

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: 19 March, 2024
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present: Brian Earley Chairperson LJSA, Tom Brady LJCPA, John Bauer LJTC, Dave Abrams LJCPA, Ross Rudolph LJSA, Jason Peasley LJVMA, Nancy Warwick, Patrick Ryan BRCC, Ross Rudolph LJSA, Erik Gantzel BRCC

Members Absent: Bill Podway LJVMA,

Approve Minutes from February 2024: Tom, Second: Jason 9-0

Chairperson Report: Deferred by Chairperson

Public Comments:

John Bauer: Question about how to report traffic incidents from the public.

Whilst surfing the Next-Door App I came across a community member who wanted to know how to report traffic incidents based upon their quite detailed analysis of their neighborhood; something over 100 cars in a month that have been variously violating stop signs and all that kind of stuff. They wanted to know where they could go with this information to see if something else can happen from it.

Brian Earley: Police community relations should be where we are directing such comments.

Tom Brady: I think this should be a discussion item at a future meeting. The city's lack of technology that's available and I really think that the traffic situation is the speeders and the non-stopping at stop signs. The real issue for La Jolla is that somebody might get knocked over or injured badly. It is just a question of when.

I really think we should discuss it and come up with some thoughts in a future meeting on what we can do. There are several things and several websites that I would be happy to send you the links to that address what other cities are doing.

Brian: All right let's get it as an agenda item as a discussion.

Agenda Item 1: Fay Ave Resurfacing and Potential Crosswalk

Discussion Item: Recent announcement from the Engineering & Capital Projects department regarding the new asphalt/concrete overlay of several areas in La Jolla including Fay Avenue between Kline Street and Pearl Street. There is an effort for a needed crosswalk on this portion of Fay Ave. (Brian Earley, Chair and Ann Dynes)

Brian Earley: AC Overlay Group 2044 outlines SD City road re-pavement work with asphalt concrete (AC) that is going to occur this year. It specifically calls out Fay Ave between Kline and Pearls Streets for this work as part of a wider 10.9 mile re-pavement action within La Jolla.

Note: As part of the Fay Ave work, the La Jolla Conservatory of Music (Anne Dynes) would like to showcase the building and what it represents through a graphical treatment of a pedestrian crossing on Fay Ave.

Ann Dynes: The idea which this is going to sound like it's off the wall, but this is the idea that Todd (CEO of the Conrad) came up with to improve the visibility of the Conrad building because of zoning laws. It's very subtle and people can walk right by it without realizing. That is a world class performing arts facility.

Three steps have been identified: The first step was to figure out how to get that thing resurfaced, and then the second step would be to get a crosswalk on Fay Ave – mid street - and the third would be to get a decorative crosswalk.

The first is being taken care of by AC Overlay Group 2044. So, with Todd's encouragement, **(Todd Schultz, La Jolla Music Society/ The Conrad)** went over to The Monarch Cottage and got to know the general manager there and obtained from her endorsement of a crosswalk near their location because of their population which are people over 55 with cognitive disabilities. So, I have a very nice letter from Monarch Cottage adding to the argument that this is a suitable place for a mid-block crosswalk.

We are making the argument that its current configuration isn't safe for users at the Monarch Cottage, our users, and access to our parking lot which across the street in the Bank of America building and we have a mature audience maybe. So, there's arguments, several arguments for just the basic premise that this would be a good place for a mid-block crosswalk.

One of the things that's interesting about the City's rules around crosswalks is that they refer to uncontrolled crosswalks. Given the patterns of usage on this end of Fay Ave, it would probably have to be controlled like the one that's located at Cuvier and Prospect, which you know you pushed a button, and it flashes.

But the purpose for this presentation is to get feedback from you guys and to ask any questions you have about the concept because we think we're making some really good progress

Crosswalks like this and other parts of the world. There's one in Long Beach, there's one in Rochester, NY, and apparently this would become an attraction. It would become its own destination. It would be a distinctive feature of La Jolla if we were able to do it.

Brian: Does anybody have any questions for Anne?

Ann: The restriction about the decorative crosswalks applied regardless of controlled or uncontrolled - that's what's ambiguous.

This policy simply says uncontrolled. It doesn't refer to controlled so it's not clear what the default is if you have a controlled solution and so that's why I say it's going to take some research and some expertise that I might not have to sort out.

John: So, there's two aspects to this, right? There's a mid-street crosswalk request and then there's a decorative crosswalk request for that mid street crosswalk.

I don't think the city would necessarily dip into their pocket for a decorative uncontrolled. I think this would have to be controlled because I just don't think locals or tourists will know it's a crosswalk if there's no flashing lights.

If you put a crosswalk in, mid-street, based on this photo, now you're pretty much crossing the street to the car park. The Lot car park,

Ann: Yes, that's right.

John: So either you're looking to get people from the Conrad to The Lot car park or from the Conrad closer to Pavilions, right? So what are you thinking?

Todd: Well, so this is our graphic artist just went out and took a picture and made it so we there. As Ann said, there are lots of restrictions on how far it should be from the corner and. How far can be from a fire hydrant or a driveway in perspective to parking spaces. So, this is in no way where we would not know where it would go there. Somewhere in the area, yeah,

John: Let me ask you this question then. If you couldn't get this in front of the Conrad but on the street within the block, is that just as good? You may end up getting pushed up the road towards Pavilions. Are you comfortable?

Todd: Yeah. So all right it's a double block and so someone needing to cross is going to have to walk a long way to get across. We believe a crosswalk is important. So that's priority #1. Monarch Cottage really endorses this, so being closer to them I think would be great. And slowing down the cars and having a safe place to cross would be beneficial.

And whether it's in front of our building or not, it doesn't have to be all about us. We've spoken to several other businesses on the street and just asked them if we wanted to get a letter campaign going from everybody on the street would they be in? And everyone we've spoken to has said 'Yes'. So we could collect letters if we needed to, but it's not just about us, although, the keyboard would be about us.

Jason, you've got a business nearby.

Jason Peasley: It would really improve even for us. This is that intersection right there (viewing map). I've seen so many people hit by cars every single day there is close to a complete car accident. That whole area, that crosswalk right there that we're looking at is the most unsafe pedestrian. You see people fall in that crosswalk all the time. It's super dangerous.

Nancy Warwick: Are you aware of any studies, that I assume that the city is referring to, that it's more dangerous for a mid-block crossing?

Ann: It might be something if other cities don't have this rule that they have plenty of mid block crossings to look at, you could see if there's any evidence from those cities of issues.

Brian: One of the things you're going to have to deal with is the loss of parking places for cars, maybe up to 6. Losses that have to be made-up.

Anne: Another thing that when you walk up that block, you know it's slanted in on one side. And it's parallel on the other. So it's not clear that you could slant in on the other side, but that's a place where we ought to be looking at. Trying to recover/ recoup some of the parking that might be lost. And of course, the Conrad itself has a passenger loading zone that's rather lengthy. There are some people crossing right there. That's where you might make it. You could put it right here.

Brian: My only thought is on that street because you are close to the Kline intersection. It's going to have to push a little closer to Pearl. Because then it's fairer.

If need be, we'll bring it in as an action item. But I can write a note saying that was the consensus per our minutes.

Agenda Item 2: La Jolla Half Marathon/ La Jolla Shores 5K 2023

Action item: Request for Temporary Street Closures and associated No Parking areas in conjunction with this annual race. Proposed for Saturday, May 18th. (Bart Calame, Kiwanis of La Jolla)

Bart Calame: I've been managing the half marathon for - this is my 8th year.

The start of the course hasn't changed. It's not changing this year. Nothing's really changing since last year and years prior.

Street closures for this year's half marathon:

- North Torrey Pines Road southbound from South Camino Del Mar at Carmel Valley Road in Del Mar to La Jolla Shores Drive from 6:30 am to 9:00 am.

- Torrey Pines Park Road both directions from North Torrey Pines Road (north connection) to North Torrey Pines Road (south connection) from 6:30 am to 10:00 am.
- La Jolla Shores Drive southbound from North Torrey Pines Road to El Paseo Grande from 6:00 am to 10:00 am.
- La Jolla Shores Drive northbound from El Paseo Grande to Azul Street 6:00 am to 8:30 am (6:15 – 6:45 per Ron Litsinger, SDPD Traffic Control Supervisor.)
- El Paseo Grande from La Jolla Shores Drive to Avenida de la Playa southbound 6:30 am to 11:00 am.
- Avenida de la Playa from La Verada Boardwalk at Kellogg Park to Calle de La Plata both directions from 6:30 am to 11:00 am.
- Calle de la Plata from Avenida de la Playa to Paseo Dorado both directions from 6:30 am to 11:00 am.
- Paseo Dorado from Calle de la Plata to Spindrift Drive southbound from 6:30 am to 11:00 am.
- Spindrift Drive from Paseo Dorado to Princess Street southbound 6:30 am to 11:00 am.
- Princess Street from Spindrift Drive to Torrey Pines Road southbound from 6:30 am to 11:00 am.
- Torrey Pines Road from Princess Street to Prospect Place one southbound lane from 6:30 am to 11:00 am.
- Cave Street from Prospect Place to Coast Boulevard southbound from 4:30 am to 11:30 am.
- Prospect Place from Torrey Pines Road to Cave Street southbound from 4:30 am to 11:30 am.
- Coast Boulevard from Cave Street to Girard Avenue both directions from 4:30 am to 11:30 am.
- Girard Avenue from Coast Boulevard to Prospect Street northbound 4:30 am to 11:30 am.

The entire right lane from the city of Delmar all the way to Scripps Park is this event.

Brian: Has there any been any issues about cars going by with? There are delineators?

Bart: There's lots of delineators. SD police and County Sherriff for Del Mar are along the route.

There will be buses to take runners back to Del Mar ending around noon. We're trying to take pressure off the village to keep as many cars parked at the Delmar.

Motion to unanimously approve temporary street closure and no parking areas for 18 May, 2024 – Dave, Seconded Patrick

Approved: Brian, Tom, John, Dave, Ross, Jason, Nancy, Patrick, Ross, Erik

Opposed: none

Motion passes 9-0

Agenda Item 3: Parking Space Closure/ Athenaeum's Annual Benefit

Action item: Request for temporary parking space on Wall St. for the organization's annual benefit on the evening of Friday, May 3rd. (Christie Mitchell, Executive Director, Athenaeum Music & Art Library)

Christie Mitchell: The event is happening on Friday, May 3rd and we have revamped our annual event. it was previously like a sit down gala and we kind of moved it in the time of the year to spring instead of fall. There's a little less competition so we had there was a better option for us and also to have more like a cocktail style party.

Our theme is Old Hollywood this year, set in like the 1930s forties and we have secured this 1947 Triumph Roadster.

We are requesting the blocking off all the car parking spaces, except for the handicap space, which will of course stay.



Brian: So, it's a request for how many parking spaces?

Christie: There's six and then a motorcycle space. So last year we requested all of them

Brian: And we know you know all the regulations around signage,

Christie: If I recall correctly from last year, I think they usually like your approval to give their approval, but maybe that's backwards, I don't know. We'll make sure to follow up with them, but here you can see the parking spaces and then of course the handicap one on the left.

Brian: What is the timing of the event – it starts at 5:30 for VIP hour?

Christie: Usually, we do the whole day just to make sure that they're putting the signage out at the proper time.

We had people last year, so we're hoping to hit around 200. This will also be part of a in kind set up, you know our volunteers and staff needing to park and unload things that's food and drinks.

Motion to unanimously approve temporary parking space on Walls St, La Jolla on Friday 3rd, May, 2024 from 6am to 11pm – Tom, Seconded Dave

Approved: Brian, Tom, John, Dave, Ross, Jason, Nancy, Patrick, Ross, Erik

Opposed: None

Motion passes 9-0

Adjournment: 5:04pm

Next Meeting: April 16, 2024- Riford Library

Respectfully submitted by: John Bauer