

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Annual Meeting: Wednesday June 21, 2017**

**Members Present:** Dave Abrams (Chairperson) LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Brian Earley LJSA , Darryl Tschirn LJSA, Corey Bailey LJVMA, Aaron Goulding LJVMA

**Members Absent:** Tom Brady LJCPA, Patrick Ryan BRCC, Erik Gantzel BRCC

**Introduction of New Member:** The Board welcomed New Member Darryl Tschirn; he replaces John Kassar as the second representative for the La Jolla Shores Association.

**Approve Minutes of:** Wednesday April 19, 2017

**Motion to Approve: Earley, Second: Bailey 5-0-1 (Warwick) Goulding not available to vote.**

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

Bill Robbins asked about the status of the parking situation at the Cove. He informed the Board that the City went ahead and did what they wanted to do even though it was not approved by the Board. Bill is referring to Agenda Item 2 of the March 15, 2017 LJ&T Regular Meeting:

*Increase Parking Capacity on Coast Blvd adjacent to Scripps Park through Redesign. Proposal by City Staff for conversion of diagonal parking spaces to head-in on the north side of Coast Blvd adjacent to Scripps Park that will yield 7 additional spaces and a Commercial parking zone. Motion to Approve the conversion of diagonal parking spaces to head-in on the north side of Coast Blvd adjacent to Scripps Park that will yield seven additional spaces and the **one** Commercial parking space as approved in September 2016: Ryan, Second: Brady 7-0-0*

Bill reports that work began on the commercial zone parking spaces by the Cove and Scripps Park about a month ago. There are now 3 new yellow zone parking spaces. The new spaces are marked wrong, there is a wrong color on the lettering, there is no signage and the City is writing tickets on them. City Parking Enforcement came down and said they would send in a Deficiency Report because of the incorrect marking however tourists continue to get tickets. Bill informed the Board that the 4<sup>th</sup> parking space is half marked yellow and the other half red and is very confusing. City Staff reconfigured the four new yellow zone parking spaces to straight in and not angled parking but Dave responded that straight in parking was part of the agreement. Dave will contact the City to find out what happened to the Board's recommendation to convert just one parking space to yellow zone as opposed to the 4 yellow spaces that the City requested in September 2016.

Catharine Douglass last appeared before the Board in June 2016 to make a presentation on Stuck Trucks on Hillside Ave:

*Trucks are consistently getting stuck at the base of Hillside Ave when turning left on Torrey Pines Road to go up the hill to make deliveries. The trucks cannot navigate the sharp incline and*

*become stuck at the base of Hillside, causing traffic to become gridlocked on Torrey Pines. Ms. Douglass advised the Board that after numerous calls to Sherri Lightner's Office from residents on both sides of the streets new signage was installed. Signage now is in both directions. There is a new eastbound Sign going towards the Throat and the westbound sign going towards the Village is in the raised median where truck drivers can actually see it.*

It is the sign in the raised median where truck drivers could see it that brings Ms. Douglass back to the Board this year. Last year Ms. Douglass informed the Board that the new sign sitting in the raised median was not anchored strongly to its base. Ultimately this year some very strong winds blew that sign off the median where it was hit by a vehicle. She spoke to Eugene at the City about the sign not being installed adequately. The Sign, alerting truck drivers to the problems of navigating the incline on Hillside Ave, was never returned to the median where truck drivers can see it. On June 14, June 19, and this morning June 21<sup>st</sup>, Hillside Ave has had three stuck trucks that is causing traffic to gridlock on Torrey Pines Rd. Barbara Bry's Office is going to work on it but she wants LJT&T to be aware of the situation. Dave asked her to keep in touch with him on her progress.

Additional comment from Bill Robbins regarding the Fourth of July Fireworks Show. He saw signs up that Coast Boulevard will be closed on July 4th. He asked if Event Planners appeared before LJT&T for the street closure and informed the Board that they did not appear before Parks & Beaches. Dave responded that they do not historically appear before LJT&T although they probably should. Bill noted that many years ago the City took over the La Jolla Fireworks Show due to ongoing Lawsuits and perhaps this is the reason why they do not appear before local Boards.

No further public comments.

**Agenda Item 1: Taste at the Cove:** Request for Temporary No Parking on Coast Blvd. adjacent to Scripps Park related to the 16<sup>th</sup> annual fundraising event benefitting San Diego Sports Medicine Foundation on Thursday August 31<sup>st</sup> **Kira Finkenberg Action Item**

The 16<sup>th</sup> Annual Taste at the Cove will be held on Thursday, August 31<sup>st</sup>. 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.

Ms. Finkenberg 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 so they unload the bigger equipment the night before and the remainder of the load in and load out on the actual day of the event. They request No Parking on Coast Boulevard adjacent to Scripps Park beginning the afternoon of Wednesday August 30<sup>th</sup> from 12PM - 8PM for set up of the larger equipment; Thursday August 31 the actual day of the event beginning 6 AM until Friday afternoon September 1 12:00 PM for load out and final clean up. Valet Service by Ace Parking is used for everyone.

Board Comments began with Dave noting that they are taking up a lot of parking spaces on

both sides of Coast Blvd. Ms. Finkenberg responded they need one side for their equipment and the other side for Valet Service. The Valets use the Financial Building for parking. Nancy asked if it is the same No Parking request as last year and Ms. Finkenberg responded that nothing has changed from last year request. Darryl asked how many parking spaces will be taken and Ms. Finkenberg replied all of the orange cones on the Map that was presented to the Board. They need the parking spaces across the Blvd for Valets to pull in and park, so the cars are not on the street. Darryl asked her if they had any complaints from last year and there were no complaints from last year. Bill advised that they appear before Parks and Beaches and there are never any complaints from them.

**Motion to Approve No Parking on Coast Boulevard for the Taste at the Cove Event: Warwick, Second: Earley 6-0-0 (Goulding not available to vote).**

**Agenda Item 2: La Jolla Presbyterian Church Fall Festival:** Request for Temporary Street Closure of Draper Ave between Kline Street and Silverado Street related to a Fall Harvest Festival on LJ Pres Church Campus and the La Jolla Rec Center on Sunday November 5, 2017. **(Erika Hill) Action Item**

La Jolla Presbyterian Church is planning to host their 4<sup>th</sup> community outreach Fall Harvest Festival on Sunday November 5<sup>th</sup> at the La Jolla Rec Ctr and at their LJPC Campus across the street from the Rec Ctr. The Event time will be from 11:00am-1:30pm. La Jolla Presbyterian Church is requesting the street closure of Draper Ave between Kline and Silverado the entire day of the Event allowing 5 hours for set up before the event and 3 hours for clean-up after the event. The purpose of the street closure would allow food truck parking and also to provide safe and accessible street crossing for young families and all individuals attending the event between LJPC and the LJ Rec Ctr. They plan to set out 8 round tables for guests to sit and dine near the food trucks. There will also be a 20' fire line on Draper Ave down the entire block for emergency vehicle access.

Event Times:

Set Up on Draper – 6:00 AM

Event Start Time - 11:00 AM

Event End Time - 1:30 PM

Event Clean Up Time -1:30-4:30 PM

Ms. Hill provided the Board with letters of approval to close Draper Ave at Kline and Silverado on Sunday November 5<sup>th</sup> from La Jolla Pres Church's three closest neighbors who would be strongly impacted from the street closure. St James by the Sea, La Jolla Bed and Breakfast Inn, and La Jolla Women's Club all approved the street closure. There was a conflict with the Women's Club due to a wedding taking place that afternoon and the La Jolla Pres Church opted to end their event earlier than usual to allow for a quicker clean up and exit so they would not interfere with La Jolla Women's Club guests.

Nancy asked her if there was a difference in the start time of the street closure from last year and Ms. Hill responded that last year they closed the street at 8:00 AM which proved difficult at

that time since there were many cars already on the street. Starting the closure at 6:00 AM would be less stressful for their custodial staff.

Darryl noted that the Board has approvals from the three neighbors closest to the Church who are the most strongly impacted from the closure, but was there anyone else who might be impacted who would express disapproval of the street closure. Ms. Hill does not believe so but she only worked with the three businesses closest to the Church. She mentioned that other neighbors would like to be involved with it next year and she will work with them to include them in the event planning.

Corey reminded Ms. Hill of Richard Walker's suggestion from last year to involve more Merchants who are in the Restaurant business to participate in their Event. La Jolla Village Merchants encourages participation in La Jolla events. This is something Ms. Hill will do over the summer; reach out to those in the food industry and let them know Draper Ave will be closed for a certain amount of time and ask if they would like to be involved in it. She asked Corey if there was a day and time that she could come and talk to the Merchants Association. Corey advised her on how to get on their Agenda.

Brian asked Ms. Hill who physically goes out and closes down the street and Ms. Hill replied that she does. She puts out safety cones and traffic signs and then picks them up. The Church will be purchasing the safety cones and traffic signs from Acme Safety and Supply. This is an Event they wish to continue going forward and the Church can save money purchasing the equipment and setting up the street closure themselves. Nancy advised Ms. Hill on the new no parking signage LJ&T had been working on with the event and event dates clearly visible on top of the sign and no parking dates on the bottom of the signs to clarify for drivers when no parking actually begins. Nancy will send a prototype of the sign to Ms. Hill.

**Motion to Approve La Jolla Presbyterian Church Fall Festival temporary street closure of Draper Ave on Sunday November 5<sup>th</sup>: Earley, Second: Tschirn 6-0-1 (Goulding)**

**Agenda Item 3: Stop Sign Request per Council Policy 200-08 'Alternative Process'** 4-way Stop Signs for intersection of Draper Ave and Arenas Street requiring planning group consideration due to failure to meet City 'warrants' criteria **Andrea Russell Action Item**

Dave provided some background information. In order to get a four-way 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 criteria. An Intersection needs 20 points to warrant four-way Stop Signs. After evaluation and analysis the intersection at Draper Ave and Arenas Street scored just 12 points, far short of the 20 points they needed for their stop signs.

City Council Policy 200-08 allows for an 'alternative process' if the criteria is not satisfied upon re-evaluation. A community planning group may hold a public hearing to discuss the matter.

If the community planning group votes to support the stop signs then a City Council member may request upon written memorandum that the City Manager either install the requested stop signs or submit a report to City Council discussing why the stop signs are not recommended.

Andrea Russell is the main proponent for the Draper Ave at Arenas Street stop signs and is speaking on behalf of her neighbors. Ms. Russell refers to the need for traffic calming measures on Draper Ave between the area of Genter and Westbourne Avenues. Residents refer to this area as the Draper Freeway because of the speeds and dangerousness of the traffic conditions. Neighbors' primary concerns are to slow down the traffic. Ms. Russell refers to traffic calming measures approved for West Muirlands Drive such as the stop sign at the end of Fay Ave as well as traffic islands to slow the speed of traffic through its neighborhood streets. Draper Ave has over 20 blocks of residential roadway beginning at Rosemont St and ending at Prospect St and she is requesting similar traffic calming measures. Draper Ave residents are not tethered to the 4-way stop signs, however they are asking for the Board's help to determine the best way to go about resolving a dangerous and growing problem.

Draper Ave Residents believe there are inconsistencies with the traffic evaluation. **First**, the speed profile study shows that 85% of drivers are speeding through the intersection. In a family neighborhood even speeds 5-10 miles over the limit is significant. **Second**, it awards a point system to prior accidents but very specific types of accidents that the city takes into consideration which is right angle accidents. It does not take into account other accidents that have occurred. There have been 5 accidents since 2011 where parked cars have been hit along the area. They are often not factored into the point system because they are not reported to the Police. **Third**, there are special considerations that should be taken into account. It was noted that the Church was given a point because it is a Church but there is a very busy public high school, access way to Pearl Street shopping district, in-home day care, a child care facility at the Church, Tennis Courts, Library, Rec Ctr and the only two playgrounds in the Village are located at either end of Draper Ave. These amenities were not assigned any points. **Finally**, the highest pedestrian volume point that was assigned was 15, one point for 15 pedestrians, however in the study itself the pedestrian high that was counted was actually 76 and bicyclists was 34. Residents consider those high numbers for Draper Ave. Ms. Russell created an online petition for the stop sign that was only active for a short time but 41 neighbors and community members signed her petition in that time frame showing neighborhood support for the traffic sign.

Dave begins Board discussion by explaining that installing stop signs in locations where they do not belong or is not warranted is not a good idea. There is a reason why the City recommends against it. It oftentimes creates more of a safety hazard than it solves. Dave pointed out that there are many stop signs up and down Draper Avenue as well as traffic lights at Pearl Street so

there are traffic measures already in place. If too many stop signs are installed it creates its own traffic hazard.

Nancy's understanding of stop signs is that it is the first go-to solution for Residents when there is a problem with speeding; but she points out there have been a lot of studies that show stop signs can make streets less safe. It becomes a hazard if the stop sign is considered unwarranted by the Driver; they will simply roll through it or ignore it all together. Another finding in the study of stop signs is that speeds increase directly before and after a stop sign to make up for what Drivers consider an inconvenience of having to slow down or even stop.

(The study Nancy referenced is "*Speed Control in Residential Areas*" by the Institute of Transportation Engineers). 4-way stops signs are usually installed when two major intersections come together and is not appropriate for Draper Ave at Arenas St. She believes we should problem solve in a different direction from stop signs.

Aaron spoke of the young student drivers in the neighborhoods and in his neighborhood parents put out Slow-Children Playing signs as a Warning. That may be something they would want to consider for the Draper Ave neighborhoods.

Nancy asked Ms. Russell was it mostly students and residents who are the problem or is it the tourists. Ms. Russell responded that there is a 6 block stretch between two stop signs and it is probably correct that Drivers are speeding through that stretch to make up for lost time. She informed the Board that Mauricio Medina (Representative to Barbara Bry) and his partner sat with Ms. Russell and watched the traffic on that 6 block stretch of Draper Ave between 6:45 and 7:00 AM but actually the hazardous traffic conditions is throughout all hours of the day.

Nancy suggested perhaps installing a crosswalk or going to the High School and making a public announcement to their students on the importance of driving safely in the school neighborhoods.

Darryl asked Ms. Russell if other attempts were made to try to cure the problem in some fashion. Ms. Russell explains she had a traffic survey analysis done a couple of years ago for the 4-way stop sign but that was the only thing she knew what to do. That traffic survey also did not pass. Ms. Russell compared the results of the last traffic study with the results of the current traffic study and there were increases, the points did go up but they still fell short of the criteria that was needed for their stop signs. Darryl asked about the 41 signers on her petition having a legitimate complaint for traffic calming measures and he asked Dave what are some of the solutions that might be available to them if it is not a 4-way stop. Dave responded that the City does have various other means of slowing traffic down such as speed bumps, chokers, roundabouts and warning signs.

Corey spoke to the volume of Residents appearing before T&T suffering from the same hazardous traffic conditions that Draper Ave is experiencing and requesting traffic calming measures about every other month. Whenever LJ&T approves a traffic calming measure for a street, it diverts traffic onto other streets that may not be equipped to handle the large volume.

Drivers are looking for the quickest easiest routes and stop signs on Draper at Arenas could possibly divert traffic to Eads and so on.

**Motion: that lacking supportive information to warrant a four-way stop sign installation at Draper Avenue and Arenas Street intersection, but recognizing a speeding problem on Draper, we request the City investigate and implement other traffic calming measures at this location: Warwick, Second: Earley 6-0-1 (Tschirn).**

**Agenda Item 4: Addition of Stanchions to Outline Striped 'No Parking' Area where Playa Del Norte meets Neptune Place Elizabeth Green Action Item**

Elizabeth Green lives at One Neptune Place, where Playa Del Norte meets Neptune Place at the Beach. She is appearing before the Board regarding a triangular area in the street that is striped for No Parking that has been largely ignored. Vehicles are currently able to access and illegally park in the large white striped area at the bottom of Playa del Norte (one-way westbound) where it terminates at Neptune Place at the ocean. The very large trucks such as garbage trucks and delivery trucks that illegally park impede the view of drivers trying to safely turn either right or left from Playa del Norte onto Neptune Place and compromise the view of pedestrians trying to safely cross the bottom of Playa del Norte.

This white striped area also unintentionally provides a staging area for kids to congregate in parked vehicles and where they cause consistent issues for the neighborhood such as drug use, drug sales, blaring music and documented vandalism. Oscar Cortez and Gary Pence of the City of San Diego Traffic Engineering Dept presented a solution to these issues which would be to outline the existing large white striped area with white stanchions (a minimal expense) and negate the ability of illegal parking in the white striped area, as well as stop the vehicles from driving east through the white striped area. This will result in a safer intersection for drivers and pedestrians, and will help solve the quality of life issues that the immediate neighbors are experiencing.

Cynthia Chasan, La Jolla Neighborhood Watch Coordinator, spoke to the Board about her efforts along with the San Diego Police Dept to try to get the area under control which resulted in significant retaliation to the Residents. On Easter weekend at midnight around 20-30 minors hurled multiple cartons of eggs at the condo complex causing thousands of dollars in damages, an M-80 was thrown into a first floor condo while the resident and his dog were in the condo, and firecrackers were thrown under cars. In the middle of the night a group of minors drove up

and down Neptune Place with a bullhorn announcing no parking on one way. The La Jolla Town Council Crime Watch Committee recommends that the LJ&T Board approves the City of San Diego's recommendations without any modifications to make the intersection safe for all pedestrians, cyclists, and automobiles.

Dave informed the Board that he received a Letter from the Homeowners Association of the adjacent condo building endorsing the City's solution to install the Stanchions.

Aaron began Board discussion by advising the group that they do not know what they are dealing with. He knows the area very well, he is a beach person and he knows exactly what they are all going through; it's called localism. The kids feel their territory is being invaded and they are being told something that they cannot do when they have been doing it for generations. Aaron believes the barriers are an excellent idea, they are going to stop vehicles from parking there but the people are still going to congregate and the retaliation is going to get worse. They are going to destroy the barriers and the harassment will not stop. Aaron advised residents to install video cameras and continue police enforcement. He was at Windansea the weekend police used the targeted enforcement. He saw and heard everything that happened there and he believes the retaliation will only get worse. Residents are better off not doing anything and use the video cameras to identify the kids. Ms. Chasen responded that Residents did install cameras on the decks looking down at the street and have documented evidence of what is going on. She believes it takes time but the kids do get tired of the retaliation and move on. She informed the Board that the San Diego Police Department is 215 Officers short and public nuisance calls are a level two priority, it can take six hours for Officers to respond to the location. They cannot rely on the SDPD to solve their problem.

Nancy suggested in addition to stanchions if they could install a succulent garden. Ms. Chasan and the group thought about doing something like that but there would be a problem with maintaining it as well as emergency vehicles needing access to go through it. The stanchions will bend down if a fire truck or lifeguards need emergency access.

Ms. Chasan advised the Board that Gary Pence suggested the stanchions as a first attempt to solve the problems because it did not need financial approval from the City and if need be they would move to the next step.

**Motion to Approve the addition of Stanchions to outline striped "No Parking" Area where Playa Del Norte meets Neptune Place: Earley, Second: Bailey 7-0-0**

**Agenda Item 5: Burgers & Brews-** Request for Temporary No Parking on Coast Blvd adjacent to Scripps Park related to fundraising event benefitting Brave Cort Foundation on Saturday October 28<sup>th</sup> **Brett Murphy Action Item**

Brett Murphy and his wife own LJ Sports Club and he is Vice President of the La Jolla Village Merchants Association. LJVMA was approached by The Breeders Cup in Del Mar with a concept they were planning called Burgers and Brews and they needed a place to run it. Del Mar could not handle it and LJVMA wanted to tap into all that the Breeders Cup has to offer. The Breeders Cup brings in about one hundred million dollars to the surrounding communities and they offered to help LJVMA with advertising for Burgers and Brews.

Burgers and Brews is a fundraising event for the Brave Cort Foundation, a not-for-profit group benefitting pediatric brain cancer research. LJVMA wants to host this event at Scripps Park and will need about 5 parking spaces, therefore, they are requesting no parking on Coast Blvd for just 5 parking spaces.

Nancy asked Brett how many people they were expecting. Brett said about 4,000 people to be on the safe side but he is not expecting that many to attend. The event will be held from 12:00 PM to 4:00PM Saturday October 28, 2017.

Bill Robbins informed the Board that the parking spaces LJVMA is requesting are the 4 new yellow zones that are presently marked incorrectly. Brett said they should not be a problem. Their vehicles would have commercial plates for loading and unloading.

No further Board discussion.

**Motion to Approve request for temporary no parking on Coast Blvd related to the Burgers and Brews event held on Saturday October 28, 2017: Tschirn, Second: Goulding 7-0-0**

**Agenda Item 6: Nomination of Officers for 2017-2018:** Per LJT&T Bylaws this meeting is designated as the Annual Meeting and Nominations from the Floor are requested for positions of Chairperson, Vice Chairperson, and Secretary.

Nancy made the Nominations for the 2017-2018 La Jolla Traffic and Transportation Executive Board as follows:

Chairperson: Dave Abrams  
Vice Chairperson: Brian Earley  
Secretary: Donna Aprea

There were no further Nominations from the Floor. Election of Officers will take place at the next Regular meeting in July.

Meeting was adjourned at 5:05 pm

Next Meeting: July 19, 2017 – Dave announced he would be out of town on that date and looks to Brian Earley to act as Interim Chairperson

Respectfully submitted: Donna Aprea, Secretary