for Improvements the past few weeks.

Eads Ave is a concrete street that the city patched with asphalt and the asphalt is not even with the street although that has not slowed down traffic. The city never should have put asphalt down on concrete but they did anyway probably as a very quick fix.0 Several years ago Traffic Engineers put down road tubes that measure speed of traffic and determined there is not a

speed problem on Eads but Mr LaHai disagrees; there is a speeding problem on Eads.

They have students whose parents have moved into the neighborhood so their children can attend Bishops School and these students have to walk across Eads to get to School. They have to maneuver between cars parked on the Street then step out onto the street between these parked cars. There is parking on Eads and they do not want the parking changed at all. They would just like to have the parking stripes painted. Some are so faded drivers cannot be sure they are parked within the lines. This is not specific to just their section on Eads but if you walk Eads all the way to the High School you will see the same problems. The street has not been improved for a very long time.

One of the Students on Eads is physically challenged and he has to cross the Street. He makes it across every time but they are going to ask for traffic calming measures whatever they may be. It is clear to him the parked cars are literally blocking your line of sight to cross the street and then the speed and recklessness of drivers adds to the difficulties of getting safely across. Other concrete streets in La Jolla have been improved with concrete and he wants Eads to have the same improvements other concrete streets have had and understands it will be years down the road due to the expense but he wants to start now; how expensive would it be to replace some of the really bad slabs on the street now.

The Group met with Brian and Steve Hadley and have been following their advice and guidance Brian suggested circulating a Petition. On the south side of Eads (CVS to High School) there are primarily single family residences but on the north side (CVS to Prospect St) there are primarily residential multi-unit buildings that make it challenging to circulate a Petition.

Vaneeta D'Andrea lives near CVS. CVS gets deliveries at the top of a Hill and when the delivery truck is finished, they come roaring down that Hill and head towards Kline another issue with the trucks is that they oftentimes park lengthwise across 6-7 parking spaces in front of her Building. That removes some parking spaces which is abusive to some of the businesses in the area. They submitted a photo of a passenger vehicle that was also parallel parked across several angled parking spaces. There is a problem with no one enforcing any restrictions.

**Brian-** breaking down the priorities for Eads Ave what is obvious is the striping of the parking spaces. **Steve** noted that Council Member LaCava has requested that the parking spaces be restriped the entire length of Eads Ave. If we want different striping now is the time to ask. Steve also explained that Stop Signs are for Right-Of-Way not for speed. Residents of Eads who are in the audience want a curb ramp for a crosswalk at Silver St not so much a Stop Sign. Brian will forward their Petitions to the City and inquire about any traffic calming opportunities available to them. As far as repaving the street it is a concrete street and that is very far down the road. **Mr LaHie** believes Eads Ave is already far down the road in terms of time sequences. On the basis of time the Street has made it already but he understands it will be for a while longer.

**Agenda Item 5: Nomination of Officers-** Nominations from the Floor for positions of Chairperson, Vice Chairperson and Secretary. Election of Officers to take place at the next Regular Meeting in July. **Discussion/Nomination Item**

**Chair:** Brian Earley nominated by Tom

**Vice Chair:** Erik Gantzel nominated by Dave  
**Secretary:** Donna Aprea nominated by Bill

Adjournment at 5:23pm

Next Meeting July 18 2023

Respectfully Submitted: Donna Aprea, Secretary