

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
ANNUAL Meeting: October 15, 2024
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

Patrick Ryan BRCC
Erik Gantzel BRCC,
Bill Podway LJVMA
John Bauer LJTC
Tom Brady LJCPA
Mike McCormack, LJSA
Ross Rudolph LJSA,

Members Absent:

Dave Abrams LJCPA
Jason Peasely, LJMA,

Approve Minutes of August 20, 2024:

First: Bill Podway

Second: Tom Brady

Vote: Approved 4-0-2

Abstain: Patrick Ryan, Mike McCormack

Chairperson Report:

Board Overview and Mandate

It's comprised of volunteers from the La Jolla Community Planning Association, the CPA, the Town Council, the Merchants Association, the La Jolla Shores Association, and the Bird Rock Community Council. We consider matters affecting La Jolla streets, primarily striping, stop signs, traffic calming, as well as parking. We also deal with special events, one of which is the first agenda item today, events that affect parking and traffic.

New rules being considered for Virtual meetings

I learned at the last CPA meeting that the CPA, the Community Planning Association, is working with the city of San Diego to clarify the rules regarding virtual or hybrid meetings. And there is a potential that we could end up in a situation where we are authorized to have hybrid meetings, meaning a meeting that's partially in-person and partially virtual, subject to certain conditions,

like a certain number of people have to actually be present at the meeting. I'll report on that to this board as it progresses.

Options for Speed humps

Also, I wanted to share something that I learned over the past month or two. First of all, I didn't learn that there's an epidemic of speeding. I've known that for a while.

But because of that epidemic of speeding on our streets, we get requests for speed bumps, which are now known as speed road humps, I'm sorry. They used to be called speed bumps and then they were called speed humps and now they're road humps. There's an online portal that the city has for entertaining requests for road humps.

So in my neighborhood in Bird Rock, a resident reached out wanting to see if they could have road humps on their street. And it turns out that before it comes to our board, it goes to the city. So if any of you are interested in having road humps in your neighborhood, I can point you to the online portal for requests for road humps.

And after the city evaluates them and determines whether they're appropriate for the location, it will come to our board for consideration.

Public Comment:

Jeanette Williams: Bird Rock Music Festival

My name is Jeanette Williams. I'm a resident of Bird Rock and the Bird Rock Community Council is part of the Birdstock, which is the music festival happening this weekend. So I just want to invite everyone to come and bring your friends and family.

The road on the La Jolla Boulevard is closed. There's signage up and all that good stuff. So just welcome everyone and thank you.

I think you all helped us get there in the process. So much appreciated. Yes, please attend.

All the proceeds go to the elementary school, which, once again, Bird Rock loves our elementary school. Thank you.

Mary Soriano: Autonomous Vehicle Testing

We'd like to invite traffic and transportation to the La Jolla Town Council November 14th meeting that would have to do with the autonomous vehicles. We're looking to introduce this autonomous shuttle that's ADA compliant, that has a program looking at the population of our

baby boomers, including my age, in the next decade or two, to shuttle people from the shores to the village and to Bird Rock, potentially probably the corner where La Jolla Farms meets La Jolla Village Drive, for those in that area. But they will be presenting November 14th. They're already in talks with SANDAG.

Mission Hills is testing, looking into it as well. They're already established in L.A. and I think San Francisco. So it'd be nice if we can figure out if this is something that the community can handle and move forward with, possibly, a mobility plan.

Mary Soriano: Filling vacant LJTC seat on T&T Board

LJTC is looking to fill the seat vacated by Nancy Warwick. If the board is primarily one gender or a certain race or something, I'm going to execute with what City had initiated as part of the reapplication of community planning groups of diversity, inclusivity, and equality. So that's where my first approach is going to be.

Action Item: Request for Temporary Street Closure – Indian Wedding Baraat (Procession) – Proposed street and parking space closure on Friday, April 25, 2025, to accommodate a procession on Coast Blvd., between Girard Ave. and La Jolla Cove Hotel and Suites.

Presented by: Ishita Vyas

I'm the wedding planner for a wedding that's occurring at the La Jolla rooftop, which is part of the La Jolla Cove Hotel and Suites on Coast Boulevard.

And they're having a wedding, I know it's still farther out, **on April 25th, 2025**. They're contracted to have their wedding there, and we're submitting this permit, which we submitted with the Special Events Department of the city, and we've also spoken to them as well.

We want to start on Girard Street with the street closure, and then go on to Coast Boulevard, and then end right in front of that crosswalk, which takes everybody to La Jolla Cove and Suites. They're just going to be going upstairs to the rooftop.

We submitted the application, and honestly, it's been about two months with the city. We also recently were told that there's a car show happening that weekend.

We have recently discovered that the Concours is on at the same time - which the venue didn't inform us, so unfortunately, it's a religious ceremony, we can't just cancel it. So we are in talks with the city as well regarding this.

Option 2:

We're trying to figure out how can we make that happen. But I think for the purpose of this committee, I believe the street closure is what we're concerned about, and how do we go about getting approval for that?

Eric Gantzel: The option two that's been presented is just uphill from Goldfish Point. I'm assuming it's right around where the Cave Store parking lot is, and then follows Coast Boulevard all the way down to the La Jolla Hotel and Suites.

LJ T&T Board: There's no parking starting the Wednesday, which is coast from the cove to Girard. That's no parking 8 through 10 p.m. Sunday, April the 23rd.

So no parking at all on that street, which works against you, but also potentially for you. And this only street closure is at least in 2023 was the same area, but it was only on the Sunday. There were no street closures on the Friday and Saturday.

Ross Rudolph: Ultimately, we don't know what we can do to assist until the Concourse Committee comes to us with their proposal.

We strongly recommend you reach out to the LJ Historical Society and discuss your plans with them.

Action:

Motion to table this request until the applicant is able to connect with the LJ Concourse organizers

First: Patrick Ryan

Second: Bill Podway

Vote: 7-0

Action Item: Change loading zone and 15-minute spaces – Proposal to convert 3-minute passenger loading and 15-minute spaces at 7517 Cuvier St., to 2-hour or unlimited parking. Additional proposal to convert one parking space to handicapped parking in front of Prince Chapel's accessible entrance.

Presented by: Alicia Sims

Action:

Motion to postpone agenda meeting to November meeting or until presenter is available.

First: John Bauer

Second: Bill Podway

Vote: 7-0

Discussion Item: Crosswalks at Bird Rock Elementary – Proposed improvements to existing crosswalks at the intersections of Colima St./Waverly Ave. and Van Nuys Street/La Jolla Hermosa Ave.

Presented by: Eric Banatao

Erik Gantzel: I have photos that you presented at the last meeting. So I can circulate these, but basically I can tell you they reflect that the cars are behaving bad, drivers are behaving badly around Bird Rock Elementary, and parking in the crosswalks. And endangering kids and parents in the drop-off and pickup times.

Eric Banatao: In addition to that, it's not only the cars who might be parked in the corners, some people might contest that some of those red painted curves aren't really city related, that they're neighbor related, and those kinds of things. But as I had mentioned last time, it's kind of the drop-in from La Jolla Mesa coming down Colima, that sometimes can create some hazards in and of itself, because not only does it create the blind spots of the cars being on top, you can't see the smaller kids that might be shorter behind those parked cars legally.

And then there's also a lot of foliage and shade and different kind of signage, whether it be a pedestrian crossing or a stop sign, that are all obstructed. So I think the issue would be just trying to increase pedestrian visibility.

And so it would be useful to kind of signal that pedestrians are crossing, not only during the school day, but also there are plenty of weekend events at that intersection too, because it is a city-owned park when we're not in session. And so I'd like to make a request if possible for, you

know, and Emily's here perhaps to speak to it or in support of it too, but that RRFB installation at one of those pedestrian crossing signs, especially at Waverly and Colima.

Eric Gantzel: The issue of a four-way stop sign was brought to our board years ago. And I was not able to find out what prevented that from being installed. The two options, the two possibilities are the city decided it wasn't appropriate, was not an appropriate place to put a stop sign and or the local residents were opposed to it. I was not able to figure out which one.

Patrick Ryan: I was just looking at the meeting minutes from January, 2022. And Steve Hadley had said that it would need to be, it would need to meet the city's point system to warrant a stop sign. I think what usually happens with a stop sign, that certainly what we've experienced here is if it's being used for traffic control or speed control, it usually won't allow.

It's usually, the stop signs are usually used only in order to tell vehicles who has the right way rather than to try and stop any traffic and those kinds of things. That's where it usually fails. We have a crosswalk that has a flashing beacon and that was proposed in 2022 as well.

John Bauer: It's not just an issue for Bird Rock. The schools near our house, two blocks up from Fay and Genter, you have traffic backed up around the block, dropping kids off and picking them up. Plus you have parents knowing back doorways through the alleyway that use them as high speed bypasses to bypass everyone who decided that they wanted to follow social norms and line up properly. So you now have pedestrian and neighborhood safety issues everywhere where there's a school.

May I ask, have you spoken to any of the other schools in La Jolla? They're all suffering from this problem. Is there some kind of concerted program that all the schools can put together?

Eric Banatao: And so I'm trying to educate our community as much as I can, working in concert with Park La Jolla next door, showing them our kind of instructions. And people are, you know, that thoroughfare on Van Nuys, it is a speedway and people park illegally there even though they're not supposed to be parking in the alley. So there are just some aspects that happen there.

And for me, regardless of the hazards and the striping and whatever else, I just want visibility so that our kids don't get hurt.

Partick Ryan: So. Can I just make another comment? So in terms of sort of degree of difficulty, tree trimming, easiest. More signage, second easiest and cheapest and least approval.

Third, additional striping, although that's probably similar to signage. I would say probably your next simplest for approval, certainly on Van Nuys is additional speed humps because that whole stretch from the corner of the baseball cage all the way down, like there are no residents, it's just garages on Park La Jolla side and the school on the other side. No one's going to care if

there are speed humps there so you'd probably get that through pretty easily and the cost is pretty low, whether the city pays or you can independently fundraise and you'll probably at least get the least resistance for that.

And then a pedestrian activated beacon would probably be the toughest to get but on the Van Nuys and the Van Nuys just facing up the hill, they're pretty effective. I mean, you've used them on the boulevard. When you hit them, people tend to stop.

Eric Banatao: So what are some next steps or what are the conversations between the city and T & T or?

Erik Gantzel: Good question, so this was a discussion item so we're not going to take a vote on it today. I've already reached out to the traffic engineer to ask him about the RRFB. So I'm waiting to hear back from Gary about those.

Discussion Item: Roundabout at Via Capri and Senn Way – Presentation of ideas to improve existing roundabout at Via Capri and Senn Way.

Presented by: Ali Fakhimi

Presenter did not attend so no discussion on this topic.

Discussion Item: Passenger Loading Zone in front of the Living Room – Discussion regarding the recent addition of a 3-minute passenger loading zone in front of the Living Room, 1205 Prospect St.

Erik Gantzel: This is something that's been successfully resolved directly with the city without needing to go through us.

They're going to take away the 3-minute loading zone paint, and then it will look like everything else on Prospect, which is two hour unpainted curbs.

Ross Rudolph: So it'll be regular?

Erik Gantzel: Regular two hour parking. Right, and the signing has not changed.

Discussion Item: Start Time for La Jolla Traffic and Transportation Board Meetings – Discussion regarding later start time for LJ T&T meetings.

Presented by: Erik Gantzel

Erik Gantzel: I This is a discussion about the possibility of changing the time of this board meeting to later so as to accommodate board members and the community.

I can tell you that Dave Abrams, who is on a ship right now, told me that he prefers keeping it at 4 p.m. And so I just wanted to, it's not just the board members. It's the members of the community who come and need to have a time that's convenient for them too.

Patrick Ryan: My comment is, I've been on this board for 18 years. And it's always been too early for me because it's a volunteer thing. I think we have to assume that the people who cycle through potentially have jobs.

If that's the case, finishing in time to get somewhere by four is pretty early. I know a lot of community meetings like this tend to happen in the evening for that reason, because you're hoping that people won't have to take time off work. So that would be my only comment, is I would always err on the side of making it later if possible,

There is a standing conflict with the DPR meeting that makes it difficult for the community and some other members of other committees to make it to T&T board meetings.

Patrick Ryan: We've changed it in the past, from Wednesdays and Thursdays, at various different times over the years, and settled on Tuesday, because other things have moved around, and we've had to fit in a slot, and I think that the other conflict hasn't been, has only somewhat recent. I don't know when they moved that meeting,

Bill Podway: What about the day? Is Tuesday not a good day? because DPR does meet every other Tuesday, so it's always got to be- Second and third Tuesday.

Patrick Ryan: We've changed it in the past, from Wednesdays and Thursdays, at various different times over the years, and settled on Tuesday, because other things have moved around, and we've had to fit in a slot, and I think that the other conflict hasn't been, has only somewhat recent.

We've moved it a bunch of times, and it ended up back here, but it's always been at four. It's always been at four, right. Whether it was, I think, a Thursday initially, many years ago, and then it went to Wednesday, and I think Dave may have moved it to Tuesday.

I think board members change over time, but the primary point of it is a community meeting. So if you would ask me how to rank it, as much as I would like the time later, I would still say it all comes down to who in the community can attend to present issue they're having with traffic and transportation, and who else in the community can come to support or oppose and assemble. I would say that's the number one choice that would drive me in making a decision on when the time should be.

Adjournment: 5:27pm

Next Meeting – November 19, 2024

Respectfully Submitted: John Bauer, Secretary

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