

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: January 18, 2023

Due to the COVID-19 public health emergency, LJT&T meetings are being held temporarily as online Zoom video/voice teleconferences.

Members Present: Brian Earley Chairperson LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA

Members Absent: Dave Abrams, Vice Chairperson LJCPA, Natalie Aguirre LJVMA

Approve Minutes of October 19, 2022: Podway, Second: Gantzel 7-0-0
(Brady not available to Vote)

Chairperson Report: Agenda Item 5 “Confessions of a Recovering Engineer: Transportation for a Strong Town” the Discussion Item will not be heard tonight. It will be rescheduled to the March Meeting. Diane had another commitment and is unable to attend the Meeting.

LJT&T received an assignment from LJCPA to monitor traffic issues from a construction project, known as The Davidson Project from the start of the project, while it is ongoing, and after it is completed. This Project was heard at LJCPA in October and Representatives from Casa De Manana were concerned about the effect the next-door project would have on its Residents and insisted that pedestrian and vehicular traffic be monitored during and after construction. LJCPA Trustee Brian Will offered to act as a liaison between The Davidson Project and the LJT&T Board.

The Rains from the last 2 weeks created some very large Potholes that are large enough to cause physical harm to Pedestrians and Vehicles. He encouraged anyone seeing a large Pothole to take a picture of it and forward to *getitdone*.

Ross Rudolph- there are a number of Potholes on his street and the City fills them in but the Potholes reappear after a few weeks. Can we ask the City to use something that lasts longer. It’s kind of a joke that the City comes out and fills them in and they reappear after two weeks. **Brian** responded the City fills them in but there are fractures around them that continue fracturing after the pothole has been filled in. **Ross-** the material they are using just disperses and the pothole is back. Can we ask them to use something stronger.

Public Comments:

Melinda Merriweather-Requests to go on the February Agenda. They have a stall in their funding for the turnaround at Coast Walk. She is going to be asking the City to finally do a Study to define the public right of way on Coast Walk. It will be seven years since LJT&T Approved this turnaround which is funded. It has gone from one space to another, back and forth, finally the Coastal Commission got involved and she needs the City to define the public right of way. It has

never been done before on Coast Walk. The Coastal Commission thinks the turnaround is a good idea but they want the public right of way defined.

March 16, 2016, Agenda Item 6: Safety Improvements for Coast Walk: Melinda Merryweather Resident request to consider replacement of two existing parking spaces with a turn around and creation of two new parking spaces on the East Side. Melinda grew up in La Jolla and knows the history of Coast Walk. There used to be 6-8 parking spaces on the Street for Drivers to park and admire the views. They had plenty of room to turn around and exit Coast Walk back on to Torrey Pines. Many years ago, a resident on the street filled in 6 parking spaces with rubble and boulders and the parking spaces were lost. The loss of the parking spaces leaves no room for drivers to turn around and makes it hazardous for drivers to exit Coast Walk. Melinda is requesting that 2 parking spaces at the edge of the bluff be relocated to the east side of the street to create a turn-around where drivers can safely turn around to exit Coast Walk.

Dan Allen- Shuttle Bus to the Trolley. A little over a year ago the Trolley was put in Service to provide service to Downtown and Old Town up to North UTC. Communities in the area have been lobbying to have a shuttle bus connection between the Village and the Trolley. We wound up getting exactly what we asked for; Bus number 140 from Silverado and Herschel to the trolley stop at Balboa and Mission Blvd but no one used Bus 140. Ridership was abominable and the MTS is cancelling Bus 140 effective day after tomorrow. He thinks we should have an Agenda Item in the future to look at alternatives; the next best solution to get people to ride the trolley. The Number 30 could be tweaked a little bit so it becomes our shuttle bus to the trolley. Bus 30 has frequent ridership but this is for another Meeting. Brian asked him to contact him about going on a future Agenda.

Mike McCormack- was riding his Bike to run errands and it was a miserable ride. If people want to learn what the rules of the road are and the challenges of having an equitable environment for all pedestrians, bikers, and cars they should get on a Bike and start checking it out.

He was in the intersection of La Jolla Village Dr and North Torrey Pines Rd because Brian sent him something about Bikes in that area of the Left turn where a woman was killed (*Swati Tyagi June 2021*). It was very challenging biking from La Jolla Shores Dr over to the left side of the intersection with UCSD where she was killed but he ended up in the same left turn that she was in having to navigate big cars and fast traffic to get there. He wanted to know if UCSD was at this Meeting. When told they were not in attendance, he requested a copy of his public comment be sent to their Office. He wants to know why they are not here today. A woman was killed do you think UCSD has any impact on La Jolla's traffic and transportation. How about now that they have those monstrosities of buildings and parking lots right on that same corner where he was just now. They need to explain what they are doing to the La Jolla Traffic and Transportation committee. He asked them to be here for next month's Meeting and coordinate with the City of San Diego to explain what is happening up there. It is a nightmare for Bikers.

Agenda Item 1: La Jolla Concours d'Elegance 2023-Request for Temporary Street Closure and No Parking on Portions of Coast Blvd between Cave St and Girard Ave for Annual Event April 21-23, 2023 (Laurel McFarlane, McFarlane Productions) Action Item

Timeline: April 20-April 24, 2023

Set up will begin in the park at 6:00 AM Thursday, April 20, 2023, Friday, April 21, Saturday, April 22, and Sunday April 23

Friday, April 21, 2023 – La Jolla Concours d'Elegance Friday VIP Party from 6:00 PM to 10:00 PM.

Sunday, April 23, 2023 - La Jolla Concours d'Elegance from 9:00 AM to 4:00 PM

Sunday, April 23 to Monday April 24 - Breakdown from 4:00 PM to Noon on Monday April 24.

No Park

Date: Wednesday, April 19th to Sunday April 23rd, 2023

Coast Blvd. from the Cove to Girard Avenue for production set up.

No Park 8:00 AM Wednesday, April 19th to 10 PM Sunday, April 23rd, 2023

Street Closures

Date: Sunday, April 23, 2023

Coast Blvd. will be closed between Prospect Street and Girard Avenue

Girard Avenue will be closed between Coast Blvd. and Prospect Street

above Street Closures will be from 3:00 AM to 8:00 PM on April 23, 2023

Ivanhoe will be closed from Prospect Street to Cave Street Sunday, April 23, 2023, from 5:00 AM to 9:00 AM

No Parks

Date: Sunday, April 23, 2023

No-Park Coast Blvd from Prospect Street to Ocean Lane

No-Park Herschel Street on the South Side between Prospect and Wall Street for ADA Parking

The Above No Parks will be from 3:00 AM to 8:00 PM April 23, 2023

No Park Ivanhoe from Prospect Street to Cave Street Sunday April 23, 2023, from 5:00 AM to 9:00AM

The Layout is the same as it has been in the past. One exception is the VIP Party will be taking place on Friday April 21 from 6:00p-10:00p. Changing the Reception to Friday will be good for the Village as it will encourage more people to come for 3 days instead of 2 days. It will also allow them more time to break down; the Concours is getting Larger and the Party is getting bigger and is requiring more time to set up and break down.

Seventeen Restaurants have signed on to provide Food for the Party so they are having a great turn-out. Lallier Champagne just signed on as a Sponsor and that Champagne is delicious to everyone who has had it. On Saturday they are going to do Porches on Prospect. All Porches will align on the East side of Prospect starting at Girard and wind down to (Prospect Place) although Laurel could not recall that street . They are not requesting any street closures for this small

event just no parking. There will be about 75 Porches from 5p to 9p parked on Prospect by Girard.

On Sunday the Concours will run from 9a to 4p. There will be the same road closure, Coast Blvd between Prospect and Girard, to allow movement of the Vehicles into the Park and that closure is only on Sunday. Once the Vehicles are in the Park traffic control will allow the flow of traffic. A change in the plans is that they used to use the Bridge Club for the VIP area and it was tight; this year they are going to move the VIP to the Park along the Ocean. The Bridge Club will become their entrance to the VIP area.

Brian asked about the Saturday No Parks on Prospect for the Porches. Laurel said they had 115 applications for the Porches but they narrowed it down to 75. Brian asked if there were problems with people walking in and around the cars. Laurel responded no problems on Prospect. The Porches will be parked parallel and people enjoy taking photos up next to them. Laurel has her Permits and the No Park signage to put out 72 hours in advance of the Event.

The Timeline starts Wednesday April 19 when Event staff chalks the Park for Placement and Production staff is there. The Park is not shut down; people are still walking through and Locals know that it is like a mini car show. Brian went through the map of their street closures but it is the same closures in place that have always been in place and they have traffic control up and down the streets that maintain a flow of traffic.

Lauren Lockhart is the Executive Director of the La Jolla Historical Society. The Concours d'elegance is the major fundraiser and support for the Historical Society. They are a nonprofit organization and they are celebrating their 60th year in La Jolla. Proceeds from this Event allow Programs including exhibitions, presentations, architecture tours, youth education, and annual community events such as the Secret Garden Tour of La Jolla and the La Jolla Concours d'Elegance. The Society consults with the City of San Diego regarding landmark designation of properties located in La Jolla.

Bill- he volunteers at this Event and moving the VIP Tent to the Ocean side will be beneficial because they have the ABC Regulation to contend with that you cannot have alcoholic beverages on the walkway that goes across to the Bridge Club and there was a lot of consternation about that last year. Moving it to the ocean side this year is a huge improvement. Also, she has more Security for the Porches on Prospect on Saturday evening. She always does a great job for this Event.

Motion to Approve La Jolla Concours d'Elegance 2023-Request for Temporary Street Closure and No Parking on Portions of Coast Blvd between Cave St and Girard Ave for Annual Event April 21-23 2023: Brady, Second: Podway 8-0-0

Agenda Item 2: Fay Ave Bike Path/ Michael D Brooks Memorial Bench Proposal-Installation of a Bench on this Public Right of Way in memory of Michael D Brooks; identify potential bench

locations along the Path, preferred bench design, maintenance, and contribution to the community. **Action Item**

Jim Neri:

My firm has been retained to develop conceptual plans for the installation of a bench on the Fay Avenue Bike Path in memory of Michael D. Brooks, a child of the donor who would fund the bench installation and maintenance and we are seeking your support.

I have met with members of the Fay Avenue Bike path group to identify potential bench locations along the path and they agree that this would be a suitable location and that this is the preferred bench design for the bike path. The bench fabricator is on the City of San Diego Park and Recreation approved materials list and similar benches are installed at Windansea Beach.

I have also reached out to the Bird Rock Community Council for their support and am waiting to hear back as to whether they would like a presentation.

Since the Fay Avenue Extension is technically a public right-of-way, I am contacting you to see if LJ&T would like to hear a presentation on this proposal at your January 18th meeting?

Jim Neri was approached by the Parents of Michael D Brooks about the possibility of installing a Bench somewhere on the La Jolla Bike Path as a way to memorialize their young child. They expressed a desire to have it near where children are playing because their child passed away young. There is an area on the Bike Path with swing sets hanging down from a Eucalyptus Tree and runs parallel with Dowling Drive that seems to be an ideal location and was preferred by the LJ&T Board.

Before he started on this project, he understood there were a group of people who were making improvements to the Bike Path and he identified Debbie Adams and Glen Rasmussen who are at the Meeting. He met up with them to look at other site locations and they identified 4 locations where a Bench might be placed. Currently there is an Existing Bench by Starkey Park (location one) and they looked at a placement at the end of Starkey Park where the Park goes up and meets the Bike Path at Draper (location two); further down by Palomar Street there is a clearing and they looked at that as another opportunity (location three). They were looking for locations that would have a view of the Ocean, over the Homes, and at the end of streets, so that they were not right next to private property.

The fourth location is the swing sets hanging from the eucalyptus trees and Jim looked at the option to create an accessible path of travel over to an accessible pad that could be located right behind the swings and then install the Bench on it so they have an accessible ADA required Bench. This location runs parallel to Dowling Drive. There is an access way to a driveway and the Residents were contacted; they were in favor of the location so they do not oppose it. The Bench is further away from the Bike Path, although not hidden from it, and also away from nearby homes

Jim explained the ADA Path would be installed with GraniteCrete paving material. They just improved the picnic area in Scripps Park with GraniteCreek where the Concours will be held. GraniteCrete looks like decomposed granite but it acts like concrete. It is a no maintenance type of surface that is accepted by the City. It would be a 4' wide Path which is the minimum for ADA and come into a landing area where the Bench would be installed and by the Bench would be space for a companion seat for someone who may be in a wheelchair and there would be a 5' diameter turnaround in case they needed to negotiate the area. There would be space to do all of those things.

The Bench would be the same type of Bench that is at the foot of Palomar at WindnSea and would have a memorial plaque on the side to remember Michael D Brooks. The estimated cost of this proposal would be \$18k and the donors pledged another \$1k for its maintenance.

Brian asked if they received or do they need permits for this project. Jim responded they reached out to LJT&T first then will reach out to Bird Rock Community Council and once they have approvals they will reach out to the City Engineering Dept to ask if they have any objection to constructing this within the public right of way.

Patrick and Erik represent Bird Rock Community Council and Brian asked them if they had any thought or opinions. Erik responded children do ride their bikes in that area and the location would be perfect to sit in the shade. Patrick also thought the location was a good idea. His children also rode their bikes in that area and it is a great location for it

Mike McCormack- we should rename this something other than the La Jolla Bike Path considering pedestrians and dog walkers use it. This looks nice enough to sit but he suggests widening it more than 4' because one bike would take up the entire width of it. For scooters and people who want to walk past each other he would suggest taking another look at the width of that Path he believes it's too narrow at 4" wide.

Catharine Douglass- a couple of things make her nervous. The Maintenance Assessment District has just added dividers on a lot of the Benches in the Village to cut down on people sleeping on them. She is wondering if this Bench could have a divider. A kid could try to get a skateboard up there. Also, this might be an opportune place for people to set up a Camp and its very close to Children's swings. **Jim** clarified that the Bench will have a divider it just does not show up in his photo.

Suzanne Baracchini- likes the idea of the La Jolla Bike Path being renamed something else. She is concerned about the maintenance of the Bench. Once it is in and it is installed and it's looking all great who will maintain it. The Benches that Mr. Neri alluded to down in WindnSea are all poorly maintained and ill positioned so we do not want a repeat of that. Who is responsible and where is the money for maintaining the Bench.

Glen Rasmussen responded to Suzanne- the money would be deposited into an Account at the La Jolla Kiwanis Foundation and dispersed as needed. The Bench at the foot of Palomar has

been maintained by Park and Rec and it's in very good condition; it has not been refinished in a number of years and yet if you look at it the wood is very solid. When we did these wooden benches on Prospect and Fay years ago with Esther Viti we had a Bench Program and we found that refinishing these pieces of redwood cost about \$300 every 5 to 10 years so \$1000 we thought would maintain it for 15-30 years. It is not that big of a deal to remove the slats, refinish them, and put them back on.

Glen spoke about the status of La Jolla Bike Path. It is maintained by a Group referred to as Friends of *(the Bike Path)*. It has not been Incorporated hence they put all monies that are donated for maintenance of the bike path into the Kiwanis Foundation which is an established 5013C and they disperse it as requested in accordance with the wishes of the donors.

Catherine Douglass- is the \$18k for one Bench or 4 Benches. **Jim** clarified it is only for one Bench and the GraniteCrete Path. **Glen** responded there is only one Bench right now but there are other sites along the Bike Path being looked at for other Benches in the future.

Motion to Approve the Michael D Brooks Memorial Bench for location #4 by the Eucalyptus Tree and swings parallel to Dowling Drive: Gantzel, Second: Podway 8-0-0

Mr. Neri wanted to know if the other three site locations could be conceptually Approved now in addition to location #4 or do they have to be individually vetted each time; just in case in the future he has other donors who want to donate a Bench for the Bike Path. Brian advised him to return to LJT&T if he gets other requests for a Bench along the Bike Path.

Agenda Item 3: Request to Lower Speed Limit on La Jolla Blvd- Update Status from the Sept 2022 Discussion Item- Review Letter and Petition to Council District One and set course for further action (Harry Bubbins, Brian Earley) **Discussion Item**

Sept 21 2022 Agenda Item 4 Request to Lower Speed Limit on La Jolla Blvd- Concerned citizens requesting to lower speed limit on La Jolla Blvd as it approaches the traffic circle in the Bird Rock Community (Harry Bubbins).

Harry Bubbins- of Respect Bird Rock a local volunteer group, they do beach clean ups, bike to work day and he is a Member of BRCC. He started a petition to lower the speed limit on a section of La Jolla Blvd that is 35 mph. He is seeking to have that lowered.

The Speed Limit is 35 mph from Mission Bay Blvd right into the first Roundabout on La Jolla Blvd and it is higher than any other street in its vicinity: Turquoise to Colima 35 mph, Colima Roundabout 15 mph, Colima to Camino De La Costa 25 mph, North of La Canada 30 mph, Pearl St 25 mph.

There have been 250 collisions with one fatality. There was a traffic study done last year 2/23/22 that showed 1,138 vehicles were speeding over the 35mph just on that one day.

On 3/4/2020 94% of the vehicles were driving over 35 mph just in the one hour that the traffic was studied. Reducing Speed can reduce the number of fatalities and injuries. He has the Support of a Number of Businesses in the area and together they wrote a Letter to Council District One Member Joe LaCava asking for his support: Respect Bird Rock, Surf Lounge Repeat, West End Public House, The Metta Space La Jolla, Switchback Velo, San Diego Biking, San Diego County Bike Coalition:

January 4, 2023, Dear Councilmember Joe LaCava

Lower speed limits save lives and prevent injuries. The speed limit on La Jolla Boulevard in City Council District #1 between Pacific Beach and Bird Rock is too high at 35mph. This includes the well-trafficked but dangerous crossing at the world-famous Tourmaline Surf Park destination. 35mph is a higher speed than all the other commercial/residential streets that connect with La Jolla Boulevard, so drivers are encouraged to dangerously SPEED UP. All connecting streets have a lower speed limit.

- Mission Bay Boulevard = 30mph
- Turquoise Street = 25mp
- Loring Street = 25mph & 20mph.
- Colima Street roundabout = 15mph. (With no transition from 35mph.)

The above organizations and businesses in Council District #1 and active in San Diego support lowering the speed limit on La Jolla Boulevard. In addition, we have attached a list of over 200 people who signed the online or in person petition (<https://www.change.org/p/safer-speed-limit-on-la-jolla-boulevard>) to encourage you to take action to lower the speed limit on La Jolla Boulevard and make this street safer. Please let us know what actions your office will be taking to lower the speed limit on this stretch of La Jolla Boulevard in 2023. Thank you for your efforts to make our streets safer for all of us.

They have a Petition with over 200 people who Signed it and he included the Comments that were made. One measure he can utilize is the new State Law AB43 that allows municipalities to reduce the speed limit without any traffic studies and this has been used in other places. AB43 is mentioned in the City Council Operating Budget Priorities. It is also mentioned in District One Fiscal Year 2024 Budget Priorities: *Study Lowering Speed Limits on Vision Zero corridors using AB43 \$50k*. Los Angeles has already reduced speeds on 177 miles of roadway very soon after AB43 took effect. This is a Discussion Item and he hopes to move this onto an Action Item so that the Council Member feels empowered to go further with this effort.

Brian has communicated with City Traffic Engineer Gary Pence via multiple emails regarding AB43 and asked why hasn't San Diego been able to act on it as quickly as Los Angeles was able to. Email from Gary Pence Response to AB43 sent Thursday January 12 2023 which Brian read:

Based on the current speed survey and the current California speed laws (including AB 43 as it stands today), lowering the speed limit below 35 miles per hour between Colima Street and Loring Street would make the speed limit unenforceable. However, because the roadway characteristics on La Jolla Boulevard are different between the segments of Loring and Turquoise, and Turquoise & Colima, we are going to split the segment into two parts and conduct new speed surveys on each segment. Based on the results of the new speed survey

data, we may or may not be able to lower the speed limit. In addition, there are portions of AB 43 that have not gone into effect yet that may offer more opportunities to lower speed limits in the future, but we won't know until the law is fully defined

It is more of the same and it is disappointing but we are not our own governing body. Los Angeles has already acted on AB43 however we are still studying it.

Christina Giorgio- here to show support for Respect Bird Rocks efforts. She lives in the area and it is absolutely insane how people drive on the Street. It is a very popular surf area and these gigantic trucks with all their surfboards come barreling down La Jolla Blvd and then turn on Sea Ridge and it is just so dangerous. She hopes that creative minds can come together and make it a safer place for those in the Community.

Mike McCormack- he thinks the La Jolla Traffic and Transportation Committee should be making the request for where we want AB43 applied around our City and this is a classic example of a spot. We have that 85% that says 35 mph is it and we cannot seem to change that; that is not Strong Town. We need to be making the request to the City. The City is doing nothing; there is 4 billion dollars in the hole why are they even spending an iota on this. We have to make the request and have them respond to it.

Patrick Ryan- he is not a Traffic Engineer but he has served on LJ&T for a long time. He wants to give people some background on this specific issue that comes up every couple of years often on Cardeno and other Streets. Unfortunately, it is human nature people tend to drive the speed that they feel safe driving regardless of the speed limit; unless of course the speed limits are enforced. So, for sure you can change the speed limits to 30 or 25 but people are still going to drive their speed.

If you do a speed survey on Colima northwards on each of those next 3 locations that have been choked down by angle parking and roundabouts you will find because the streets have been narrowed people will drive much more slowly there. The issue from Loring to Turquoise and from Turquoise to Colima is the street is basically a 4 Lane Road that people feel comfortable driving 40 so this issue usually comes down to 2 things; one is greater enforcement of the speed limit and right now that is highly unlikely; the other is to create crosswalks, pedestrian refuge islands, angle parking and other traffic calming measures that are slowing traffic down in other areas.

Unfortunately, it's not a simple answer like lowering the speed limit. It's still 85% of drivers driving the same speed so if the speed limit lowers to 30 and 85% continue to drive 35 the police cannot enforce it.

Will Rhatigan- he is here for another Agenda Item but needs to chime in on this one because it's an important safety and relatable issue. Slowing speeds is a critical public safety issue and with the data Harry provided we know that speed is the greatest factor in whether someone survives a collision or not. We should try to get the speed limit lowered absolutely but as the

last caller mentioned getting that speed limit lowered is not going to solve the problem by itself. Some people will consider it but to slow down the traffic there needs to be some traffic calming measures into the roadway design. However in the next Agenda Item we are going to talk about some proposals for bikeways on that Street, and that is where there is some potential to lower traffic speeds.

Steve Hadley- Traffic Engineers have intentionally lowered speeds hoping to slow down the traffic long enough to do a speed survey then change the enforceable speeds on streets. That has happened with varying success. If LJT&T or LJCPA wants to go on record asking for a change in speed limits whenever that is possible in hopes of encouraging that; and also, being on the list when it is available, we will support this Group and the Community Planning Association. Whatever can help to bring us to Vision Zero or close to it.

Tom Brady – has a thought on this issue. There should be a requirement to change the way speed limits are enforced via cameras and radar being used. That would be an efficient way to bring drivers down to the speed limit. He does not see it getting much support from the Public. but he thinks the elected officials need to implement something that is required. And the way to do that are red light camera's. They are just not using the opportunity that technology has made available to us that are being used in other cities. **Brian** responded speed cameras are being used all around the Country but not in California. It was up for passage several years ago. (AB550 5/2021) but did not get through the Committee in Sacramento.

Mike McCormack- the problem with speed/traffic camera's pictures are taken and then it goes into the criminal system basically for misdemeanor traffic. His suggestion is to go after the car with a speed toll that gets paid on renewal or anything else that we already do for toll lanes, and bridges. We need to do it for speeders so it gets logged to the car. Drivers fighting a ticket can say they were not driving but it's the car we should go after; drivers know who is driving their car. A toll bill for speeding would act just like if a Driver goes through a toll road without paying, they get a Fine in the Mail. It would work like that. This didn't even get out of the Committee in Sacramento; even he would not have voted for that.

Catharine Douglass- she asked for a speed study on Torrey Pines between Vons/Pavillions and Prospect. They told her at a certain times 85% of drivers have to be going around the same speed. A speed study cannot give good information because for Torrey Pines at certain times it is either a parking lot or the Indiana 500. One offset the other so you need to go after the city and say you need to eliminate rush hour because it's the same on La Jolla Blvd. At times you can fly down La Jolla Blvd and at other times you are crawling. These traffic studies are inept at this point.

Agenda Item 4: La Jolla Blvd and Prospect St Bikeways- Request to have a Letter reviewed and position considered to the City of San Diego Bicycle Master Plan (October 2022 Discussion Item) and expand on updating future bike accessibility for La Jolla (Will Rhatigan, San Diego Co. Bicycle Coalition, Diane Kane, Trace Wilson) **Discussion Item**

October 19 2022 Agenda Item 1: City of San Diego Bicycle Master Plan - Two upcoming road projects that incorporate significant changes to existing conditions. La Jolla Blvd and Prospect Street will be modified to incorporate "bike lane" improvements per the Bicycle Master Plan. (Everett Hauser, City of San Diego Transportation Dept)

Will Rhatigan San Diego Bike Coalition, shared a Letter.

Dear Councilmember, La Cava,

We're writing on behalf of the La Jolla Traffic and Transportation Board and the San Diego County Bicycle Coalition to request the implementation of Class IV separated bikeways on La Jolla Boulevard between Gravilla Street and Mesa way.

At the October 19th, 2022, meeting of the La Jolla Traffic and Transportation Board, Everett Hauser from the Transportation Department presented plans to restripe La Jolla Boulevard as part of an upcoming slurry seal. The proposed striping plans would maintain the existing on-street parking and center turning lane, while narrowing the general-purpose travel lanes to 11' to allow for the addition of 5' bikes lanes with 2' buffers. During the meeting, several community members expressed concern that this design would create dangerous conditions for cyclists. First, this design creates a "door zone bike lane" situation, in which cyclists would be encouraged to ride in the area into which drivers open their driver's side doors. Second, this design forces cyclists to ride side-by-side with traffic traveling over 30mph— a situation in which any collision could potentially be fatal.

Indeed, research has shown that both of these design issues identified by the community are significantly dangerous. Studies have shown that while installing Class II bike lanes can eliminate 50% of serious crashes, installing Class IV separated bikeways can eliminate over 80% of crashes. That means that the proposed design for Class II bike lanes is up to three times as dangerous as the possible alternative of Class IV bikeways. Moreover, while no comprehensive data exists on the dangers of door zone bike lanes, studies from San Francisco, CA and Cambridge, MA have shown that 16-20% of all bicycle collisions in which the cyclist is not at fault are caused by drivers opening doors into the bike lane. Doorings are a significant danger, and designs that eliminate this risk should be pursued whenever possible.

Based on these concerns, the La Jolla Traffic and Transportation Board met with the San Diego County Bicycle Coalition on [DATE] to discuss possible alternative striping designs for La Jolla Boulevard. Together, with input from board members, we decided to propose the following alternative striping design, based on the available right-of-way: 8' separated cycletracks with 3' buffers, 7' parking lanes, 11' general purpose travel lanes, and no center turn lane.

Although we anticipate that there may be constraints regarding this particular section of La Jolla Boulevard, we would like to establish that the La Jolla Traffic and Transportation and the San Diego County Bicycle Coalition supports this design on all other sections of La Jolla Boulevard. Moreover, based on the clear safety advantages of Class IV bikeways over door zone Class II bikeways, we would like to state our preference for Class IV bikeways on high-volume roads in La Jolla wherever feasible.

Thank you for considering our recommendations. The La Jolla Traffic and Transportation Board and the San Diego County Bicycle Coalition are excited to continue partnering with the District One office as it seeks to make its streets safer for everyone.

Will Rhatigan-

At the LJT&T Meeting for October 19 2022 there was a Discussion with Everett Hauser, City of San Diego Transportation Dept, regarding the city planning new bike striping plans for Prospect St and La Jolla Blvd. There was a great discussion about what was liked about their bike plans and what was not liked and what they took away from that discussion was that most people were not quite satisfied and would like to see bike ways that offer cyclists more physical protection. At the Bike Coalition they want to see the safest bike ways that people of all ages and abilities are comfortable riding on, installed everywhere they can get them in San Diego

They had a Meeting with a few Members of our Committee about two weeks later to talk about some potential options. Diane Kane and Trace Wilson attended and he is not sure who on this Board attended. They discussed what some better alternatives would be for that stretch of La Jolla Blvd. He wanted to bring this Letter forward to the Committee based on the results of that Meeting to see if the Board would support a Request to the City for Class Bike 4 Bike plans.

The City proposed resurfacing La Jolla Blvd between Gravilla St and Mesa Way and what their proposal looks like is; there is street parking; small narrow bike lanes in some sections but nothing at all in other sections, very wide traffic lanes, and then a center turn lane. So what the city proposed, and this isn't somewhat of an improvement, was just to narrow those traffic lanes to 11', keep the center turn lane, install 2' buffers on each side of the bike lanes, and then have 5' bike lanes adjacent to the parking lanes. Although having bike lanes here is better than nothing this design creates a very serious risk for cyclists and the risk there is getting doored. When you have a narrow 5' bike lane adjacent to a parking lane and a driver opens their car door they are opening it directly in the path of the cyclist and although this may seem like a minor issue it is actually quite dangerous because you have a cyclist going 15-25 mph and they are riding into an immobile object and that impact can hurt or kill a cyclist.

What could be done differently and what they want to see installed is Class 4 Bike Lanes. A Class 4 Bike Way offers a physical separation between the bike lanes and the driving lanes. This would mean for La Jolla Blvd eliminating the center turn lane, widening the bike lanes and putting up some kind of barrier like concrete curbs or flexible ballers between the bike lanes and the parking lanes. There would be enough space between the parked cars and the cyclists that they would not be in the door zone. A great advantage to this design is it would calm traffic on La Jolla Blvd. Drivers drive faster when the Lanes are wider and when the road appears wider; by putting bike ways inside of the parking lanes you give drivers much less room to maneuver which encourages them to slow down. The benefits are cyclists are physically separated from the door zone and traffic will calm in the travel lanes. Cyclists still have the right to ride in the travel lanes under California State Law.

It is probably a little late to change the striping plan for the section of La Jolla Blvd between Gravilla and Mesa but the rest of la Jolla Blvd could be resurfaced in the following years and it would be very helpful to have La Jolla Traffic and Transportation support the Letter asking the City to install this striping design on the rest of La Jolla Blvd. This may be a faster way to calm

traffic on La Jolla Blvd than other physical traffic calming options because while crosswalks, curb extensions, and roundabouts are all major capital projects that takes years and years of planning; the City has what they call a quick build bike ways program which allows them to go into Streets, change the striping and install bollards without undertaking a major capital project so it can be done in a matter of months instead of years.

Patrick- this seems like a great idea pretty simple way to choke down traffic and it fits well with what Harry (Bubbins) was talking about in the previous agenda item. Is there any opportunity to allow turn lanes in this proposal. There are a lot of vehicles queuing up to make turns especially at the United Methodists Church. He is concerned eliminating the turn lanes would really choke traffic especially at School Drop Off and Pick Up times. **Will** responded it is possible. To do that they could narrow the bike lanes to 6" and narrow the travel lanes to 10' and eliminate parking in front of the turn lanes.

Ira Parker – it's a bit frustrating for him with regards to La Jolla Blvd; its piecemeal and the Board should seriously consider a working group inside the Committee to study the issue of bikes, speeding, and more parking to slow down traffic instead of doing this. He lives in the Barber Tract and they have the same problems. Its not really a good policy of this Board to just go piecemeal in having individuals actually generate the action. He is calling for this Board to set up a subcommittee and really study this.

Mike McCormack- we are being shown an idealized version of bicyclists getting 8' for their protected zone and then 3' for bollards and then you have cars with the same 7' wide space opening a car door; bicyclists are still going to get doored and this is a joke. The drivers of the world are going to be anxious to drive past people trying to parallel park and make left turns. This is going to create chaos with the cars so there needs to be more thinking on La Jolla Blvd and he supports the idea of a committee.

Bill- agrees with Mike- it is already difficult to parallel park on Pearl and that Street has turn Lanes. He thinks this just makes it to narrow. The only way it would really work is if parking were changed from horizontal to vertical parking. Parallel parking does not work with lanes that are too narrow.

Catharine Douglass- she drives all over San Diego and see's the bike lanes virtually empty. The bike coalition is very strong in San Diego but they are putting us in a position that is going to be deadly. Within these narrowed travel lanes there are busses that need to travel; these busses are not small, they are larger than vehicles. She thinks a subcommittee for La Jolla Blvd is an amazing idea and she hopes that it includes People who are not board members.

Barbara Dunbar-agrees with Ira Parker. There needs to be a subcommittee to look at this entire thing. She wants to point out La Jolla Blvd from Camino de la Costa North to Mesa Way has no parking alignment. It's No Parking so it's an area where the turn lane is definitely used. You have to look at the entire Boulevard and see where there is No Parking and where there is Parking and do an assessment based upon that; not on the assumption that there is Parking all

up and down the entire area because the 4 block area north of Camino de la Costa is an entirely different situation than is shown on Will's diagram.

Brian clarified that the City is proposing Class 2 bike lanes for La Jolla Blvd while the San Diego Bike Coalition is proposing Class 4 bike lanes. With a Class 2 bike lane cars are parked by the curb and the cyclists travel between the parked cars and the travel lanes. With a Class 4 bike lanes cyclists travel by the curb; bollards and parked cars protect them from the travel lane and prevent them from being doored. **Will** reiterated Class 2 bike lanes prevent 50% of cyclist crashes and Class 4 bike lanes prevent 80% of cyclists crashes according to nationwide statistics so that is the safety net they are looking for.

Donna- reminded that (*between 2019 -2021*) there was a subcommittee that studied safety issues on La Jolla Blvd. Erik was on that Committee as well as Dave and another LJ&T member (*Tom Brady*). It was not piecemeal; it was an extensive and intensive study Chaired by (*Ira Parker*) although Donna, in the Meeting, thought it was Chaired by Dave. The subcommittee proposed three pages of recommendations that the city discredited and chose just a few of their recommendations for further review. They kept the bike lanes and discredited just about everything else that subcommittee recommended.

Sept 19 2019 Agenda Item 2 Motion to Approve forming an ad-hoc sub-committee to study traffic calming and pedestrian safety issues on La Jolla Boulevard. The vision of the La Jolla Boulevard Pedestrian Safety Project focused specifically upon the comprehensive remediation of existing pedestrian safety issues and problems presently impacting the residents of adjacent neighborhoods bordering La Jolla Boulevard.

May 19, 2021 Agenda Item 3 the Board motioned to accept the LJ Blvd Pedestrian Safety Committee Report and Recommendations regarding pedestrian safety and enhancements on La Jolla Boulevard and forward to the City for review and implementation.

July 21 2021 Meeting Agenda Item 4 Ira Parker updated that Members of the La Jolla Blvd Pedestrian Safety Committee had a Meeting with City Traffic Engineer Gary Pence. Gary advised that from the extensive list of recommendations that was provided to the City the following are the items the City will evaluate and report back on.

Brian remembered that subcommittee and noted that LJ&T has lobbied dozens of ideas to the City; sometimes they are acted on most times they are not. There are active working groups right now. The Street Scape Enhancement Plan is being studied by the La Jolla Visioning Committee. They are looking at the future of the way traffic, pedestrians, and cyclists are going to be moving around the downtown (Village) area and there is a Plan for La Jolla Blvd unfortunately Diane Kane is not at the Meeting to speak on it. Brian is going to keep this as a Discussion Item but it can be brought back next month as an Action item. Brian has to check with the City if the San Diego Bike Coalitions' proposal is valid and workable.

Adjournment: 6:00 pm

Next Meeting – February 15, 2023

Respectfully Submitted: Donna Aprea, Secretary