

## LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: April 20, 2022

**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, Nancy Warwick LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA, Natalie Aguirre LJVMA, Bill Podway LJVMA

**Members Absent:** None

**Approve Minutes of March 16, 2022: Gantzel, Second: Ryan 9-0-0 (Rudolph not available to Vote)**

### **Public Comments:**

**Mike McCormick-** He was riding his Bike by the Munk Map and a car passed him at the intersection of Vallecitos and Paseo Grande going between 18-20 mph. The driver of the car parked in front of a house and Mike spoke to him that when he drove past him, he felt at risk. The Driver started arguing with him. Mike demonstrated with a broomstick that he had just 1lb that he could maybe swing 60mph to defend himself with, but that Driver had a 4000lb weapon going 20 mph. The Driver of that car felt entitled to pass him because he was in a 4000lb. weapon. This is why cars are very dangerous in these high pedestrian high bicycle areas. There has to be a chill zone that yields between cars, bicycles, and pedestrians.

**Brian** noted that according to vehicular law when there are no bike lane cars must give bicycles 5' of clearance when they pass the bicycle. If the driver does not have 5' of clearance they cannot pass. In this instance Mike had the right of way but the driver of that car felt entitled to it.

**Chair Report:** Brian is announcing the formation of a sub-committee to develop criteria, standards, and administrative protocol for special event processions in downtown La Jolla. Our aim is to celebrate the pageantry of ceremonial processions, no matter the type, while minimizing street closures and disruptions to traffic flow, parking, and businesses. He has already received some very good suggestions from a number of community leaders and a few have expressed interest in establishing these conditions. The goal would be to present this to LJ&T next month and then to LJCPA for adoption at their June Meeting and then on to the City Special Events and Filming Division. He is going to ask Natasha Collura, Director of the City of San Diego Special Events and Filming Division to serve on the sub- committee.

**Agenda Item 1: La Jolla Underground Direct-Buried Cable Replacement Project (SDG&E)-**

This is for replacement and rerouting of La Jolla's aging underground cable system with the project to be completed sometime in the Fall of 2022. Description of construction in public right of ways. (Chris Vargas Municipal Infrastructure Advisor, SDG&E) **Discussion Item**

**Chris Vargas**, Municipal Infrastructure Advisor- Regional Public Affairs- San Diego Gas & Electric, **Bernadette Butkiewicz**, Public Affairs Manager SDG&E, and **Vinh Huynh** Project Manager and Lead Engineer for the SDG&E project presented a PowerPoint presentation of their Tie Line 673 Underground Cable System Replacement Project. SDG&E will be upgrading the underground electrical system in La Jolla as part of their commitment to providing safe, clean, and reliable energy.

**The proposed project** replaces and reroutes the current cable system which will enhance electric transmission reliability to the La Jolla community, optimize construction and future maintenance work, minimize long term traffic impacts, and protect an environmental archeological site (Spindrift).

**Approximately three miles** of direct buried cable will be replaced with an enhanced cable system protected within a new 69k V concrete encased duct infrastructure for roughly 2.5 miles from near Gilman Ct to a conduit package tie in near the La Jolla Scenic and via Capri Intersection on top of Mt Soledad. From the tie in point the cable system will be installed and occupy the spare position in an existing conduit package for approximately 2.5 miles to the termination point on Pearl St/Eads Ave. Construction will take place within existing SDG&E right of way and easements and franchise positions in City Streets. Temporary short duration traffic control will be required for the following roads: Pearl St, Eads Ave, Rushville St, Fay Ave, Nautilus St, La Jolla Scenic S Drive, via Capri, La Jolla Scenic N Dr and Reville Dr. Project started in the third Quarter 2021 and the estimated substantial completion date is the fourth quarter October 2022.

**Benefits of this project** is the enhanced safety and reliability of the electric transmission system, minimize potential power outages, modernize electrical equipment, improve system performance and protection from the elements, increase safety from digging injuries, and reduce overall costs to Ratepayers associated with potential power outages.

**The project** is split into three Phases. **Phase 1 is in the area of the Village-** Pearl, Fay, Eads, Nautilus, and that is nearing completion. **Phase 2 is via Capri and the La Jolla Scenic Drive** Streets. That is under construction. Potholing surveys, trench excavation and vault installation. The construction schedule for via Capri- Gas Relocation - Started 3/14/22 - estimated completion 3/28/22. Pot holing - 3/14/22 - 6/14/22. Estimated 4+ months. Trenching operations for mainline has not started but will take around 4+ months without any problems. Estimated Completion Date third Quarter 2022. **Phase 3 is the Rose Canyon Substation** and they are awaiting Permits.

**Resurfacing Requirements:** Final restoration shall follow the Approved Permit and City standards: SDG-107 for Asphalt Surface, SDG 108 for PCC Cement Surface, SDG 109 SDG 155 SDG 156 G10 for Sidewalk Repair.

**Natalie-** asked about the timeline and Bernadette responded that they hope for a completion date in October 2022 but they are still waiting on permits for phase 3 so it may go to January 2023.

**Brian** asked if SDG&E had a waiver for the summer moratorium and Bernadette responded they do not and will abide by the summer moratorium.

**Natalie-** the summer moratorium for the City is different than it is for La Jolla. La Jolla is still going strong through to October and she thinks the summer moratorium should be to October.

**Bernadette** noted that their Phases are in line with the summer moratorium. The moratorium does not extend to all of La Jolla. The village area is within the moratorium so they started there first, via Capri and Rose Canyon are not within the moratorium area so that is phase 2 and 3. One part of La Jolla Scenic Drive is within the moratorium range but they will be working underground and will not impact traffic. Bernadette reminded that the only areas within the moratorium are the areas closest to the Beach.

**Steve Hadley-** he can provide a map of the areas within the summer moratorium. They did ask about it when this project first came up. He asked SDG&E presenters about the resurfacing that will take place after the project is completed.

**Dave** – asked about traffic impacts of the project. They did not talk about what the project entails traffic wise. There has been a lot of work being done on Nautilus and via Capri that caused a lot of disruption. **Vinh** responded they did hire Cos Traffic Control and they will keep one lane of traffic flowing in each direction. Flaggers will be out with the construction workers.

As far as **Steve's** question about street resurfacing **Vinh** responded they will abide by city standards. If the panel is asphalt, they will replace it with asphalt according to SDG 107, if the panel is concrete, it will be replaced with concrete according to SDG 108. On streets above a 12% grade, they require concrete panels. Via Capri needs concrete panels because of the steep angles. **Brian** asked for clarification- on streets that are asphalt they will be replaced with asphalt and the streets that are concrete they will be replaced with concrete. Vinh responded that is correct.

**Brian-** asked for a progress update on via Capri. Did they receive any striping orders or are they just replacing the panels. **Vinh** responded they received their Phase 2 permits about two months ago. After they received their permits, they started with the pothole surveys and they just broke ground and dropped their first vault this morning. They are looking at four months of construction on via Capri in Phase 2. Once they are finished with the Phase 2 work and contact restoration, they will meet with the City Registered Engineer and they will make sure to follow

city guidelines as it relates to striping. He is aware there have been requests to reduce the lane width and increase bike lanes but that is going to be dictated by the City.

**Mike McCormick**- in Phase 3 in an area where there are access roads leading to the Rose Canyon substation as a biker and pedestrian, he uses them. Is there going to be any impact on the route down to Rose Canyon. **Vinh** responded they actually completed that section to the Rose Canyon substation. That was within SDGE's easement so they did not require permits.

**Tom**- asked about the website for updates on the project and Bernadette put it in the chat box. <https://www.sdge.com/major-projects/TL673-LaJolla-Underground-Project>

**Sally Miller**- she does not see La Jolla Parkway on the map. Is the Parkway still on the City's Agenda to get done. Does this project have anything to do with that one (repaving the Parkway). Bernadette responded they are not touching the Parkway. Steve noted that the Parkway is still on the Agenda but not related to this Project.

**Agenda Item 2: City of San Diego- Soledad Pressure Reducing Station Hatch Project**- This ongoing program is for the replacement of deteriorating water mains with replacement of hatch lids. Some on street parking will be temporarily reduced at the intersection of Soledad Ave and Hillside Dr. (James Piel, Project Engineer, City of San Diego) **Discussion Item**

**James Piel Project Engineer**, City of San Diego Engineering & Capital Projects and **Jericho Gallardo Project Manager** presented a PowerPoint presentation on the City of San Diego Soledad Pressure Reducing Hatch Project.

**The City of San Diego** established an ongoing program for the replacement of all aging and deteriorating water mains currently in service. These replacements will reduce future water main breaks and reduce maintenance requirements. The program will also bring the existing water mains up to current City Standard.

**This project will replace** the existing Pressure Reducing Station Hatch Lid located at the southwest quadrant of the intersection of Soledad Ave and Hillside Dr. The new Hatch Lid will be constructed to meet continuous traffic loading requirements (the current Hatch Lid was not appropriate for that area- cannot handle the traffic conditions); impacted road surface and curb will be restored. Environmental Impact Summary Notice of Exemption: Categorical Exemption per CEQA State Guidelines Section 15301b Existing Facilities and 15302c Replacement or Reconstruction.

**What can be expected:** Notice provided by contractor five days prior to starting work, service maintained throughout construction, construction begin date end of May 2022/early June 2022, construction end date Summer 2022.

**As far as Parking & Traffic:** access maintained to driveways, Flagging during hatch delivery- there will be Flaggers on both Soledad Ave and Hillside Dr- a Lane will be reduced on Soledad

Ave thus the need for Flaggers, K-rail barrier surrounding work zone to protect the workers as well as the Public, work hours 7:00 am -3:30 pm, On street parking may be impacted during work hours just within that area.

**Dave-** how will the Trucks making deliveries of equipment for the project access the project site. There has been a Truck issue at Hillside at Torrey Pines Rd. Do they have a construction route established at this point? **Jericho** responded that the Contractor was not able to attend this Meeting but he did advise that truck access would be made from Soledad Ave not Hillside Dr.

**Brian-**why is the Hatch Lid being replaced. **Jericho** responded the current Hatch Lid is rated for occasional loading and the new Hatch Lid is rated for continuous loading. Right now, the corners of the current Hatch Lid are deformed and that is a really big issue. The current Hatch Lid was replaced just three years ago and seeing the deformation now is not good to see, the Hatch Lid has to be replaced so the Public is safe.

**Brian** asked if they will be able to replace it before the summer moratorium. **Jericho** responded the Contractor ordered the Hatch Lid and right now they are just waiting on it to be delivered.

**Agenda Item 3: Via Capri Traffic Calming Measures-** Brought forward as a Discussion Item in March, measures to reduce speed by implementing updated striping and bike lanes that coincide with street repairs with goal of reducing speed and increasing safety. (Brian Earley on behalf of Sven Zabka) **Action Item**

*This was first heard as a Discussion Item; Agenda Item 2 Traffic Calming and Repairs of via Capri at the March 2022 Meeting. Sven Zabka, a Resident of via Capri, presented a power point presentation on the hazardous conditions of via Capri. Residents of Via Capri worked with a local civil engineer who designs roads and bridges for a prominent company in and around San Diego and California at large. They arrived at the following recommendations to slow traffic: Repave via Capri entirely even the concrete sections; Restripe via Capri from 12.5' Lanes to 11' Lanes- the minimum width permitted and add buffered bike lanes which have the added benefit of increasing the shoulders to 9' for ease in backing out of driveways; Add low profile humps to slow traffic to 25 mph with pass throughs for fire engines; Install a traffic circle at the top of via Capri and another one at the intersection of Hidden Valley and via Capri; Reduce the maximum weight limit for trucks; Repair and add a Slow Down feature to the three existing traffic slowing signs.*

**Brian** is presenting on behalf of Sven Zabka who could not attend the Meeting. The Board is starting the effort to slow and calm traffic with the Residents request to restripe the transportation lane from 12'5' to the minimum 11', add a Class II Bike Lane and repair the three solar power vCalming signs. Speed Humps were removed from consideration at this time. Residents have been informed by city transportation that speed humps are currently not available because via Capri is designated as an emergency access route. They intend to continue working with the Fire Dept and city transportation to change this designation in the

interest of safety, especially since there are Fire Stations located both at top and bottom of the thoroughfare. If they are successful, they will return for the recommendation that speed bumps with cut outs for fire engines be installed. Residents of via Capri believe that speed bumps/lumps can be installed on the Street they just do not know where on the Street.

Brian pointed out the three Classes of Bike Routes and explained the differences:

*Class I – Bike Path is separated from Roads either by a barrier or an open space*

*Class II – Bike Path is part of the Road marked with clear white striping and labeling*

*Class III- Bike Path exists as part of the Road but they are not striped. Signage denotes that the Road should be Shared.*

The City designated via Capri for a Class III bike Lane with signage that denotes the road should be shared but the Board prefers the Class II designation.

**Mike McCormick**- as a Biker he does not like to bike down via Capri at all. When you get to a certain speed you can go as fast as cars and you feel obligated to stay in traffic once you are in it. There is no barrier and it is uncomfortable to be pigeonholed into that white line. He always ends up moving to the middle to make it safer. Biking uphill maybe Class II is the way to go but down hill Class III is the better way. With the signage and the sharrows it lets drivers know that it is a shared road and that the Biker is an equal user of the Road downhill especially.

**Will Rhatigan**-San Diego Bike Coalition- they review most bike projects in the County. Via Capri is pretty much what they would ask for. Class II is the right decision. Biking downhill many bikers will choose to use the center lane because they want more space to be away from the curb. Even with a bike lane they are entitled to do that to stay away from the curb. But for less experienced and slower Bikers Class II would make them feel safer.

**Tom** -will support the Motion; it is really needed and long overdue, however, he is disappointed it does not mention enforcement of the speed limit. On tough Streets for bicyclists' safety, we should be looking at and utilizing modern technology and have camera's taking pictures of cars that are speeding down that Hill and writing tickets out just like they do at intersections. He is disappointed this is not one of the options. This is an enforcement issue. We have to get after the Mayor, its his responsibility to protect the citizens.

**Sally Miller**- will there be a bike lane on both sides of via Capri. Brian responded yes on both sides. Sally added a bike lane in the traffic lane. Brian reminded that the bike lanes are intended to slow traffic down.

**Serge Issakov**-wanted to clarify that narrowing the lanes to 11' might not produce the slowing we would all like to see on the street. There is a channelization effect that happens when you have a dedicated lane in your direction in some cases motorists tend to drive even faster. There is parking all over via Capri; he has not seen a detailed analysis of the total width of the road they are working with. There needs to be 7' for parking and at least 5' for the bike lane and then a buffer next to the parked cars. If you are doing this in both directions, he is not sure the

width is there to have proper bike lanes. There is a difference between Class II and Class III. A Class II bike lane is separated from the Road just for bikes and Class III is shared with both cars and bikes using the Road. For via Capri a Class II uphill and a Class III downhill should be considered.

**Brian**- we do not have the luxury of city traffic engineers talking to us about this. It is up to them to repair the road, stripe it accordingly for a bike lane and parking, and repair the vcalming signs. It is an emergency access route so it speaks to how important that road is. We are looking to the city to make this a priority because of its popularity. The city paid out 1.3 million dollars they could really repair a road with that kind of money.

**Motion to Accept via Capri Traffic Calming Measures to reduce speed by implementing updated 11' striping for the transportation lane, adding a Class II bike lane, and repair of three VCalming Signs: Rudolph, Second: Warwick 10-0-0**

**Agenda Item 4: Indian Wedding Baraat (Procession)** Temporary Street Closures for Saturday June 25 starting at Coast Blvd and will end at the main entrance of La Jolla Cove Hotel on Coast Blvd. The event is a cultural Indian wedding ceremony with event time of three hours. (Reva McNicol, Reva Events) **Action Item**

*This Agenda Item is carried over from the March Meeting, Agenda Item 4. The Motion was made to Defer until April Meeting to allow Applicant time to complete the application process.*

**Rohan Patel** spoke to the Board about his wedding plans. It will be an Indian Wedding and he hopes it will bring some culture to the Community. He worked with San Diego Police Officer Edmund Lavalle on where to place barriers, cones, and signage on Coast Blvd to block through traffic. Per Officer Lavalle's suggestion only the south side of Coast Blvd will be closed. On the Route map they are denoting the Water side of Coast Blvd as the North Side and the Buildings side of Coast as the South side. The North side of the Blvd will remain open for traffic coming from Cave Street.

They will need a full closure on Coast Blvd from Ocean Lane to Girard Ave for their staging area. They will be putting up No Parking Tow Away Signage two weeks in advance. The timing of their Event is 9:00 -10:30 but they are asking for the street closure from 8:00 -11:30 just to make sure that everything in the staging area and in the procession runs smoothly. The Procession will close the south lane of Coast Blvd to traffic and parking between Girard Ave and the La Jolla Cove Hotel where the wedding will be held.

**Brian** asked Rohan about the differences between this presentation and what was presented to the Board in March. Rohan responded that only one Lane will be closed whereas in March they wanted both Lanes to be closed. Brian reminded that at the March presentation they asked for a two- hour closure for set up and break down and now they are asking for a three- hour closure for set up and break down. **Rohan** clarified that they will have their Guests arrive by

busses from the other venue and the Trailer with the Horse will be arriving and he wanted extra time to accommodate them.

His Wedding is set for Saturday June 25 and a wedding date cannot be changed in an Indian Wedding. Rohan explained Muhurat is an auspicious date and time for the wedding to take place. Both the date and the time is something they determine with their Priest and that is why they really need these hours.

**Ross-** by saying we are only closing one lane of Coast Blvd that makes all of this acceptable because closing both lanes on Coast Blvd on a Summer Saturday afternoon was not a good idea. At the junction of Coast Blvd and Girard he is assuming that west bound traffic on Coast Blvd will be able to get through and go up Girard. Is that correct? **Rohan** responded yes it will not be blocked. Ross also asked about parking on the north side of Coast Blvd and Rohan responded that parking will be available on the north side of Coast. Brian noted he was copied on many emails that Rohan had with the SDPD and this arrangement was something the SDPD worked out with Rohan.

**Nancy** – how many parking spaces will be affected by the closure. Rohan responded in the staging area parking would be closed off for about 20 parking spaces for about 45 minutes. Nancy clarified it would be a short duration of time for about 20 parking spaces and not for the entire time of the Event and Rohan responded that is correct. .

**Rick Kent-** during the procession itself for cars heading in the direction from Brockton Villa to Girard, when they hit Girard, they are not going to be able to cross over during the Procession. How long is that going to be cut off and will there be Police there to stop the traffic which is now going to back up the north side lane during the Procession. **Rohan** responded there will be four Police Officers there who will be directing traffic. There will be a small window of time that will make it difficult for traffic to get through by the staging area as the Procession cuts across Girard and continues on Coast. Once the Procession clears Girard it will open up. The Officers will direct the Procession and keep the traffic going. **Rohan** assured that the Officers will keep the traffic moving; there is an element of a rolling street closure built into it.

**Natalie-** blocking Girard for 15 minutes is cutting it real close and she really hopes it works out with the Police Officers moving traffic along like he is saying it will. If this does not work out and it becomes disastrous then it will make it harder to get Approvals for other Groups. This is an improvement from the previous presentation and good job making all the plans with the city police department.

**Eric-** about the staging area being cleared out, will it be completely cleared out once the Procession moves out of it or will it be off limits until 11:00. **Rohan** responded after the Procession clears out it will open up. He estimates 15 minutes. Eric pointed out their idea of north side and south side Coast on their Route map is a little confusing. They put the Northbound Lane on the South side of the Street; or did they look at it geographically meaning



heading North toward the Hotel from their staging area. **Rohan** responded he described it how the Officer explained it to him but it is the side of the Street the Hotel is on will be closed.

**Eric-** The Procession is expected to be from 9:00-10:30; as the Procession moves up to the Hotel is Coast Blvd going to open up behind them or is it going to remain static as far as the street closure until the Procession vacates it entirely once they hit the Hotel. Rohan responded the Officer recommended keeping the street closed due to the size of the Procession.

**Donna-** Is there a completed Permit Application? Rohan responded yes; it is with Justine. They do not release it until close to the Event.

**Tom-** noted the LJCPA unanimously Approved the May Baraat Procession due to the diversity it will bring to the Community and will be helpful to the Businesses and he would like to make the Motion to support this one for the same reasons. They bring diversity to the Community, help the Businesses, and he would encourage more of them.

**Bill-** the busses that will be dropping the Guests off will they be staying in the staging area or will they be leaving and then returning to pick them up. He is concerned they will be idling in the staging area for three hours. **Rohan** responded once they have dropped the Guests off for the Procession they will be returning to the Hotel at the other venue.

**Ross-** congratulated Rohan on his Wedding but he will be abstaining from the Vote. He is concerned about future Events blocking off Streets, close to the Beach, during the Summer, on weekends and Holidays. There are other surface streets in La Jolla that could be utilized for future Events in which it is easier for people to go around a Detour. **Brian** advised he can also Vote No; Abstaining means you do not have enough information to make a Vote. **Ross** explained- he said he would not Vote No on this Wedding Procession at the March Meeting because it had gotten too far along in the planning process. He is all in favor of Weddings and Family events but he has a lot of concerns about the effects on traffic.

**Natalie** will be voting Yes but she has concerns as well. We need to come up with a Plan for these types of Events, maybe giving them 3 options for Routes. She is not concerned with this one she is more concerned with the Memorial Day at Noon Procession. She asked for more information for the Police Detail on that Event.

**Motion to Approve Temporary Street Closure on Saturday June 25, 2022, for Indian Wedding Baraat: Brady, Second: Abrams 8-1-1 (Aprea, Rudolph abstained)**

**Agenda Item 5: Concerts by the Sea/Scripps Park -** Request for six parking space closures for each of the events scheduled for July 17-24-31 and August 7. This is the return of the free concert series last held in 2016 and is now sponsored by the Kiwanis Club of La Jolla. (Howard Zatkan) **Action Item**

**Howard Zatkan-** Concerts by the Sea had been going on for thirty- six years when it ended in 2016. At the same time, the La Jolla Rough Water Swim also stopped. Judy Halter who was

organizing the Rough Water Swim decided to use some of the proceeds to bring back Concerts by the Sea but two years ago Concerts by the Sea came under the umbrella of the Kiwanis Club and that gave them stability for the future. The Concerts are free and will take place on four consecutive Sunday afternoons: July 17 -24- 31- and August 7.

The Band Members as well as sound technicians need to unload and set up; then remove all of their equipment.

*The Time Schedule:*

*1:30-3:30 Mobile Stage/band set up sound equipment/generator set up*

*3:30-5:30 Concert Performance*

*5:30-7:30 Removal of all equipment*

There are five parking spaces and the sixth parking space is yellow curb but he believes it can be used on Sundays. They are directly in front of where the Stage will be and since the equipment is heavy it would be helpful to have those six parking spaces reserved for them on those Sunday afternoons for six hours between 1:30 and 7:30.

Concerts by the Sea received a Permit in 2020 but because of the health crises it could not be used in 2020 or 2021 so it is being used now in 2022. The City Park & Rec Dept approved them for this year.

**Natalie-** anything that will bring locals down to the Village in the summer is a good thing.

**Motion to Approve Concerts by the Sea/Scripps Park Request for six parking space closures for each scheduled event held on July 17-24-31 and August 7: Aguirre, Second: Gantzel 9-0-0 (Podway not available to vote)**

Adjournment: 5:40 pm

Next Meeting – May 18, 2022

Respectfully Submitted: Donna Aprea, Secretary

