

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: Wednesday June 20, 2018**

**Members Present:** Brian Earley (Acting Chairperson) LISA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Patrick Ryan BRCC, Sheila Fortune LJVMA, Darryl Tschirn LISA

**Members Absent:** Dave Abrams (Chairperson) LJCPA, Erik Gantzel BRCC, Aaron Goulding LJVMA

**Approve Minutes of:** May 16, 2018 **Motion to Approve: Fortune, Second: Tschirn 7-0-0**

**Public Comments on Non-Agenda LJ&T Matters:**

**Melinda Merryweather** is requesting to be placed on the July Agenda to try and reduce some of the red no parking zones on La Jolla Farms Rd. It is almost 90% red. She will be representing the Womens Sea Surf Club and Surfrider. She will also be requesting to change the parking time limitation from 2 hours to 3 hours. It is difficult to park, get down to the beach, surf, and return within the 2-hour time limit.

**Mark Egan** is requesting to be placed on the July Agenda to discuss getting rid of bus stops. He feels that there are too many bus stops. One block may have two busses going north and two busses going south. He would like to get rid of them on Pearl Street and Torrey Pines Road because of traffic concerns. This is an MTS issue but Mr. Egan is hoping that this is something LJ&T would want to do and propose to MTS. He recognizes it would be an uphill fight. Brian advised Mr. Egan to email Dave to be put on the Agenda and Mr. Egan responded that he already contacted Dave.

**Tom Grunow** gave an update on the Charrette he held last month. There were between 20-25 people who participated and everyone learned a lot over the course of those 3 days. He recognizes that he is operating outside of any authorized community group. He is trying to find a way to gain some structure so that he can move ahead. He has read the La Jolla Community Plan in detail several times and will be meeting with individual architects to superimpose some of the concepts that were clearly delineated from the group meetings. He would like to return to LJ&T with the first blush of what some of those concepts are for review. These concepts will be redone several times over before a final plan is put in place. Any project of this magnitude will have to go out for public notification and public hearings so there is still quite a process to get through. Tom will be returning to LJ&T over the next few months to show us the concepts and how they will affect the parking in the cultural zone.

**Alisha Hawrylyszyn Frank**, newly elected President of La Jolla Village Merchants Assn is in the audience. She noted that the crosswalk on La Jolla Boulevard at Genter Street does not have flashing lights (Beacons). She is finding that a dangerous situation. Drivers are used to seeing the flashing lights at the crosswalks up and down La Jolla Boulevard to alert them that a pedestrian is in the crosswalk but this crosswalk at Genter is different from all the other crosswalks because it does not have the flashing lights to alert Drivers of pedestrians in the crosswalk. This is only her second Meeting here so she does not know if it was discussed at past meetings but she did want to bring this crosswalk to our attention. Drivers have become trained to look for the flashing lights at the crosswalks but this crosswalk at Genter doesn't have the flashing lights to alert drivers someone is in the crosswalk.

**Ira Parker** is in the audience to present Agenda Item 2 but is supporting what Alisha is saying about the crosswalk at Genter. He has seen drivers not stopping for pedestrians in that crosswalk. He advised that

LJT&T needs to speak to the Police Department because drivers are not stopping for pedestrians in crosswalks even with the flashing lights going off. He believes there should be a traffic light at the intersection of La Jolla Boulevard and Genter because that particular intersection is dangerous for pedestrians crossing the street, cars are barreling down the Boulevard at a high rate of speed going much faster than pedestrians can cross. Several times he has had to position his car to block the other lane of travel so pedestrians could safely cross the street.

**Bill Robbins** has been appearing at some of the Community Groups who meet in this building to advise them of what is going on at the Rec Ctr. The building is being re-wired. There will be days we will not have electricity. This is Phase 1 of a 3 phase project so it will be going on for a while. The contractors will try to work around the Meetings but if we come in for a meeting this is the reason why we may not have electricity for wi-fi and laptops. The Rec Ctr is 103 years old so it needs to be done but there are 60 meetings a month in this building so some of them may be inconvenienced.

As Sheila was walking to the Meeting she thought she may have seen a tractor moving around while children were playing near to it. Bill said children's safety was discussed at a safety meeting and the backhoes are walked in and out of the playground. It is understood that children are fascinated by the tractors so all of the equipment is walked in and walked out of the playground.

No further public comments.

Carol Hernstad is present for her Agenda Item 4 but she needed assistance from her neighbor, Elaina Buchbinder, because of her health. For this reason, to accommodate Ms. Hernstad and Ms. Buchbinder, Agenda Item 4 was heard first.

**Agenda Item 4: Parking Time Limit** - Request for 2-hour parking time limitation for section of north-bound La Jolla Scenic Drive North on the East side, between Scenic Place and Sugarman Drive (Carol Hernstad) **Action Item**

Elaina Buchbinder, who lives on La Jolla Scenic Drive North, is speaking for Carol Hernstad regarding a proposal to install 2-hour parking between 8:00am and 6:00pm on the East side of La Jolla Scenic Drive North between Scenic Place and Sugarman Drive.

Ms. Buchbinder told the Board that UCSD closed several of their parking lots and now UCSD Faculty, Staff, and Students are parking on their street. Their cars are blocking fire hydrants, mail boxes, and are parked right at the edge of resident's driveways. There has been an increase in crime with mail boxes being broken into and trash has been left all over resident's property. The 2-hour parking time limit from 8:00 am to 6:00pm Monday through Friday will inconvenience the residents who live on that side of the street but they are hoping it will cut down on UCSD parking which has infiltrated their street substantially.

Ms. Buchbinder spoke about the difficulty of exiting their driveways. Residents cannot see the street because of the parked cars blocking their view of the street so someone is needed to direct them out of their driveways and to stop traffic on the street so they can safely pull out of their driveway. She described an incident where Ms. Hernstad was pulling out of her driveway and a driver travelling down the street at the same time did not want to stop for her so they drove up over the median to go around her and proceeded on their way. Parking is one issue they are dealing with but speed is another. The speed limit on their street is 25 mph but drivers are going much faster than 25 mph. The speed of the

cars travelling down the street and the cars parked on it are making it difficult for mail carriers to deliver mail to resident mail boxes. All of their mail boxes are blocked by cars that never seem to move.

Darryl asked them if the 2-hour parking time limitation will cure their problem. Ms. Buchbinder responded that cure is a large word, she just hopes it will subside a bit. Drivers parking in a time-limited parking spot may be more cognizant of getting ticketed.

Tom asked her how many parking places on the street will be affected by the time-limited parking. Ms. Buchbinder responded there were maybe 6-8 parking places in front of her home but it would depend on the size of the cars. It would be more or less at other houses on the street. The area of the new parking time limitation is between Scenic Place and Sugarman Drive. Patrick calculated perhaps 15 houses are in that zone with around 3 parking places apiece depending on the size of the driveways mean around 45 parking places may be affected.

Patrick recalled that parking time limits were installed in another location in the Cliffridge-Glenbrook area for the same reason they are requesting them, UCSD parking, and perhaps that drove the parking onto La Jolla Scenic Dr. North. Ms. Buchbinder responded that it was a direct result of UCSD closing down some parking lots. A woman in the audience responded that installing parking time limitations on La Jolla Scenic Drive is just going to move the problem into another location.

Brian read the email from City Traffic Engineers indicating that 72% of the property owners supported this proposal however, the religious facility (Congregation ADAT Yeshurun) north of Sugarman did not want to sign the petition so the posted signs will end at or before their property line. The signs will be 2-hour Mon-Sat, Sundays and holidays excluded, 8am-6pm.

Including Saturdays in the parking time limitation bothered Ms. Hernstad and she asked that Saturday not be included in the parking time limitations. She requested the parking time limitations specifically for Monday through Friday. Patrick asked why the Congregation ADAT Yeshurun (*8625 La Jolla Scenic Drive North*) did not want to sign her Petition. Ms. Hernstad responded they were concerned with the Jewish High Holidays and its for that reason she does not want to include Saturdays in the parking restriction. She is Jewish too and does not want to be penalized for congregants not having a place to park on Saturdays.

**Motion to Approve 2-hour parking time limitation between 8:00 am to 6:00pm Monday through Friday excluding Saturday, Sunday, and Holidays, for the section of north bound La Jolla Scenic Drive North on the East side between Scenic Place and Sugarman Drive: Tschirn, Second: Ryan 7-0-0**

**Agenda Item 1: No Right Turn (Cont'd Item) - Request for posting of 'No Right Turn' from 4pm to 7pm on north-bound Torrey Pines Rd at Roseland Drive (Karen Marshall) Action Item**

Continued from May Meeting. At the May 16, 2018 Meeting Ms. Marshall submitted to the Board a Petition for her No Right Turn traffic sign that had typed Names and Addresses but no authenticated signatures. This Petition she gave the Board is just a copy of the original Petition that does have original signatures that she sent to Oscar Cortes at the City but the Board has no confirmation or any documentation to back up the City's approval for her traffic sign. She is missing two key components: the signed Petition of her Neighbors and documentation that it was approved by the City. She was advised to return to the June Meeting with her Petition of authenticated signatures and back up documentation that the City approved her request.

The Board did receive an email from Oscar Cortes, City Traffic Engineer stating the Traffic Engineering Division will recommend installing the 'No Right Turn' sign as long as 75% of the affected properties were in agreement, and the Board subsequently received the email from Noor Kasto verifying that the Petition had the adequate signatures needed to move forward with the installation:

*Good Morning Karen,*

*To follow up on our earlier conversation, Traffic Engineering Division will recommend installing the "No Right Turn" sign at specific times (3PM-7PM) From Torrey Pines to East Roseland Drive as long as we have 75% of the affected properties in agreement with this change. Keep in mind, that the residents will be affected by this change as well as they won't be able to perform a right turn either to East Roseland Drive.*

*Thank You,*

*Oscar Cortes Associate Engineer – Traffic*

*Hi All,*

*I completed the petition verification for the No Right Turn sign onto Roseland Dr from Torrey Pines Rd. The petition has adequate signatures and we met the minimum approvals needed for this location.*

*Thank you, Noor*

The Board does not have the Petition with original signatures although Ms. Marshall said she left it on the table with the emails from Oscar Cortes and Noor Kasto. The email documentation is on the table but the Petition is not. Ms. Marshall cannot locate them on the table and thinks she left them in her car. The wording on the Petition has become an issue after Tom received a phone call from a Resident who signed the Petition.

A Resident on Roseland who asked Tom for anonymity told Tom he signed the Petition only after wording was put into the Petition itself that there would be a requirement that the Residents on Roseland would not be subject to the penalties for making the right turn. The Resident made it clear to Tom that is the only reason why he signed the Petition. The email from Oscar Cortes is clear that the Residents on Roseland would be affected by the No Right Turn sign and now that Resident is very upset.

Ms. Marshall said there were one or two Residents that did not sign her Petition but 85% of the Residents on the Street did sign it so it would be unfair not to get her sign because of one or two people. Patrick explained to Ms. Marshall the problem with her Petition. If some Residents on Roseland signed her Petition believing they would be excluded from the No Right Turn restriction and would be allowed to make the right turn then her Petition does not agree with the City. The Board needs to see the Petition and we need to see the signature sheet that the Residents on the Street signed to make sure there is not anything on that Petition that would cause Residents to believe they were exempt from the restriction.

Darryl told Ms. Marshall that if one person signed her Petition believing he could make the right turn then perhaps there are other Residents who also signed her Petition believing they could make the right

turn. Ms. Marshall is showing the Board a copy of a Petition that she says she used and it does not have any wording that says Residents can make the right turn. She did not do anything dishonest but Darryl clarified there may be confusion over the Petition not dishonesty. Sheila is advising her that perhaps her survey might need to be updated with the understanding that everyone that has signed it also is agreeing to the fact they will not be able to make the right turn.

The Board is unable to obtain her Petition with signed signatures. Patrick asked Ms. Marshall to read the phrasing on her Petition. Ms. Marshall read “ the Residents of East Roseland Drive and Roseland Place La Jolla California 92037 are requesting a No Right Turn sign between the hours of 3:00pm to 7:00pm on the corner of Torrey Pines Rd and East Roseland Drive. This will stop some of the through traffic and speeding Monday through Friday”. Ms. Marshall is insisting this is the Petition she used for her sign. Tom told Ms. Marshall the Resident who contacted him signed a Petition that exempted the Residents of Roseland from being penalized if they make the right turn on their Street. He told Tom he would not have signed that Petition if that had not been included. Tom is advising Ms. Marshall there is another Petition which is the one he signed that has that wording, that Residents of the Street would be exempted from the restriction. Sheila asked Ms. Marshall to get her Petition from her car and Ms. Marshall left the room

**Betsy McClendon** of East Roseland Dr. is an independent interior designer. She enters and exits East Roseland drive 3-4 times a day. She lives just 100’ from Torrey Pines Road. She would have to sit in that traffic through two more sets of traffic lights and wait through back up traffic going up Hidden Valley Rd to Via Capri every night just so she can go home through the back end of the street. There are 25 Residences between Torrey Pines Road and Ms. Marshalls home that will be forced to sit in traffic through the Throat and two more sets of stop lights and in back up traffic all the way up Hidden Valley Road. The No Right Turn restriction will add more traffic in the Throat. Ms. McClendon left a message for Ms. Marshall that the No Right Turn will create a hardship and she could not support that Petition. Ms. McClendon did not realize she would have to campaign to all of her neighbors against that sign.

**Kerri Smith** is also a Resident of East Roseland Drive. She did not see the Petition and she has a difficult time understanding how 85% of Residents on the Street could knowingly sign that Petition understanding what was before them. That sign will add 10 additional minutes to get through the traffic lights and go around to the back end of the Street. It will add stress to their commute and to the Throat.

Darryl tells them that if one, or three, or perhaps more were under the impression that they will be excluded from the restriction, which the City cannot do, if that is what they were told and they signed the Petition believing that then the document has no validity. That is a cause for concern. Ms. Smith has asked the Board if they could be given more time to have an opportunity to talk to their neighbors because she really doubts all of the Residents on the Street would willingly sign it.

Ms. Marshall returned to the Meeting without the Petition. She is insisting she gave it to the Board and asked Brian if he put it in his briefcase. She does not know how it could have disappeared.

Brian summarized what the Board has at this point; we have the emails from the City certifying the signatures on the Petition and the agreement from City traffic engineers that the No Right Turn can be installed because the criteria was met, we have two Residents from East Roseland Drive opposing the traffic sign citing hardship, we have an unknown Resident who called Tom and told him he signed a Petition that had wording on it exempting Residents from the traffic restriction, we do not have Petitions that anyone signed. Darryl considers the request from Kerri Smith and Betsy McClendon to

allow them some time to talk to their Neighbors about what it is they believed they signed. Until the Board is satisfied that 85% of the Residents of East Roseland Drive understand the ramifications of that No Right Turn sign; that they are not exempted from the No Right Turn, the Board cannot take any Action on it at this time.

**Motion to Continue to July Meeting to give Residents of E. Roseland Drive the opportunity to come before LJT&T and say this is what everyone understood when they signed the Petition and they understand they will not be excused from the No Right Turn onto their Street: Tschirn, Second: Brady 7-0-0**

**Agenda Item 2: All-Way Stop at Olivetas and Sea Lane Intersection-** City endorsed change in response to a resident request (Ira Parker) **Action Item**

Resident Ira Parker came to our Board and noted during Public Comment a safety problem at the referenced intersection. As a result, Dave referred the matter to City Transportation Staff and their evaluation concluded an all-way stop was warranted:

*At the request of a member of the community, we evaluated the intersection of Olivetas Avenue and Sea Lane for the installation of stop signs. This email is to inform you that this intersection met the criteria established in Council Policy 200-08 for the installation of all-way stops. (Council Policy 200-08; In order to get a Stop Sign established the City has a checklist of features and characteristics for the intersection and traffic engineers assign points, called warrants, to these various characteristics. An Intersection needs 20 points to warrant a Stop Sign).*

Mr. Parker described the intersection of Olivetas Ave and Sea Lane. Sea Lane is a one -way lane starting at Sea Lane Beach and heading east towards La Jolla Boulevard. There is a Stop Sign on Sea Lane at the corner of Olivetas Ave. Olivetas Ave runs parallel to La Jolla Boulevard going north-south. There is a Stop Sign on Olivetas at Sea Lane heading north bound towards Pearl Street. There is not a Stop Sign on Olivetas heading south bound towards Windnsea. Drivers coming up Sea Lane and stopping at Olivetas Ave mistakenly assume that drivers on Olivetas heading south bound have a stop sign, which is not the case. For safety reasons there needs to be a Stop Sign on that side of Olivetas Ave heading south bound making that intersection a three way Stop. Mr. Parker has lived near that intersection for over 25 years and has seen impaired drivers, road rage and near misses. He spoke to Dave at one LJT&T meeting and then spoke to City Staff. City Traffic Engineers evaluated the intersection and expedited proceedings for the Stop Sign. It appears there should have always been a Stop Sign on that side of Olivetas heading south bound.

Tom commented that there is the Stop Sign on Olivetas heading north but there is a Yield sign on the street heading south. Mr. Parker advises that the Yield sign is not at the intersection with Sea Lane but at the intersection with Marine Street.

**Motion to Approve All-Way Stop at Olivetas Ave at Sea Lane Intersection: Brady, Second: Tschirn 7-0-0**

**Agenda Item 3: Taste at the Cove-** Request by San Diego Sports Medicine Foundation for Temporary No Parking on Coast Blvd adjacent to Scripps Park for the 17<sup>th</sup> annual event on Wednesday August 29, 2018 (Kira Finkenberg) **Action Item**

Dr. David Chao is presenting for Kira Finkenberg.

The 17<sup>th</sup> Annual Taste of the Cove will be held on Wednesday, August 29. The event is the signature fundraiser for the San Diego Sports Medicine Foundation. The mission of the San Diego Sports Medicine Foundation is to provide a medical safety net for injured youth with limited financial means in order to return them back to health, life and sports.

Dr. David Chao advised the Board that nothing has changed from previous years events. The City asked them not to do everything on the day of the Event out of respect for the neighbors so they unload the bigger equipment the night before, the remainder of the load in on the actual day of the Event and load out the morning after the Event. They request No Parking on Coast Boulevard adjacent to Scripps Park beginning the afternoon of Tuesday August 28<sup>th</sup> 12:00 PM for set up of the larger equipment; Wednesday August 29 the actual day of the Event, until Thursday morning August 30 for final load out and clean up. Valet Service by Ace Parking will be provided for everyone who requests the service.

Dr. Chao clarified that the No Parking are for the parking spaces adjacent to Scripps Park directly across from La Jolla Cove Hotel and Suites. One side of the No Parking is for their Load in and Load out and the other side is for Valet Service, they will need parking spaces to keep the cars off the Boulevard.

Tom asked Bill Robbins about the Event being in the Park. Bill responded there have been some issues with limo's and valets parking in the Lifeguard parking spaces but it gets worked out. There is a walk through the day before their Event and Event Planners are very cooperative. Bill stated they try to keep the Park open for everyone and Dr. Chao clarified they use only one portion of the Park. Their footprints are not huge.

Sheila asked about the Event spanning three days. Three days of No Parking will cause a significant impact to the businesses located in the area. Dr. Chao explained that they need three days for the load in before the Event, for the day of the Event, and then for load out the day after their Event. Their Event starts at 5:30 pm until 8:30 pm. They are mindful of the noise generating from their load out being in close proximity to La Jolla Cove Hotel and Suites so they load out the morning after their Event. Bill supported what Dr. Chao is saying about the noise. Load out is noisy, the Hotel is directly across the street and all noise has to stop at 10:00pm not leaving the Event much time to load out. Its also beneficial to load out in the daylight so they can see things that may have been missed in the dark.

Brian asked about the parking closures on the map extending to what appears to be La Valencia and Sheila is also concerned about the amount of parking spaces that is needed over those three days. The map showed parking closures around the restaurants in that area which was a cause for concern. Dr. Chao explained those additional No Parking areas on the map is just the overall arrangement for one afternoon. They will not need the additional parking spaces the day before the Event or the day after the Event but those three days have to be covered in the Event permits to avoid confusion over what day and time they will actually be needed. Dr. Chao clarified only the La Jolla Cove Hotel and Suites will feel the most impact and they sponsor their Event.

**Motion to Approve Taste at the Cove request for No Parking on Coast Blvd adjacent to Scripps Park for the 17<sup>th</sup> annual event held on Wednesday August 29, 2018: Tschirn, Second: Warwick 7-0-0**

**Agenda Item 5:** Nominations from the floor for positions of Chairperson, Vice Chairperson and Secretary:

Chairperson: Dave Abrams nominated by Tom, second by Nancy  
Vice Chairperson: Brian Earley nominated by Patrick, second by Darryl  
Secretary: Donna Aprea, nominated by Nancy, second by Tom

Election of Officers take place at the next Regular Meeting in July.

**Agenda Item 6: Report from Transit Subcommittee (Cont'd Item)** Status update from Group exploring possible use of funds for Shuttle Bus to Mid-Coast Trolley and possible changes to La Jolla bus routes (Dan Allen) **Discussion Item**

Dan is unable to attend our Meeting but provided his subcommittee report which Brain read to the Board and Audience Members:

*MTS will begin formal process of feeder bus planning for the extended Trolley (aka Mid-Coast LRT, Blue Line extension, north line Trolley, MCT) in August. Community input will be part of the process. A list of cognizant L J community groups would be helpful.*

*The extended Trolley will significantly alter transit patterns in the La Jolla, North University City and Pacific Beach areas now served by Route #30. A "game changer".*

*Some changes will necessarily wait to see what develops spontaneously. MTS had problematic experience with initial bus route changes when the east line Trolley began operation in 2005.*

*That the L J Community Plan addresses shuttle service to and from the extended Trolley is acknowledged.*

*SANDAG is working on the 2019 Regional Transportation Plan (RTP).*

*MTS's feeder bus planning will be based on no increase in overall bus funding. (Maybe this is an issue for the community to address; possibly through the RTP.) There will be some savings if the extended trolley supplants Route #150. Greater frequency of bus service than generally experienced now would not be expected.*

*Feeder service to and from the southern end of La Jolla would at first glance seem to use the Balboa & Morena trolley transit center. However, there is the huge problem of efficiently (as far as travel time) getting through the intersection of Garnet & Mission Bay Drive.*

*For northern La Jolla, including the village center, the most direct transfer to the Trolley using the existing Route #30 appears to be the V.A. stop. The closest as the crow flies will be the Nobel stop, which could be served by a re-routed #30. A problem is that the V.A. and Nobel stations are not transit centers. Their designs do not provide easy bus transfers. The alternative of transfer at the UTC transit center is that it sends the bus rider and the Trolley rider in out of the way directions, thus lengthening transit time for most trips.*

**Adjournment:** 5:23 pm

Next Meeting: July 18, 2018

Respectfully Submitted: Donna Aprea, Secretary