LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: OCTOBER 17 2023

Members Present: Brian Earley Chairperson LJSA, Erik Gantzel Vice Chairperson BRCC, Donna Aprea LJTC, Patrick Ryan BRCC, Bill Podway LJVMA, Ross Rudolph LJSA

Members Absent: Dave Abrams LJCPA, Tom Brady LJCPA, Nancy Warwick LJTC

Approve Minutes of June 20 and August 15 2023: There were no Meetings in July and September. The June Minutes could not be Approved at the August Meeting because Board Members did not receive the June Minutes when the June Agenda went out. **Motion to Approve June 20 2023 and August 15 2023 Minutes: Podway, Second Gantzel 4-0-2 (Rudolph, Ryan)**

Chairperson Report: Dusty Bowder resigned from LJVMA as well as from LJT&T. LJVMA is working on finding a replacement to serve as second representative. Bill advises that a new LJVMA Board will be sworn in at their November Meeting and they will find their second representative at that time.

Brian reminded Board Members to complete the CPG Training Workshop before October 31st. Per Council Policy 600-24 completion of the Community Planning Group Training Workshop is required annually in order to meet the City of San Diego criteria for Community Group indemnification. Failure to complete the specified training makes a Board Member ineligible to serve on the Board. Donna advised there is a Test at the end of it so pay attention.

La Jolla Community Planning Association Bylaws Committee will be meeting tonight at 6pm to update their bylaws. They are looking for community participation; the Meeting is being held at the Bishop School. Brian will be attending the Meeting to see if there are any changes for LJT&T.

Public Comments:

Cindy Goodman- of La Jolla Rotary and La Jolla Shores Assoc. She and Brian were talking about the sectioning off of Girard Ave for the Farmers Market; proposing to extend it for the entire year. It seems like a long time to close off that section of the Street. One of the things she mentioned to Brian and would be an interesting alternative would be to look at the end of Cuvier near Bishops School and Jack in the Box to see if they could move the Farmers Market over there, at least temporarily. She is just putting it on the Table for the Board to think about. She is trying to limit the impact of the closure on the traffic that goes through that area. Even on Sunday, the Schools are closed, but there is traffic that goes through that area, coming from Fay. If it's possible to consider it that would be great. **Ross** asked Cindy if she knew how well attended the Farmers Market is. Cindy responded it is very well attended so she is hoping there is enough space in the other location and there would be better parking from Jack in the Box as long as its stays closed. Ross asked if she would try to put it inside the fence of Jack in the Box and Cindy responded No, just on the street that dead ends in the cul de sac; It is just a thought worth bringing to our attention. Brian agreed because they will be coming back to LJT&T for an extension. We will have to look at the difference between the two sizes of the Streets. That portion in front of La Jolla Elementary School is fairly lengthy and they really like the space but he will contact Sherri Ahern and talk about it.

Mike McCormick- asked if UCSD is here, yes, Anu is at the Meeting. Mike rode his Bike over here and it was really challenging. He is always looking around, bug eyed, for anything that will deal with his personal safety. He also understands transportation and efficiency. He drives a car, he rides a bike, he does both and he welcomes her (*Anu*), to a conversation about safety and efficiency in the UCSD area. How to get bikers around safely in that corridor of a lot of cars and a lot of people on foot and on wheels. He is here to represent people on wheels with UCSD.

Agenda Item 1: Request for Street Closure Baraat Wedding Procession- Proposed for Friday December 8 the Event will be part of a cultural (Indian) wedding ceremony; the procession will start on the portion of Coast Blvd where it meets Coast South Blvd ending at the foot of the Museum of Contemporary Art San Diego (Sabrina Singh, Event Planner for Atherton/Lugani Wedding) **Action Item**

Sabrina is a Wedding Planner in the San Diego area. She has a couple being married at MCASD in La Jolla the weekend of December 8th, 2023; they are Indian and would like to participate in a Baraat; a traditional Indian celebration. A part of that tradition includes the Groom arriving via a Horse. There is a Road behind the Museum; a short portion of the street that would be closed where Coast Blvd meets with Coast Blvd South just to the end of Cuvier St. A welcome dinner will be held at MCASD after the procession so there will be Guests along the street; the street would only be closed for around 20 minutes. The Groom will mount the Horse, ride down in a processional and then they will go up to the kitchen area of MCASD, where the staircase is; so all of the Guests will go up the staircase and into the welcome dinner. The Museum knows they want to do this and she is in the process of obtaining the Permit. Part of the permitting process is make sure it is approved by this Board.

Timeline

3:30 Street Closure Begins Horse is arriving
3:45 Groom Arrives and required medical personnel on site
4:00 Groom mounts on Horse drums play
4:20 Groom dismounts Horse and Bride comes down the stairs to meet him, exchanging of garland between the two families; they will then go up the staircase and everyone will follow them
Museum will have their Security Staff to assist Guests up the stairs
4:45 Events Staff picks up trash, the barriers are removed, anything that comes from the Horse, and it will look like they were never there
5:00 Street reopens to the Public.

Brian asked where the Groom will mount the Horse and **Sabrina** responded there is a sidewalk behind the Museum and she will try to keep him as close to the sidewalk as she can. She wants to keep the area as condensed as she can make it.

Bill-how many Guests will be in the Procession? **Sabrina**- 126 Guests will be attending but about 120 of them will be on the Street.

Brian-did the City discuss Signage. **Sabrina**- yes. Part of the permitting process there are a few different rounds of signs that she will be handling. She is going to notify area businesses in the surrounding area and let them know; give them a flyer with all of the information. There are specific road closure signage that she will be putting out a week in advance and then a couple of days before there will be other signs she will add and then the day of the Event the barriers go up at 3:30p. People will be aware a few days in advance that one road will be closing. **Brian** asked about the city 's service that picks up the signs **Sabrina** responded she will be picking them up. The permitting process outlined what kinds of signs she needs, when they need to go up, and when she needs to take them down. The City will be sending people down to supervise but in terms of the signage that is on her and her Team. **Brian**- SDPD Parking
Police will be there? **Sabrina** yes, they already approved her plans as part of the permitting process.

Erik- are there any proposals about parking on that section of the closed road for the public. **Sabrina**- it will have to be street parking on either side of the barriers. It will just be that one section that is blocked off and they are free to park there until 3:30p but then have to move their car.

Patrick- your barriers are in the y area (*between Coast and So Coast Blvd*) but your southern barrier is at Cuvier. **Sabrina** the southern barrier will be towards the front of Cuvier so drivers can turn around if needed and the same thing on the other side; they will be shifted far enough into the Y so if a driver needs to go around to So. Coast Blvd, they are able to make that turn. That answered his question; if a Driver came up Coast Blvd they can get

around to Cuvier and vice versa; Cuvier is a two-way street. **Patrick** suggests that at Eads they have a detour sign because drivers will come down and not realize the road is closed while other drivers will come down and then traffic gets balled up with a bunch of cars trying to turn around. The more detour signage you have further up the Street will allow cars to divert more easily before the closure. Sabrina is in charge of purchasing the signage and she can purchase some detour signs.

Mike McCormick- Who is responsible for putting out the detour signs. **Sabrina** responded she is **- Mike** what are the specific locations and Routes; so, people on Coast Blvd can connect to where they need to go; that is a major road so you will have signs for every intersection along there? **Sabrina**- the permitting process outlines exactly where the signs need to go and what time they need to be up and she is following those guidelines.

Erik pointed out on the previous Baraats this Board has Approved in the past they were held on weekend summer days this one is being held on a Friday in December so it reduces the impact on traffic. **Bill** also noted it is not competing with other Friday events.

Motion to Approve Request for Street Closure Baraat Wedding Procession Proposed for Friday December 8 2023: Ryan, Second: Podway 6-0-0

Agenda Item 2: Adaptive Traffic Signal Controls (Smart Signals)- an Update from UCSD as to the status of this proposed system intended to aid traffic flow was to be completed by Summer 2022. The University invested over 4m in a solution to reduce the traffic congestion amid the university's record growth within the Torrey Pines corridor. (Anu Delouri Director UCSD Campus Community Relations)
Discussion Item

Anu Delouri, Director of Campus Community Relations, introduced her Team who has been working on the project:

Robert Clossin- Director of Campus Planning
Lauren Lievers- Principal Environmental Planner
Greg Heldreth- Cubic Corp SynchroGreen Deployment Support
Hung Luong- Linscott Law and Greenspan Traffic Engineers

This project came about from their 2018 Long Range Development Plan. UCSD took it upon themselves to work with the City to provide adaptive traffic signals as opposed to just giving them some money to go into their coffers and have the City implement what they thought best for the community. UCSD elected to directly fund and implement improvements in the roadways most heavily impacted by campus commuters.

Robert Clossin- Director of Campus Planning- City of San Diego is a partner in all of this but they are not here at the Meeting. It has been a long process but they (*UCSD*) want to tell us where they are in the process and give a little insight as to why they are where they are at. They are excited that this will be implemented soon so they see the light at the end of the tunnel.

This is related to their long-range development plan which was approved in 2018. Their LRDP projected out continued growth of UCSD and as part of that their traffic mitigation strategies included Adaptive Signals/Smart Signals. They did traffic analyses on the ADT (*Average Daily Trips*) based on the growth that was planned in the LRDP and the population. The traffic signals themselves have been installed in many places; Carlsbad has some, Mission Bay, Chula Vista. They are intended to help with the flow of traffic so they are smart signals. They cannot solve all of the congestion problems but during non-congestion times they are really going to help with access throughout the area.

It is not just the installation of the adaptive signals. They worked very closely with Sandag to bring Light Rail Transit Stations to Campus. They have a very robust Transportation Demand Management Program on Campus; discounted passes that the students pay a fee to get bus transit passes. It is a very robust program to get Students

out of their cars. They looked at this as a way to integrate public transit not just trolley but also busses, shuttles; the campus runs the second or third largest transit shuttle program in San Diego. Smart growth land use – they are building a lot of campus housing so they want their students on Campus where they are no longer commuting to School as part of their traffic reduction strategy. First and Second year Students are not allowed to bring Cars so for every second-year student they can house on Campus that is one less car on the road. This is all part of a package they are trying to be smart about to reduce traffic as best they can

Where the Smart Signals are being implemented: 3 Corridors and 26 Intersections:

Phase 1: Regents Road intersections:
Regents Road @ Regents Park Row/Miramar St
@ Executive Dr/Miramar St
@ Eastgate Mall/Athena Way
@ Health Sciences Dr
Phase 1 North Torrey Pines Road
No Torrey Pines @ Expedition Way/Revelle College Dr
@ La Jolla Shores Dr
@Almahurst Row/Muir College Dr
@ Pangea Dr/Estancia La Jolla
@ Salk Institute Rd
@ Torrey Pines Scenic Dr
@ UCSD Northpoint Driveway
@ Genesee Ave
Phase 2 La Jolla Village Dr
@ Miramar Rd @ I805 NB
@ Miramar Rd @ I805 SB
@ Town Centre Dr
La Jolla Village Dr @ Executive Way
@ Genesee Ave
@ Regents Rd
@ Lebon Dr
@ I5 NB
@ I5 SB
@ Villa La Jolla Dr
@ Gilman Dr EB
@ Gilman Dr WB
@ La Jolla Scenic Dr N
@ Torrey Pines Rd

La Jolla Village Drive from the 805 all the way to their Living and Learning Center, Regents Road is their eastern boundary and is an active transit area, a lot of people coming and going from the Health Facilities, No Torrey Pines Rd which was added after they had the LRDP approved; it was not part of the LRDP requirement but was added as an additional community benefit.

They started planning around this in Spring 2020 when they worked closely with Caltrans to talk about the system and how it would be integrated; they added No Torrey Pines Rd at that time. Later in 2020 UCSD worked with the City and selected SynchroGreen a Cubic traffic-ware installation. Around mid-November 2021 at the Citys request UCSD repaired damaged fiber-optic communications cabling which was an unforeseen condition and took about 6-8 months to complete. They are making other improvements at intersections; at the request of the City there are new Ramps for ADA improvements, new striping for better visibility in crosswalks that are not yet already installed so they are trying to improve them as well. Additional Work was added and UCSD underestimated the Effort that the City could devote to the project as they had other issues going on at the same time. All of this just added to an extended timeline.

Greg Heldreth- Sr. Engineer Cubic Transportation Systems- Intelligence Transportation. The old traffic lights would go green to yellow to red in a fixed time period but then technology increased. It began to offer detection so the intersection would know when there was a car there and only service that particular approach whenever there was a car. Technology got more advanced allowing for the use of a Server. There is a Server located in the basement in the City of San Diego, and with the repaired fiber optics cabling allowing communication from the detections in the Intersections- that data which is just saying where the cars are at around the entire intersection is gathered by the controller unit out in the intersection. It sends that data to the Server about every 9 seconds and it gathers information every tenth of a second. As we all know when we come to a traffic signal intersection; there is time for us to go, time for cross streets to go and each of those movements takes time. Based upon how many people are waiting in each of the different directions that data is gathered by the controller, sent to the server, it takes that information and then quickly calculates how much time is needed for each movement and how much time overall to be able to get through that cycle so that the cars proceed through the intersection. Adaptive is having detection in the road tell where the cars are and how many there are that information goes to the Server, the Server crunches all the numbers and then sends out to the entire corridor what the best operating plan is for that corridor. It adjusts the cycle length- how long does it take to be able to serve everyone in the intersection then splits how much time it takes for each approach and the offset- how much time is it going to take for the car to advance from one intersection to the next.

When the traffic is very congested and moving slow it takes longer for a car to get through one intersection to the next one. The system also detects the speed of the cars as they are coming towards the intersection and adjusts that time slightly to be able to allow the green light as cars are approaching.

It does not change intersection phase sequencing from cycle to cycle; in their industry they believe that motorist expectations are critically important, so they do not change from what exists. If a motorist turning left expects to go first and then suddenly, they do not; an unfortunate decision and consequence may result, so they do not want the motorist to see a real difference; they want to replicate the same basic operation but as efficiently as possible. They do not add anything extra into the intersection other than the normal operating system. There are no extra black boxes or other controls; it is all contained in the existing cabinet.

The existing infrastructure that the city has out now is vintage equipment. Part of the process UCSD is planning to have all new up to date controller pieces. Detection is important, it has to know where the cars are and who is coming from where and the existing equipment is very elementary. They proposed and UCSD supported new state of the art camera type system. The camera type system has the benefit of tracking cars but is also pedestrian friendly. There is an emphasis on pedestrian safety and bicycle safety; the new technology they are using actually tracks bicycles and pedestrians so they are actually increasing their safety risk.

The goal of SynchroGreen is designed to improve progression and decrease delay for the entire corridor; for all the people who are using it, but it is not a magic wand that they can wave in order to make traffic go away. Adaptive will not make more asphalt. When we reach congestion, the level of saturation, adaptive cannot do anything about it. There are times of the day on the corridors currently right now where saturation occurs. They cannot fix that; they can manage it the best they can but when we exceed the capacity of the roadway there is no magic wand. He does not want to leave us with false expectations; their goal is for whenever the traffic volumes are lower and approaching that the system will automatically adjust to allow the additional traffic; but when it reaches that saturation point it is saturated. When the traffic starts to decrease that is when we will see it being managed more effectively.

Hung Luong- LLG Traffic Engineers. One of the things they did was reviewed the Intersections along the corridor for where they thought existing pedestrians or bicyclists could use Pedestrian and Mobility Improvements. They proposed high- visibility continental pedestrian crosswalk markings at six Intersections: Hopkins Dr/No Torrey Pines Rd, No Torrey Pines Rd/La Jolla Shores Dr, No Torrey Pines Rd/Theatre District, La Jolla Village Dr/Torrey Pines Rd, La Jolla Village Dr/Villa La Jolla, La Jolla Village Dr/Regents Rd.

High-visibility crosswalks use patterns – ladder/bars that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. When a driver approaches an intersection, they tend to see the bars more than they do the traditional parallel crosswalks making is safer for pedestrians.

For ADA Compliance requirements; ADA Ramps and ADA Crosswalk signals at each side of each of the above intersections and Regents Park Row/Regents Rd.

Bicycle intersection treatment (green bicycle lane extension striping) at seven Intersections:
No Torrey Pines Rd/Torrey Pines Scenic Dr, No Torrey Pines Rd/La Jolla Shores Dr/No Torrey Pines Rd/Theatre District Dr, La Jolla Village Dr WB Ramps/Gilman Dr, La Jolla Village Dr/Regents Rd, Health Sciences/Regents Rd, Executive Dr/Regents Rd. They will install green stripes through intersection to delineate bicycle crossing.

Mike McCormick thanked the UCSD Team for the bicycle safety upgrades. He noted in the past he tried to avoid all of the Streets they mentioned in their presentation, but it was difficult to maneuver around them in the University area. Bicyclists being recognized by their smart lights is really key to their safety.

Robert Clossin- there is still a lot going on but they are making good progress. If it was not for some other physical improvements that the City asked them to do they would be very close now to having the adaptive Signal; the server is in, the controllers are in, the detection- all of that has been worked out so it is just additional work that they have to do at the intersections that is extending out the timeline.

Next Steps: City of San Diego approval of:
submitted revised Traffic Signal Plans
Revised Striping Plans
Once Approval of Signal and Striping plans obtained, submit Traffic Control Plans
Once City Approves Traffic Control Plans, Cubic/UCSD to apply for GRIDSMART Detection Permit
In-Field Installation of ATSC equipment and crosswalk/ADA improvements
Activate System, Monitor/Test, Acceptance
3 year software support for City of San Diego (Cubic, UCSD)
Anticipated Completion Spring/Summer 2024

Ross- lives on via Capri and works at Scripps Clinic. What that means is he went north and south on Torrey Pines 8000 times and there is a very low-tech solution that could be started tomorrow and that is timing the lights based on the speed limit. When he droves on that road the red lights are random, completely random, and drivers are just sitting at the lights for no good reason. There is no reason why you cannot set the lights on Torrey Pines north and south based on the speed limit in sequence so you can start at one end and get to the other end without having to stop. **Greg** responded the city is not here and he is not going to throw them under the Bus but he (Ross) is correct. What they do is take that original setting and improve upon it. The challenge is with all the signals they have throughout the entire city and scarce manpower. UCSD is putting forth the support to take it to that level and above. As far as getting it done tomorrow, that is a question for the city to answer.

Bill- there is nothing on the Gilman Dr Corridor from I5 to the Gilman entrance. The Ramps are backed up morning and night; in the morning going north to enter Gilman Dr and at night all going back to I5 the I5 is easier because its backed up on La Jolla Village Dr. Are there any plans to look at that later on**. Robert**- Gilman is getting improved by the City; their improvements go all the way down to the freeway Ramps. It is part of the Coastal Bike Project. **Bill** the speed limit on Gilman is 50 mph in one direction 45 in the other and that is most dangerous for anyone riding a bike in San Diego. Is there anything the Board can do to get those speed limits reduced. **Brian** will look into it. **Robert**- the rule on Campus Streets is 20 is plenty.

Mike McCormick- anything that promotes efficiency with cars really helps the bikers. A dangerous intersection for bikers is the No. Torrey Pines Rd at La Jolla Shores Dr because you are crossing against the flow of traffic. A female biker was killed at that intersection several years ago and he recognized what happened; there was not enough time for her to get through that light; there was not enough time for him to get through it. When you recognize a

biker at the intersection you are recognizing efficiency and safety both at the same time and that is really important for a bicyclist. If you can promote the speed of the cars so they maintain a slower speed to get through the intersection without racing and stopping but just maintain that slower speed and the lights match that; it is magic to a biker. The efficiency UCSD is striving for is really rewarding to the bikers population.

Agenda Item 3: Review of Delayed Approved Initiatives: An assessment of past Action Items approved by Traffic & Transportation/Community Planning Association as well as requests from community members that have been delayed or no action taken by city transportation and traffic engineering departments. (Brian Earley Traffic and Transportation Chair) **Discussion Item**

UCSD and the Adaptive Traffic Signal Controls ("Smart Signals") – UCSD Anu Delouri, City of San Diego Steve Celniker Senior Traffic Engineer, City of San Diego Transportation Department, Traffic Engineering Division.

Camino de la Costa Scenic Viewpoint Project – Approved at the T&T Board Meeting: July 20, 2022

Agenda Item 2: Camino de la Costa Scenic Viewpoint Redesign- recent funding opportunities have brought an updated design to this viewpoint; the staircase to the ocean and adjacent parking area that is lacking appropriate striping for parking, no parking and handicap zones (Trace Wilson, Materia LLC) Action Item Funding for the project (2 million dollars) was provided by the state of CA. Cole Reed District Representative, 39th Senate District Office of Senate President pro Tempore Toni G. Atkins provided the information on the transfer of funds, but we have not heard back on this project since.

Traffic Circles (2) Approved not on the Capital Improvement Projects List – Traffic Circles or Roundabouts were approved for La Jolla Scenic Dr. South at Via Capri and for Virginia Way at Ivanhoe (approved January 19, 2022**)**. These are significant costs involved and they need to be on the CIP list to be considered.

Approved Change of Hourly Parking Time Limit (Fay Ave) from 60 to 90 min. Approved at our May 2023 meeting. Was informed by Traffic Eng. that it would take 90 days*. GP update- it is in the top 40 pending work orders; however, it is competing with several safety related projects which generally take priority. I should know more after my 10/18 meeting with our Street Division if it's not done before that. GP*

Handicap Parking availability - 7800 Block Girard Ave.

The request came from a resident who thought there should be more handicapped parking on Girard Ave. I assisted in determining the location (corner of Girard and Silverado) Approved in early May 2023 by Traffic Engineering

Pedestrian Crosswalk at LJ Shores Drive and Vallecitos

Approved by the La Jolla Shores Association and the T&T Board over two years ago.
Would involve striping and light activated signs; City unwilling to stripe because of current underground project. La Jolla Shores area is home to 3 million visitors a year generating thousands of dollars of revenue for the city.

Reduction of Speed Limit on La Jolla Blvd. from 35 MPH to 30 initiated by La Jolla Community Planning Assn President Harry Bubbins:

Traffic study was to be performed on nearby streets per Sept. 2022 Discussion Item.
New California Law AB 43 allows cities to reduce speed limits. Before the passage of this bill, cities across California, including San Francisco, were limited in their ability to adjust local speed limits

Proposal for Improvements Eads Ave

Faded Striping along entire street as well as condition issues. Residents and homeowners presented a petition. Approved by T&T board and there is a continued effort to have the striping done.

This list is being sent to Councilmember LaCava's (Emily Lynch) office for research upon his request after the Community Leaders meeting held last week.

Adjournment: 5:25pm
Next Meeting November 21 2023
Respectfully Submitted: Donna Aprea, Secretary