

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday January 16, 2019

Members Present: Dave Abrams (Chairperson) LJCPA, Brian Earley (Vice Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Erik Gantzel BRCC, Ross Rudolph LJSA, Natalie Aguirre, LJVMA

Members Absent: Patrick Ryan BRCC, Aaron Goulding, LJVMA

Approve Minutes of: December 19, 2018 **Motion to Approve: Earley, Second: Gantzel 7-0-1** (Aguirre)

Public Comments on Non-Agenda LJ&T Matters:

Stephanie Jernigan- requesting to be on next month's Agenda. She has been working on a Petition for speed humps on Westbourne. Her Petition has been accepted by the City and the Fire Department and now she just needs our vote. Dave asked her to send him her Petition Forms.

Mike McCormack- lives in La Jolla Shores and is questioning why there are no pedestrian crosswalks on Avenida de la Playa at Paseo del Ocaso. Traffic comes off La Jolla Shores Blvd, there are two restaurants and a lot of traffic in the area so there should be a pedestrian crosswalk. Second comment about a gap in the k-rail on Torrey Pines Rd between Prospect and Coast walk. He observed a gentleman walking by that gap and he tripped and hit the k-rail. The lighting is such that you cannot see that gap there and that is a concern. Company did a lot of work to protect the houses from cars flying off the road but it is also a tripping hazard to pedestrians. Dave will make a call to Downtown and alert the Traffic Engineering Department.

Melinda Merryweather- is requesting to be put on next month's Agenda to remove a crosswalk at the end of Playa del Norte. The crosswalk leads to a hedge across the street with nowhere else to go forcing pedestrians to illegally cross at Neptune, at the curve, where drivers cannot see them. Melinda will bring plans on where a new crosswalk will be located. Dave advised it's not really a crosswalk more like a stop line but Melinda responded that pedestrians believe it

is a crosswalk and cross there. Dave asked Melinda if the Board is being asked to eliminate a crosswalk that does not exist and Melinda responded yes. He will contact her for more information.

Ann Dynes- Chair of La Jolla Parks and Beaches comments about the improvements on Coast South from Jenner to the Museum of Contemporary Art down to the tip of the island at Coast and Coast South. It's a stunning improvement to the area but it will become a speedway and eventually there will need to be traffic calming so it's something LJT&T will have to consider. Secondly, LJP&B Inc has been working with the City on La Jolla branded bicycle racks like the ones that were installed at the Children's Pool. They received funding from La Jolla Community Foundation to purchase some La Jolla branded bicycle racks and some plain ones and because of the City's Climate Action Program Plan, City staff will install these bicycle racks. Ann believes that our Board should be tasked with identifying where these bicycle racks should be installed throughout the Village. Dave will follow up with Ann to determine if a subcommittee needs to be formed.

Ira Parker- comments that the blinking yellow lights at the crosswalks on La Jolla Boulevard are an improvement but they are giving pedestrians a false sense of security when crossing. He informs the Board that drivers are not stopping for pedestrians in the crosswalks even when the lights are blinking. He is requesting that LJT&T ask the City if the yellow blinking lights could be switched to blinking red lights like the ones on Torrey Pines Rd. Dave responded that blinking red lights act like a stop sign because it stops the flow of traffic and to meet the requirements of a stop sign the intersection would have to warrant a certain number of points. Dave will follow up with Ira to explain in further detail.

Due to a timing issue Sally Miller requested to be heard first.

Agenda Item 5: Resident Request for Clear Zones- on Nautilus Street at Avenida Manana, Avenida de la Reina, and Aranda intersections (Sally Miller) **Action Item**

There is a light at Avenida Mirola and it is very effective in getting the children safely across the street to Muirlands Middle School, but the cars jam the Intersections all along Nautilus going up and coming down the hill. It is common sense to keep intersections clear but nobody does it especially in rush hour traffic and school opening and closing. The Keep Clear signage in the intersection will

serve as a reminder for drivers to keep the intersections open for side traffic to enter.

Brian asked for clarification on Clear Zones and Dave responded that 'Keep Clear' signage will be painted in the middle of the intersections.

Mike McCormack in the audience for Agenda Item 4 questioned the legality of Keep Clear zones versus painted stop lines. Painted stop lines at the intersection would be more effective keeping cars out. Dave responded LJT&T is only an Advisory Board. Whatever recommendations we make is sent to the City for analysis and they make the determination if and where it is appropriate.

Sally is also requesting a Keep Clear Zone for Avenida de las Pescas but it is not on the Agenda and Dave advised to just try for the three streets now.

Motion to Approve and recommend that the City explore/institute Keep Clear Zones for the Intersections of Avenida Manana, Avenida de la Reina, and Aranda: Brady, Second: Warwick 8-0-0

Agenda Item 1: Resident Request to Remove Parking Spaces (Cont'd Item) - on north and south bound Fay Ave at Pearl Street Intersection (Frances Zimmerman)
Action Item

Fran was not present at the December Meeting so Dave read her concerns from her email:

If you want to improve traffic flow around town, you should eliminate street parking on northbound Fay Avenue from the parking lot of Ortho Mattress to Pearl so that cars can easily turn right onto Pearl (as well as go straight or turn left when they are backed up at the light on Fay. There is now heavy traffic on Fay in the afternoons. Ditto there should be no parking on Fay southbound from the liquor store (Bevmo) to the corner of Pearl. It is impossible to turn right on Pearl when cars are lined up at the Fay/Pearl traffic light. Cars there should be able to go straight, turn left on an arrow or turn right easily.

The Board recognized that Fran's suggestions would ease traffic flow on Fay Ave however past experience with removing parking spaces in front of Businesses without consulting them results in Business Owners appearing before LJT&T to get them back. Tom is opposed to someone making a suggestion to give up parking

spaces and then not show up at the Meeting to discuss it or even going to the Businesses affected by the loss and asking them how they feel about it. He offered a Motion to deny the request to remove the parking spaces with Donna seconding it. Nancy asked if instead of a Motion to deny the Board make a request that we would like her to return with a Petition for further discussion. Tom and Donna agreed to amend the Motion to a Continuance.

Fran returned to the Board with a copy of a Letter she hand delivered to the Managers of Ortho Mattress and Bevmo advising them of her request to remove two curbside parking spaces each on Fay Ave northbound at Ortho Mattress and Fay Ave southbound at Bevmo to improve the flow of permitted right turns on Pearl Street heading east and west. Each location has a lane marked with a right turn arrow but it is often impossible to access it when the Pearl/Fay traffic light is red because parked cars prevent the free flow of right turning traffic.

Fran invited the Business Managers to meet with the Board to discuss the loss of the parking spaces but both seemed disaffected by the matter and are not here at the Meeting.

Mauricio Medina, Council Rep to Barbara Bry, spoke about this Intersection being included in the Mayor's Vision Zero Plan (Zero Traffic Related Fatalities and Severe Injury by 2025) due to number of traffic accidents.

Beatriz Pardo questioned Mauricio about the kinds of traffic accidents at the intersection. Mauricio responded that he was not sure of specific accidents. She is very concerned about removing those parking spaces for fear that it will increase the speed of the cars making the right turn and put pedestrians in danger. That is the only drawback she finds to removing those parking spaces.

Tom is very opposed to removing parking spaces from Businesses without a Petition. He wants to see, in writing, they do approve of it or they don't approve of it. Dave clarified that Ortho Mattress and Bevmo have their own dedicated off-street parking lots as required by City regulation. They do not own those parking spaces on the street and have no inherent right to them, that is the City right of way. Ortho Mattress and Bevmo should not have veto power on our action in this matter.

Tom is opposed to removing them without getting some input from the La Jolla Village Merchants Assn. and from the owners of the businesses that will be directly affected by it.

Nancy proposed allowing cars to park in those spaces some of the time; certain times of the day or on weekends. Restricting them to part time parking is one possibility to keeping the parking spaces available during quiet times.

Erik noted that there is a parking lane on First Avenue Downtown that is dedicated to the flow of traffic between 4p and 6p and really helps to move traffic along. Fran believes by restricting parking in those parking spaces it will confuse people and result in parking tickets. Erik is not concerned by the loss of the parking spaces since the parking lots of Bevmo and Ortho Mattress are never completely full of cars.

Erik offered a Motion to recommend supporting the removal of two parking spaces each on northbound Fay at Ortho Mattress and southbound Fay at Bevmo and Natalie seconded his Motion, however, after some board discussion on how those parking spaces are used on weekends, especially on Sundays when the Farmers Market is open, the Board leaned towards restricting the parking spaces to weekend use only. Dave reminded that whatever the Board decides to do the City is going to make the final determination on the request. Erik and Natalie amended their Motion.

Motion to recommend restricting two parking spaces each on northbound Fay Avenue adjacent to Ortho Mattress and southbound Fay adjacent to Bevmo at the Pearl Street intersection to weekend use only: Gantzel, Second: Aguirre 7-1-0 (Brady)

Agenda Item 2: Resident Request for Lighting of Pedestrian Crosswalk (Cont'd)- on Fay Ave at Genter Street (Diane Wall) Action Item

Diane Wall presented to the Board a Petition with roughly 250 signatures requesting safety measures in the form of a lighted pedestrian crosswalk on Fay Ave at Genter Street. She followed up on her Petition with several videos documenting that drivers are not stopping at the stop signs in front of the crosswalks. In one video a driver turning right on Fay from Genter proceeded through the stop sign and narrowly missed a pedestrian in the crosswalk.

In addition to submitting the Petitions and the videos several parents with their children are here to support Ms. Walls attempts for the lighted crosswalk.

Dave explained that at a previous Meeting the Board approved lighting for a crosswalk on Girard at Silverado and the City denied the request due to the 4-way stop signs at that intersection. The City stated their position that the all-way stop signs afford sufficient protection for pedestrians and adding lighting would be superfluous. Fay at Genter also has 4-way stop signs at the Intersection.

Natalie asked Dave if all four of the crosswalks at the Intersection of Fay Ave at Genter Street could be painted the same for a more uniform appearance. Two crosswalks are striped but two are just parallel lines and visually to a driver they do not look the same and may not be treated as crosswalks.

Ross noted that in the videos drivers are not complying with State Law that they must stop for pedestrians in the crosswalk. It appears to be an enforcement issue and if drivers started to be cited for it they would be less likely to ignore the stop signs.

A neighbor of Diane, Beatriz Pardo, speaks to the lack of enforcement in the City. Many pedestrians use that crosswalk included many children and that crosswalk is a concern. Natalie suggested that they contact the School Police and the School Police will contact the San Diego School Police and they will come down and write tickets. Natalie pointed out that it might help if the crosswalks were repainted to look like crosswalks .

Another woman in the audience has children attending Muirlands Schools and she sees drivers go through those stop signs all the time. She does not believe simply repainting the crosswalks will help the situation at that intersection. If they cannot get lighting for the crosswalk then she is suggesting signage like School Zone or Slow Down.

Dave pointed out that if drivers are ignoring Stop Signs, they will probably ignore blinking lights. Dave will convey to the City the Board's concern about this particular location especially due to the proximity to the Schools and the clear problems that exist and perhaps the City can suggest other measures.

Several other parents also spoke to the hazard of crossing the street at that intersection, calling it an accident waiting to happen, and asked the Board to try really hard to make it safer for pedestrians.

Nancy asked if the Intersection could be considered in a School Zone. The City might consider flashing School Zone lights. Natalie asked Ms. Wall which crosswalk was the worst and she responded the crosswalk at Genter.

Rachel, another parent attending the Meeting, added that she believes the anxiety increased at that intersection when the City turned it into one lane coming from Nautilus to Fay and when that happened the anticipation and anxiety of the drivers brought on more aggression and dangerous driving. Drivers do not yield to pedestrians or mothers pushing strollers in the crosswalk and she avoids that area. Andrea noted that Gillespie School will be expanding in that area.

Tom offers a motion to approve the lighted pedestrian crosswalk but add to it bringing back the left turn lanes. There used to be a left turn lane on Fay that the City eliminated when they restriped the area and that may be the cause of all the problems at that intersection. Parents used to be able to drive down Fay and turn left at Genter to drop their children off at La Jolla Elementary. The left turn lanes need to be reinstalled.

Ross asked how close to a School does a crosswalk have to be to have yellow striping instead of the white striping. Yellow striping in a crosswalk is more eye catching. Dave does not know but will ask the City to review that potential.

Ross asked what the Motion is that we are voting on and Dave responded the lighting of the pedestrian crossings at all four crosswalks. Ross asked him if there is anything like that in San Diego where four crosswalks in an intersection have blinking lights. Natalie advised to ask for two of them on the sides where the Schools are.

Dave asked Ms. Wall how many lights she wanted on the crosswalks and Ms. Wall responded two but the most important one was for the southern end of Genter at Fay.

Ross has a problem with the request for lighting at all four crosswalks when we know they will be turned down by the City but Nancy clarified some of the crosswalks may be considered to be in a School Zone.

Motion to Approve request for Lighting of the Pedestrian Crosswalks on Fay at Genter intersection with added consistent restriping of all four crosswalks; added School Zone signage; and reinstallation of left turn lanes on Fay Ave at Genter north and south bound: Brady, Second: Warwick 7-0-1 (Rudolph)

Agenda Item 3: Report from Transit Subcommittee - Proposed Resolution regarding Shuttle Service from La Jolla to new Trolley Line Extension Stations (Dan Allen) **Action Item**

At the December LJT&T Meeting Dan spoke about the MTS project which is to establish shuttle service between various neighborhoods and the new expensive trolley system. The trolley system is over 2 billion dollars and there is not one cent in it for connector service to La Jolla Village. There are no changes currently planned to the Bus service and that will not be in La Jolla's best interests. He attended a Workshop on the Shuttle Service and the connections to it but he was told currently there is no planning for any shuttles to La Jolla although they were trying to work something out. Dan asked the Project Managers if we (La Jolla) would have a chance to comment on it and he was told we probably would. A Shuttle to the Trolley is in La Jolla's Community Plan and the Number 30 Bus could be replaced with a Shuttle bus. He suggested the subcommittee meet up to discuss some proposals for the MTS project committee. Dave, Tom, Erik and Dan make up the LJT&T MTS shuttle subcommittee. The committee met and developed two Resolutions to submit to the MTS planning staff for the Mid-Coast Trolley Feeder Bus Study:

Proposed LJT&T Resolutions:

#1 – LJT&T requests that its parent organizations; La Jolla Community Planning Assn, La Jolla Town Council, La Jolla Village Merchants Assn, La Jolla Shores Assn and Bird Rock Community Council adopt the following and forward text of the resolution to the San Diego Metropolitan Transit System (MTS), to Mayor Kevin Faulconer and to District 1 Councilmember Barbara Bry:

Access to the Mid-Coast Trolley will have the potential to enhance circulation to serve residents, visitors and employees to La Jolla's commercial center,

recreational areas and community facilities. Its utilization will have the potential to reduce auto traffic congestion in La Jolla, to improve the availability of public parking and to reduce the community's carbon footprint. Members of our La Jolla Traffic and Transportation Board have participated with the MTS Mid-Coast Trolley Feeder Bus Study.

Consequently, we ask that plans be prepared and resources found to provide shuttle or feeder transit service to link central La Jolla with the Trolley, as identified as an action in the 2014 La Jolla Community Plan and Local Coastal Program Land Use Plan.

#2 - LJ&T submits the following to the MTS planning staff for the Mid-Coast Trolley Feeder Bus Study:

We ask that plans be prepared and resources found to provide shuttle or feeder transit service to link central La Jolla with the Trolley, as identified as an action in the 2014 La Jolla Community Plan and Local Coastal Program Land Use Plan.

Shuttle service should recognize the geography of La Jolla and connect the northern part of the La Jolla community plan area with the optimal Trolley stop to the north and connect the southern part of the La Jolla community plan area with the optimal Trolley stop to the south.

A plan to consider is one where the present Number 30 bus is repurposed as the La Jolla shuttle. It would run from the Balboa Trolley station to the Nobel Trolley station through Pacific Beach and La Jolla along the present route of the Number 30 bus but avoid circulating on the UCSD campus before reaching the Nobel station.

In order to expand transit use in La Jolla, consider a secondary shuttle, reestablishing the bus route many remember from the 1980s that served Mt Soledad running to/from Nautilus St and La Jolla Blvd via Nautilus St and Soledad Mountain Road from/to the Balboa Trolley station.

Motion to Approve both Resolutions as put forth by the LJ&T MTS subcommittee: Brady, Second: Gantzel 8-0-0

Agenda Item 4: Resident Petition for Speed Humps- On Paseo del Ocaso between Calle Clara and Vallecitos (Richard McCormack) Action Item

Michael McCormack, Richard McCormack's son spoke about his father's request for Speed Humps on Paseo del Ocaso and submitted a Petition for them. Twelve of the fourteen property owners on the street signed his Petition. He explains that traffic heading south on La Jolla Shores Drive towards the intersection with Torrey Pines Road is using Paseo del Ocaso to cut through on their way to the Village while others use it to sneak back into the traffic line from Paseo Dorado. Paseo del Ocaso and surrounding streets are classified as Low Volume Residential Streets but in actuality they are experiencing high daily traffic volume. The weekday afternoon/evening commute and beach day exodus cause traffic back-ups from the traffic light at the intersection of Torrey Pines Rd and La Jolla Shores Drive to well beyond Vallecitos. Speed of the diverted traffic well exceeds 30 mph.

The street is not designed for this kind of traffic and it is getting worse with residential, commercial, tourist, University, and office growth. It is 30' wide with parking on both sides of the street and is just not wide enough for the safe passage of two cars at high rates of speed. He is proposing two speed cushions on Paseo del Ocaso between Vallecitos and Avenida de la Playa to target the speed of traffic to 15 mph.

Grace McCormack describes Paseo del Ocaso, the street that she lives on, as extremely dangerous and hazardous with drivers exceeding the speed limit while all kinds of pedestrians are in the middle of it. She really wants the speed humps to slow the traffic down. She will be requesting a change to the speed limit at a future Meeting.

Tom advises the McCormack's his understanding that the City's position on speed humps is that they are not an effective traffic calming measure, however, the speed humps recently installed on Draper Ave have proven to be quite effective at slowing traffic down and he believes the City's opinion may change as more speed humps are installed and traffic begins to slow down as a result.

Erik is in support of them and hopes that success in slowing traffic down spreads to other parts of the Shores. He has driven on Paseo del Ocaso and agrees it can act as a racetrack. Erik believes speed humps are needed throughout the Shores but for now he will support the need for them on Paseo del Ocaso.

Motion to support two speed humps on Paseo del Ocaso between Vallecitos and Calle Clara: Gantzel, Second: Aguirre 8-0-0

Agenda Item 6: HOA Petition to Alter Parking Hours- Aveline HOA Request to increase parking time limit on portions of Silver Street and Draper Ave from two to three hours (Dr. Allan Churukian) **Action Item**

Allan Churukian, President of the Aveline HOA is requesting that the 2-hour parking time limit on the north side of Silver Street and east side of Draper Ave adjacent to the Aveline development be increased to 3-hour time limited. Residents are provided with Garage parking but not Guest Parking. There are unrestricted parking spaces in front of the Bishops School across from Aveline but those parking spaces fill up very quickly.

Residents of Aveline have come to live in the Village from other places and they are retired or semi-retired individuals who choose to have people come and visit them at certain hours of the day. Their guests are coming over and getting ticketed and very regularly. Their guests are elderly and having to move their car every two hours is creating hardship. Residents feel that one extra hour will meet their needs in terms of having Guests or Services that needs to be done on their units.

Dr. Churukian acknowledges that there are 2-hour time limited parking spaces surrounding the Aveline Development on Silver and Draper Streets but he believes that they should have special consideration because they are requesting an increase in the parking time limits to improve the quality of their life as residents.

Dave asked for clarification on how far down Draper Ave the extended time limit would be in effect and Dr. Churukian responded the increase would affect the east side of Draper only adjacent to Aveline. He did not approach the staff of the Tennis Club to ask them if they wanted to be included in the extension, he is just targeting Aveline.

On Silver Street there are four parking spaces that would remain 2-hour time limited with a short driveway separating them from Aveline begins and is targeting for the extension. Half of one side of Silver Street would be 2-hour time limited and the other half would be 3-hour time limited. Dr. Churukian is targeting just the parking spaces adjacent to the Aveline property line.

Natalie offered the Motion to Approve converting the 2-hour parking time limits to 3-hour time limited for the Aveline development but during board discussion began to doubt the practicality of honoring the request. Once we change the parking time limit for this request the flood gate will open and everyone will be asking for a change in parking time limits. As a Merchant with direct customer interaction she understands how confusing the various parking time limits are throughout the Village. In one block radius of where she is located there is a 1-hour, 2-hour, 30 minutes, 90 minutes, and a 15-minute parking time limit and the variations in the times causes confusion. She now believes it is not a good idea to change the parking time limit for one half of a street.

The Aveline Development is in a Commercial area; it was formerly an annex of the Post Office and a veterinarian office but is now residences. The Library is down the street, a school is across the street and businesses are right around the corner. Natalie pointed out to Dr. Churukian that the Aveline 3-hour time limited parking spaces may end up being used by employees. Dr. Churukian is aware that can happen; down the street construction on the Museum started and that was his concern that construction employees will use them.

Dave asked Dr. Churukian about the City response to his request to convert the time. Dr. Churukian responded that Noor Kasto told him it was doable but it starts with the petition process which he has completed and is now submitting the Petition to LJT&T for Action. Dave asked Natalie if she wanted to amend her Motion and she declined, preferring to see how it plays out with the City.

Motion to Approve converting 2-hour parking time limit to 3-hour parking time limit adjacent to the Aveline Development on portions of Silver Street and Draper Ave:

Aguirre, Second: Brady 8-0-0

Adjournment: 5:30 pm

Next Meeting: Wednesday February 20, 2019

Respectfully Submitted: Donna Aprea, Secretary