

**Regular Meeting: January 17, 2018**  
**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**

**Members Present:** Dave Abrams (Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Brian Earley LJSA , Corey Bailey LJVMA, Aaron Goulding LJVMA, Patrick Ryan BRCC

**Members Absent:** Daryl Tschirn LJSA, Nancy Warwick LJTC, Erik Gantzel BRCC

**Approve Minutes of:** November 15, 2017 **Motion to Approve: Ryan, Second: Bailey 6-0-0** (Brady not available to vote)

**Public Comments on Non-Agenda La Jolla Traffic and Transportation Matters:**

Melinda Merriweather introduced her friend John Rudolph. Mr. Rudolph has an idea on how to create more parking on Virginia Way. He has traveled up and down the street for many years and because the street is so wide he questioned why parking was not diagonal. He did a small study and determined that 185 more parking spaces can be created on the street with diagonal parking. He would like to be placed on a future Agenda to discuss his diagonal parking study. Dave will get his contact information.

Melinda advised the Board that Nathan Jernigan will be returning to discuss speed bumps on Westbourne Street after a small child was almost killed on the street. Mr. Jernigan has previously appeared before the Board to request a crosswalk and street lighting in the vicinity of Westbourne Street. He will be appearing next month with a petition to discuss the speed bumps.

Ira Parker of Sea Lane spoke about a rule regarding residential parking permits. It is his understanding that La Jolla is not allowed to have residential permit parking. He is asking LJ&T to find out if that rule really exists. The Barber Tract, which is Marine Street to Fern Glen, residents are being severely impacted by White Sands employees parking on the street. There was a gentleman's agreement that White Sands would provide employee parking for their employees but that seems not to have happened. Additionally, there has been more commercial activity on La Jolla Boulevard south of Pearl and those employees are also parking in the neighborhoods. He wants to find out if there is a possibility that La Jolla could have residential permit parking. Dave will look into it for him.  
No further public comments.

**Special Presentation: Coastal Rail Trail (Alejandra Gonzalez City of San Diego)**

Alejandra Gonzalez is the Project Manager for The Coastal Rail Trail. The CRT is a regional project that will establish a multi-use bike path to better connect the coastal cities of Oceanside, Del Mar, Carlsbad, Encinitas, Solana Beach, and San Diego. Each city entered into a Memorandum of Understanding to plan, design, and construct segments of the trail within their respective jurisdictions. The City of San Diego's portion of the CRT consists of 10 miles of

multi-use trails spanning from Carmel Valley Road on the north to Gilman Drive on the south. This project is the Gilman Drive segment of the regional 40-mile Coastal Rail Trail bicycle corridor. The currently proposed alignment will follow the south end of Gilman Drive by the I-5 to the north of La Jolla Village Drive installing a class 4 one-way protected cycle-track in each direction and a continuous sidewalk for the west side of the road for pedestrians. They will sign the crosswalks at the intersections to maximize safety. Existing street parking will be retained and some street lighting will be installed as well. The project will connect on the north end to UCSD and Genesee Ave a class 1 bike way already being constructed by Cal-Trans and the southern portion is connecting to an existing class 1 bike way under the I-5 that Sandag is constructing to continue the alignment.

Dave asked what the cost estimate for the project is and there is no cost estimate at this time. He asked about any initial budget projections and Alejandra responded that the initial budget for the project is around 15 million.

Aaron asked if they planned on putting in Lighting. There are a lot of homeless living in the bushes and right now it is dark so for safety purposes he wants to know if they will be installing lighting around that area. They plan on installing standard lighting on the stretch of road.

**Agenda Item 1: La Jolla Half Marathon:** Request for Temporary Street Closure and No Parking areas related to the 37th annual event based at Scripps Park on Sunday April 22, 2018 ( Leisha Lamp) **Action Item**

On Sunday April 22, 2018 The Kiwanis of La Jolla will host the 37th annual La Jolla Half Marathon & La Jolla Shores 5K. The Kiwanis Club of La Jolla raises more than two hundred thousand dollars (\$200,000) a year through this event. These funds are specifically used to address the needs of children in our wider community. The only change made this year is the start time. Event will be starting at 7:00 am instead of 7:30 am so they will end earlier. The half marathon will start at Del Mar Fairgrounds through Torrey Pines State Park, along La Jolla Shores, up Torrey Pines Rd and down to the finish line at Ellen Browning Scripps Park at La Jolla Cove. The 5K starts on La Jolla Shores Drive, 3.1 miles from the finish line. Nothing has changed to the route or the finish line festivities.

Dave asked her if the event generated any complaints and Leisha responded that no complaints were made to event organizers. The only issues with the event seem to be street changes. Event Organizers are constantly monitoring street changes in that area. There were some detours in past years due to construction in La Jolla Shores, but they are back to the original course.

Brian asked if attendance has grown over the years. Leisha acknowledged that attendance has been low and something they are struggling with across the board. There are only 6,000 entrants for this upcoming event. In the past they have had over 7,000 registered entrants. Leisha explained that all events are struggling because the market is just saturated with them.

La Jolla Half Marathon is the second race in the Triple Crown Series: Carlsbad Half Marathon takes place in January and is the first half marathon in the series and America's Finest City is the third race, starting in Balboa Park which takes place in August.

Dave asked about their charitable recipients. Bart Calame is the President of the Kiwanis Club. He responded that they do not solicit donations from individuals and this event nets about a quarter million dollars for them. The amount is sliding a little bit and they are doing everything they can to come up with new ideas to bring more money in. They write about 85 Grants a year to support all the area schools, big brother big sister programs, a list of their charitable organizations is on their website. The amount they net from the event is the budget for the year. They give all of their funds away during the year and start anew with the new annual event.

Leisha spoke to the notification process for the area businesses and residents leaving door hangings on doors explaining the event and the event route and sending out post cards to residents affected by street closures.

Saturday, April 21

4 a.m. No parking begins adjacent to Cove setup

8 a.m. Finish line setup begins at Ellen Browning Scripps Park

10 a.m. to 5 p.m. Event expo and packet pickup at the Hilton San Diego/Del Mar

Sunday, April 22

3 a.m. Event staff and security arrive at finish to close streets adjacent to Cove.

*LA JOLLA HALF MARATHON IMPORTANT EVENT INFORMATION (Postcard sent to residents)*

*Following is a list of entirely or partially impacted roads and approximate closure times.*

- *Jimmy Durante Blvd between San Dieguito Drive and Via De La Valle - 7:15 to 8 a.m.*
- *Via De La Valle between Interstate 5 and Camino Del Mar - 7:15 to 8:15 a.m.*
- *Camino Del Mar from Via De La Valle to Coast Blvd - 7:15 to 8:30 a.m.*
- *Coast Blvd from Camino Del Mar to 15th Street - 7:15 to 8:30 a.m.*
- *Ocean Avenue from 15th Street to 13th Street - 7:15 to 8:30 a.m.*
- *13th Street from Ocean Avenue to Pacific Lane - 7:15 to 8:30 a.m.*
- *Pacific Lane from 13th Street to 12th Street - 7:15 to 8:45 a.m.*
- *12th Street from Pacific Lane to Stratford Court - 7:15 to 8:45 a.m.*
- *Stratford Court from 12th Street to 4th Street - 7:15 to 9 a.m.*
- *4th Street from Stratford Court to Camino Del Mar - 7:15 to 9 a.m.*
- *Camino Del Mar from 4th Street to Carmel Valley Road - 7:15 to 9 a.m.*
- *N Torrey Pines Road from Carmel Valley Road to entrance of Torrey Pines State Park - 7:15 to 9:15 a.m.*
- *Torrey Pines Park Road (entire road inside Torrey Pines State Park) - 7:15 to 9:30 a.m.*
- *N Torrey Pines Road from National University System Driveway to N Torrey Pines Court - 7:15 to 10 a.m.*
- *La Jolla Shores Drive from N Torrey Pines Road to El Paseo Grande - 7:15 to 10:30 a.m.*

- *El Paseo Grande from La Jolla Shores to La Vereda (La Jolla Shores boardwalk) - 7:15 to 10:30 a.m.*
- *La Vereda (La Jolla Shores boardwalk) from El Paseo Grande to Avenida De La Playa - 7:15 to 10:30 a.m.*
- *Avenida De La Playa from La Vereda (La Jolla Shores boardwalk) to Calle De La Plata - 7:15 to 10:45 a.m.*
- *Calle De La Plata from Avenida De La Playa to Paseo Dorado - 7:15 to 10:45 a.m.*
- *Paseo Dorado from Calle De La Plata to Spindrift Drive - 7:15 to 10:45 a.m.*
- *Spindrift Drive from Paseo Dorado to Torrey Pines Road - 7:15 to 10:45 a.m.*
- *Torrey Pines Road from Spindrift Drive to Prospect Place - 7:15 to 11 a.m.*
- *Prospect Place from Torrey Pines Road to Coast Blvd - 7:15 to 12 p.m.*
- *Coast Blvd from Prospect Place to La Jolla Cove - 7:15 to 12 p.m.*

Susan Stevens, General Manager of La Jolla Cove Suites, in the audience for another agenda item, thanked Leisha and Bart for their event that brings in a lot of business to the area for them as well as others.

**Motion to Approve Temporary Street Closures and No Parking areas at Scripps Park on Sunday April 22, 2018 for the 37th annual La Jolla Half Marathon: Brady, Second: Earley 7-0-0**

**Agenda Item 2: La Jolla Christmas Parade and Holiday Festival:** Temporary Road closures and No Parking areas related to the 61<sup>st</sup> annual event on Sunday December 2, 2018 (Ann Kerr Bache) **Action Item**

Mike Carlin is making the presentation on behalf of Ann Kerr Bache. Mike has been with the Parade for the past 18 years and has served as the Director for the past 6-8 years. Traditionally the Christmas Parade and Holiday Festival is always held on the first Sunday in December. The Parade Route and Timeline have not changed from previous years' events. The Parade is being held on Sunday December 2, 2018 from 1:30 pm to 5pm. Parade begins at 1:30-3:30 pm, Christmas Tree Lighting 4:30 pm and then clean up. Event Organizers are keeping the footprints of the parade exactly as it has been for the last two years.

Board discussion began with Brain asking if they had a report on the number of cars that are towed from the route. Cars are towed out of necessity but does the City let them know how many cars are towed after the event. Mike responded that he called the City last week for the numbers: 9 cars were towed from the parade route last month. At one time 30 cars were towed from the parade route and another time just one car was towed. Event organizers go well above and beyond what the City requires for signage. Before a car is towed event workers and boy scouts start knocking on doors, leaving flyers on windshields, doing everything they can do before the vehicle is towed as a last resort.

Tom asked how many Bands participated in the Parade last month. Mike responded that they had 18 Marching Bands and some of the Bands had well over 100 members performing. Tom saw several different numbers attributed to attendees and asked Mike how many people saw

the parade last month. Mike said he did not know how the number of attendees is calculated but their permit lists an estimated 6,000 spectators although some years he believes they had double that number and other years they had close to 20,000 watch the parade.

Mike spoke about the Equestrian Groups participating in the Parade. At some of their parade events there have been 60 horses participating and there is no other event anywhere in the City that has 60 horses in it so the Equestrian Groups especially enjoy joining the Parade. Mike mentioned that the Marching Bands call them well in advance of the parade to ask if a spot can be left open for them to participate. There are around 120 Units that participate in the Christmas Parade and Holiday Festival.

Parade Timeline, Street Closures, and Tow Away Zones:

**8:00** am Post signs at parking lots reserving areas for parade use, Rental Tables arrive for Toastmasters along parade route (5); Check-in/Info Booth (1) on Kline, and (4) Tables dropped for banners at Girard & Kline & at Festival.

**10:30** Herschel Avenue Closed from Torrey Pines to Silverado for Parade Assembly. Kline Street Closed between Ivanhoe and Girard for FIRE ENGINES, MARCHING UNITS, and BANDS. Close Girard from Torrey Pines to Kline to permit EQUESTRAIN access. Parade Coordinator for FLOATS, MARCHING UNITS, BANDS, and INFO BOOTH meet. FLOATS begin arriving on Herschel. INFO BOOTH opens for check-in – uses adjacent table for public information handouts.

**11:30** JUDGES report to Info Desk.

**11:45** FLOATS in place for last minute additions and repairs.

**12:00** FLOATS JUDGED. VEHICLE ABATEMENT – towing begins along Prospect on Parade Route and around Church parking at 7700 Girard and 7700 Draper. VIP greeting area set-up: tables with refreshments and chairs. CUB SCOUTS report for Banners at Kline and Girard. Close Kline from Girard to Drury Lane for MISC VEHICLES. Close Drury Lane. MARCHING UNITS arrive. BANDS and ROTC Units arrive. VIP pre-parade area ready for welcoming VIPs.

**12:15** JUDGES FINISH – report FLOAT AWARD results of Judging to (1) Cub Scout Banners Table at Kline and Girard and (2) Toastmasters, Parade Director and Event Chair.

**12:30** VIP VEHICLES arrive via Girard Avenue to US Bank Parking Lot at 7733 Girard. Clean-up crews and barricade crew arrive to work until 5:00 p.m. VOLUNTEERS fill clean buckets with water for horses in Equestrian area. MISC. VEHICLES enter parking lot at back of Vons' via Fay Avenue. Begin staging there and fill Drury Lane in parade order. Close Girard from Kline to Prospect except for VIPs (detour traffic to Coast). Close Prospect from Girard (the Dip) to La Jolla Blvd (detour traffic goes North to Coast). Close Drury Lane at Kline: permit access to Alley thru Vons rear Lot on Fay for MISC. VEHICLES. Permit access into Bank of America parking structure for ADA Parking. Close Silverado at Fay Avenue to Girard. Close Draper at Kline to Prospect Street. PARADE MARSHALS begin to arrive and park private autos in Union Bank parking lot. Disabled Seating Area setup. INFO BOOTH CLOSED. Final version of line-up with deletions relayed to Banners, Toastmasters and Parade Coordinators. VIP VEHICLES fill alley in parade order.

**12:45** PRESENTATION OF FLOAT AWARDS.

**1:00** Boy Scouts distribute programs along parade route. La Jolla Nurses ready first aid area and remain throughout Parade. AMBULANCE POSITIONED at Silverado between Girard and alley behind Chase Bank. MARSHAL GIFTS distributed by Parade Chair and/or VIP Reception Coordinator.

**1:30** PARADE STEPS OFF from Kline and Girard and proceeds to Prospect at Draper.

**2:00** FESTIVAL AREA OPENED at La Jolla Rec Center. PEDESTRIANS return along Silverado. FLOATS drop off on Cuvier cul-de-sac and La Jolla Blvd. BANDS Reload on Prospect between Cuvier cul-de-sac and La Jolla Blvd. exit. EQUESTRIANS return on Draper to Kline to Girard, exit horse trailers to Torrey Pines.

**3:30** STREET SWEEPERS clean along parade route – AMBULANCE departs. Equestrian Area Cleaned.

**4:30** COMMUNITY CHRISTMAS TREE LIGHTING

**5:00** Barricades, traffic cones & signs, removed. STREETS ALL CLEAR.

**Motion to Approve Temporary Street Closures and No Parking areas related to the 61<sup>st</sup> annual La Jolla Christmas Parade and Holiday Festival on Sunday December 2, 2018: Earley, Second: Brady 7-0-0**

**Agenda Item 3: Hillside Drive Construction Issues:** Request by residents to consider road damage and congestion issues related to numerous construction projects on this street (Diane Kane) **Discussion Item**

Diane Kane is a Member of the Development Permit Review Committee and she is here to represent residents of Hillside Drive. She lives in the area and some of the projects going on at Hillside affect her as well as them.

Hillside Drive is a boundary between two separate planning groups and these two planning groups do not coordinate their activities with one another. The north side of Hillside comes under the La Jolla Shores PDO (Planned District Ordinance). The other side of Hillside comes under La Jolla Shores DPR (Development Permit Review). Not only are there two different planning groups there are also two different sets of regulations and that is affecting what is going on in the street in terms of community character. They have a lot of construction activity that is happening all at the same time. The road is in extremely bad shape and is getting worse as a result of all of the construction vehicles that are required to get these projects built.

Vehicles including cranes, excavators, cement mixers and trucks bring the materials to the project site, as well as other vehicles that bring people to the project site. Hillside is a No Parking Zone the entire length of the street. The street is 18' improvement width; enough to allow two normal size cars to pass one another, but with all of the large construction vehicles on the road Hillside becomes a one way road. There is illegal parking going on both sides of the road which narrows the road even further and there no enforcement of the illegal parking. Residents of the street have tried numerous times to have the Police come down but due to staffing issues at the San Diego Police Department they have refused to address the illegal parking on Hillside. Police told residents they do not have enough staff to enforce it and they

advised residents to call the Fire Department because vehicles are also parking in the fire lanes or call 911.

In addition to the illegal parking that narrows the road, the construction vehicles are enormous. There is a sign on Torrey Pines Rd as you make the turn onto Hillside Drive that there is a four ton weight limit. Examples of a four ton vehicle is a passenger car, suv, or a small pick-up. The vehicles normally used in construction projects are considered oversized vehicles. There are trucks constantly getting stuck in the dip making that turn onto Hillside. Diane asked City traffic engineers if they could put up more signs. These oversized vehicles are wiping out resident properties because the turns are so tight that they cannot make it around the turn. They are causing residential property damage, they are blocking the road, and they are severely damaging Hillside Drive. Diane has been trying since May to get more signage for Via Siena and Soledad because truck drivers are figuring out they cannot get on Hillside through Torrey Pines so they are going in the back way via Soledad and there is no signage on Soledad. A Traffic Engineer contacted Diane and told her that a traffic study would have to be done for a Truck Prohibition Sign. A study area would have to be established and 75% of the residents in this study area would have to sign a petition or they will not study it. They also advised Diane if their study evaluation concludes with a truck prohibition it will not pertain to any of the projects that are currently underway or about to be permitted which defeats their point. At the end of 2017, there were as many as 12 projects either under review, under construction, or recently completed that are within a half-mile of Hillside, between Soledad Avenue and Via Siena. The road is in such bad shape that residents fear it will be irreparably damaged and create health and safety issues for everyone in the neighborhood.

The health and safety issues arise by the fact that the trucks are blocking Hillside so that no other vehicles can get through and that includes fire, police, and ambulance services. A project on top of the Hill has been ongoing for over seven years resulting in the road continuously being blocked. Another health issue is drainage. Whenever a new property is being built they have to do a lateral into an existing sewer line and they break up the street to do that. The street is so damaged that in many places it is down to bedding of the street and the street is slipping out. Everywhere they have paving damage it is because of putting in a lateral line.

The street is in major need of repairs. There is paving damage which forces drivers over to the other side of the street and even though it is 18' wide it is actually a one way street. Neighbors are very upset by the mess on their street. They will be appearing at the February CPA Meeting to ask Trustees for a Construction Moratorium until the City can do its Traffic Study to figure out what vehicles can safely use the road, limit the truck size accordingly, fix what can be fixed to get Hillside Drive into some kind of reasonable shape for vehicles to use the road safely, and request a construction management plan for each project so it is explained to the residents how these projects are going to be built without damaging or blocking the road and making it a safety hazard.

Construction Management Plans only come into play after a Contractor has been hired. Contractors are usually low bidder and have no control on various activities for the construction

sites. Residents want something more concrete to be sure these lots can be built without damaging the road, blocking traffic, and bringing the hill down.

This is a Discussion Item and Tom is suggesting they return to the Board as an Action Item to seek approval for something that would protect the street and alleviate the traffic congestion. Development Services Department should play a role in the coordination of projects going on at Hillside. Diane added that she went to the City's Getitdone website to request some quick fixes on Hillside that would be helpful for the street. Twenty four hours later she received notification that they do not do what she had requested and they closed the account. Every route she has tried results in a dead end. She is asking Dave if there is any kind of list to get on that could get the street repaired. She does not understand what the City's protocol is for determining when they are going to come in and do road repairs. Dave has contacts in the traffic division and he can call them and see if they can give him any information. Diane has asked Mauricio, City Council Representative to Barbara Bry, for information and he has not yet responded to her.

Aaron suggested she call Turko (Michael Turko of Turko Files). Diane said he was the third person to mention Turko to her. She would elevate the issue in terms of profile and it may be something he would jump on.

Several Residents of Hillside came to the Meeting to speak of their concerns:

John Gilchrist told the Board they tried Development Services. The problem is that they have two different planning groups that do not talk to each other and different project managers working on nine properties under construction or in planning and around five different development services people that are overseeing them in the half mile stretch from Soledad up to the museum. He was told they were not going to repave the street until the construction is finished however there is a home on top of the hill that has been under construction for over five years to almost seven years. That applicant has two other properties on Hillside that are going to be developed as well and residents on the street have no faith those projects will be completed in their lifetime. It is clearly a life safety issue. If a truck is pouring concrete at the time a resident needs an ambulance service that ambulance is not going to be able to get to the resident who called them for help. Mr. Gilchrist also reiterated what Diane has been saying about the integrity of the street. Residents on the street have been trying to correct these issues any way that they can and if Hillside finally gives way the City is going to have to deal with it.

Nancy Manno is a former Community Planning Assn Trustee and she is aware of the LJT&T parameters so she is specifically addressing traffic concerns on Hillside. There are thirty three traffic signs on Hillside that either are No Parking Fire Lane or No Stopping Fire lane. Nancy witnessed a pick-up truck driver unload a picnic table from his truck and five gentlemen proceeded to have a picnic lunch on the side of the road. She was careful not to hit any of them with her car but it was certainly a possibility. There is no enforcement of the illegal parking that is occurring on Hillside Drive. Nancy and her husband intend to email city staff of their concerns



on a daily if not hourly basis and she is asking LJ&T to send emails to city staff as well expressing the Boards concerns over the illegal parking activity. No one in the City or in Barbara Bry's Office appears to be concerned about what is occurring on Hillside and there would be huge liability issues if a Resident lost their life or their home because an ambulance or a fire truck could not reach them in time.

Brian asked Nancy if she could get photographic evidence of these occurrences; if she had photographs to show the City and Barbara Bry's Office that Emergency Vehicles could not pass through Hillside it would be proof of the problems residents are experiencing. Nancy responded this is something her husband wanted to do but it would entail parking on Via Siena, walking down Hillside, taking the photos and then walking back up to their car. It is not an easy thing to do but she is considering it.

Joe Manno spent fourteen years in the Traffic Division of the San Diego Police Department and then he joined the RSVP Program (Retired Senior Volunteer Program). He explains that Hillside Drive is an emergency access and evacuation route for the north side of Mt. Soledad. Last month the State of California experienced numerous forest fires and he became concerned about the fires reaching San Diego. With the problems on Hillside Drive how are residents supposed to get their most valuable belongings out of their home and get out before it burns down. These problems have been going on for over twenty years and no one has done a thing in fact it has become a joke. They are all here hoping that the Board will at least send a message to the City that something must be done about it.

A gentleman in the audience commented that perhaps a letter should be written to the La Jolla Light and the Union Tribune and copies made to City Officials putting pressure on as many people as possible and at the same time send emails and just be as creative as possible. Diane is hoping to get the backing of CPA and LJ&T to help provide leverage. She is asking the Board to come up with some ideas to help them deal with the traffic conditions and congestion on the road. They will be asking the CPA for a Letter to send to the City Attorney and City Mayor. Diane noted that the City Mayors Office controls the city resources.

Diane finishes up with reiterating the need for traffic stream management on Hillside by removing trucks, repair the road, and determining if it should be a one way or two way road, or limiting the road to locals only. There are things that other cities do to manage their infrastructure that San Diego is not doing to manage ours.

The Board empathizes with the Residents of Hillside Drive and will coordinate our efforts to work with them to reach a resolution to some of the traffic issues residents are experiencing. This is a Discussion Item that cannot be turned into an Action Item at this Board Meeting. Tom advises that it will have to go on the February Agenda as an Action Item. Brian is advising the Hillside Group to return to the Board next month with the results of their two petitions. It will be an Action Item that the Board will be able to act on at that time. Diane and other Hillside Residents agreed to return next month. Diane will work on her Petitions and Dave will coordinate with her on details.

**Agenda Item 4: Parking Spaces on Coast Blvd adjacent to Scripps Park:** Request by La Jolla Cove Hotel to convert head in parking back to diagonal parking (Susan Stevens) **Action Item**

Susan Stevens General Manager, David Vecchione Asst General Manager, and Gus Salles Accounting Manager, of the La Jolla Cove Hotel and Suites on Coast Blvd are appearing before the Board with documented evidence (photos and video) that the Board's decision to agree the City proposal to create seven additional head in parking spaces adjacent to Scripps Park at the March 15, 2017 LJ&T Board Meeting is now causing massive confusion on Coast Blvd.

*March 15, 2017: Agenda Item 2: 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 provisional Commercial parking space as approved in September 2016: Ryan, Second: Brady 7-0-0*

Mr. Vecchione starts by reminding the Board that their hotel is situated in a high traffic area and during the summer it is pretty much deadlocked. It can take about 45 minutes to go from the top of the hill down to the end of the Blvd. He explains about a year ago the head-in parking spaces were installed and as a result it has dramatically increased the traffic and potential danger for both drivers and pedestrians. He is now witnessing near head on collisions on a frequent basis. Drivers are trying to drive around the traffic by entering the opposite lane to do so. That was not so prevalent before when the parking spaces were diagonal. Drivers are backing out of these head-in parking spaces and blocking both lanes of traffic going up and down the street causing more congestion. They are here to request that the head-in parking spaces be changed to a diagonal formation which makes more sense in that area. Head-in parking is not working well, drivers do not know how to park in them and they end up double parking. Drivers pull into a space but another driver pulls in behind them and he has seen fistfights over the parking spaces.

Ms. Stevens referenced the meeting minutes of March 15, 2017. She could not recall their names but two of the board members (Brian Earley and Erik Gantzel) stated that this could be a safety issue with drivers blocking both lanes of traffic when pulling out and that is exactly what they see happening now. Mr. Salles has been with the hotel for over twenty years and she has been with the hotel for over five years and they have never seen such significant congestion being aggravated by the head-in parking spaces. It can now take up to an hour to drive from where the red houses are (Red Roost and Red Roost cottages) to past their hotel and it was never like that before. Mr. Salles advised the Board that traffic congestion starts at Torrey Pines Rd waiting to make the right turn onto Prospect St. Ms. Stevens noted that when it was diagonal parking drivers stayed in one lane to pull out but with head-in parking drivers are blocking both lanes of traffic when pulling out. She spoke about seeing an F150 pick-up truck that blocked all 3 lanes of traffic while pulling out of the parking space. During peak periods

drivers are creating a “3rd” through lane up to Prospect Street in an attempt to bypass the 2 driving lanes that are being blocked. The F150 blocked this 3<sup>rd</sup> lane as well. Ms. Stevens is passionately asking the Board to reconsider our decision because it has taken an already bad situation and accelerated it to a whole different level.

Corey owns the Goldfish Point Café. He explains that this issue with the parking and traffic has been going on for over two decades and he believes that the head-in parking spaces has not contributed to the problems in that area although he agrees that it makes more sense to diagonally park. Even with diagonal parking the problems are not going to abate in that area. Ms. Stevens took exception to Corey’s remarks respectfully disagreeing with him that the head-in parking spaces did in fact significantly aggravate the traffic conditions; their hotel is right on the corner of it and she would not have come to this Meeting if she did not see such a marked difference in how traffic is backing up. Impatient drivers are making their own 3<sup>rd</sup> lane trying to get around the other two lanes that are waiting on drivers backing out of a head in parking space. At one point over the Holidays she wanted to call the Police for a traffic cop to come down and manage it. She is very concerned for the pedestrians who are cutting through the traffic to go over to the Park.

The seven additional head-in parking spaces was a City request that the Board honored. Mr. Salles understood that by reading the March 2017 Minutes of the Meeting. However he understood that it was for a trial period and his group is appearing before us now before the trial period ends. Patrick clarified what that trial period was actually for and that it had already passed.

There are actually two issues going on with two agenda items from two previous Board Meetings; Agenda Item 2 from the March 15, 2017 Meeting which they had the Minutes for and is reflected above, as well as the Sept 21, 2016 Agenda Item 5 which precipitated everything;

*Sept 21, 2016: Agenda Item 5: Conversion of Angle Parking to Commercial Loading Zone on Coast Blvd adjacent to Scripps Park. Request from City Parks and Recreation Dept to convert four angle spaces to Yellow Zone parking at Scripps Park near restrooms. (Michael Ruiz) Action Item Motion to recommend that one angled parking space on Coast Blvd by the La Jolla Cove and Scripps Park be converted into a yellow curb space, with the standard restrictions associated with commercial loading zones including being not applicable on Sundays and holidays. The recommendation is to institute the commercial parking space for a one-year trial period: Kassar, Second: Walker 7-2-0 (Bailey/Gantzel)  
After an evaluation was completed City Staff determined that seven additional parking spaces could be created at Scripps Park using a head in parking design which resulted in the March 15, 2017 Agenda Item 2 motion to approve and is now the reason why the La Jolla Cove Hotel and Suites Staff is here to inform us that it is not working out.*

Patrick told them when the seven additional parking spaces were striped at 90 degrees vs 45 degrees the City believed there would be enough room for cars to back out but that is now not

being seen in practice. Patrick explained the Board's reasons for approving the seven additional head-in parking spaces; anytime LJT&T can get additional parking spaces for La Jolla the Board sees it as a Win but Mr. Salles did not see it as a Win with the current traffic situation. He believes it caused more problems. He asked the Board to drive down Coast Blvd on any weekend after noon time.

Ms. Stevens noted that their hotel is right on the corner and from their location they have a clear view of what is going on traffic wise and they see the pedestrians zig zagging through that traffic congestion, additionally, with that third traffic lane drivers are creating it is a definite safety issue.

Ira Parker spoke about the value that head-in parking vs diagonal parking has on traffic lanes. With diagonal parking drivers back out into one lane leaving the driving lane clear, with head-in parking both lanes become blocked so if there is going to be head in parking there should be a dedicated travel lane for drivers to go around them as there was in the past before the additional head-in parking spaces were installed. A dedicated travel lane would have maintained traffic flow and created value to the seven additional head-in parking spaces, as it is right now they do not seem to be worth it.

Gail Forbes noted that cars that come down from Girard in order to park near the Cove make a circle but if the parking was put in the middle of the street with the traffic on each side of it, it can be striped and angled in such a way that drivers can pull in from either direction. She is unsure how many spaces would be lost but maybe it's a possibility the City might consider.

Ms. Stevens agrees that parking is at a premium. Her hotel has limited on-site parking for their own guests so she understands the need for more parking spaces but when parking further aggravates traffic congestion, causes safety issues, and it starts to extend further up Coast Blvd to impact traffic on Torrey Pines Rd then something needs to be looked at. The traffic congestion drivers experience now on Coast Blvd is causing anger and road rage from having to wait such a long time in the gridlock and they cannot even make a U-Turn to get out of it because the other side of the street is also impacted. They are bringing these issues to our attention because they are there every day at the hotel, they see what is happening, and are becoming increasingly concerned for both Drivers and Pedestrians on Coast Blvd.

**Motion to request the City revisit and reevaluate the conversion of diagonal parking to head-in parking for the seven newly created parking spaces on Coast Blvd adjacent to Scripps Park due to complaints of traffic congestion and safety issues that has arisen: Brady, Second: Goulding 7-0-0**

Meeting was adjourned at 5:30 pm.

Next Meeting February 21, 2018

Respectfully Submitted: Donna Aprea, Secretary