

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday July 18, 2018

Members Present: Brian Earley (Acting Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Patrick Ryan BRCC, Aaron Goulding, Alisha Hawrylyszyn Frank LJVMA, Darryl Tschirn LJSA

Members Absent: Dave Abrams (Chairperson) LJCPA, Erik Gantzel BRCC

Approve Minutes of: June 20, 2018 **Motion to Approve: Tschirn, Second: Ryan 6-0-2**
(Goulding, Hawrylyszyn Frank)

Public Comments on Non- Agenda LJT&T Matters:

Phil Collier: is the owner of Everett Stunz in the Village. His customers began telling him in March that they were so irritated with the traffic on Torrey Pines at the Throat because it was taking them 45 minutes to over an hour to get into the Village that they were not returning to the Village ever again because they had enough of the traffic. The traffic conditions eased up a little because of the summer moratorium but it is going to start up again in September. There is no intention for them to do anything different than what they did March through June, construction is going to begin and traffic congestion is going to start up again. Traffic jams have caused back-ups from Pearl Street to Girard, all the way down Torrey Pines to the Shores. Customers who frequent the shops in La Jolla are becoming put off by it.

Mr. Collier spoke to many people in the City and he has been told that no night work can be done on the project because of La Jolla residents' views on the subject of night work. There are just a few homes adjacent to the construction project and most of those homes are above it. Business Owners received an email about a project that will be going on over at the south side in the same location however that is slated for night time, so the South side is slated for night time and the North side is slated for day time. The day time work is having a massive impact on his business. His business is down 40% and he cannot sustain his business with that kind of loss in sales. He will have to shut his business down. He knows other merchants are also suffering from the effects of the traffic congestion due to the construction.

Tom is suggesting we place this issue on the August Agenda where it can be discussed in more detail and see if we can get a platform from the Community Planning Assn to get the City's attention because the Merchants are being negatively affected by the traffic caused by the construction. Mr. Collier will leave his contact information for Dave to be in touch with him.

Ira Parker: is here to discuss the parking problems down in the Barber Tract which is the area of Marine Street to La Jolla Boulevard. Along La Jolla Boulevard, north of Nautilus new buildings were put in and combined with the White Sands and most of the employees are parking along the streets in the Tract that are impacting the residents who live there and access to the Beach. Just a heads up that he is going to be requesting we look into resident parking permits and restrict parking down there.

Agenda Item 1: Election of Officers-Nominated Candidates

Chairperson: D. Abrams
Vice Chairperson: B. Earley
Secretary: D. Aprea

Motion to Approve 2018/2019 Slate of Officers: Brady, Second: Warwick 8-0-0

Agenda Item 2: I-5/Genesee and Mid-Coast Trolley Projects- Update by Shift San Diego (Genevieve Fong) Discussion Item

Over the next five years, nearly 50 major public and private transportation infrastructure projects are underway or planned for the University City/Golden Triangle community that can impact traffic flow and daily commutes. The Shift program, formed by the San Diego Association of Governments (SanDAG), is designed to provide residents, businesses and commuters impacted by construction with information and resources to minimize disruption, confusion and potential traffic challenges, as well as provide transportation solutions. Additionally, the program will serve as a unique hub for coordination and communication between the construction teams involved with each major project.

Construction at I-5/Genesee and Mid-Coast Trolley Project Updates: David Smith, Construction Manager on the Mid-Coast Project for the North end. He is in charge of everything north of La Jolla Colony-Gilman Rd. all the way to UTC. He explained the complex Genesee Ave girders Installation and the impact it will have on traffic conditions. There are 6 Intersections affected by it and the work will start from August through October working North to South: Regents Road 6 days of closures starting August 17; Eastgate Mall 6 days of closures starting September 7; Executive Drive 6 days of closures starting September 14; La Jolla Village Drive, Esplanade Court and UTC Transit Center 8 days of closures starting October 5. The closures are around 6-8 days to allow for the drying time of the Concrete Girders (reinforced concrete beams used as a main horizontal support for a bridge). There will always be one lane open for traffic but the closure will cause unavoidable backups.

The Mid-Coast Trolley project will extend trolley service from Old Town Transit Center to the UTC Community serving major activity centers such as Mission Bay, VA Medical Center, UC San Diego, and Westfield UTC. Nine new stations are being constructed. Service is anticipated to begin in 2021.

Agenda Item 3: No Right Turn (Cont'd Item) REQUEST WITHDRAWN for Posting of No Right Turn from 4pm to 7pm on north-bound Torrey Pines Road at E. Roseland Drive (Karen Marshall)

Info Item- No Action Required

The request for a No Right Turn traffic sign on northbound Torrey Pines Rd at East Roseland Dr had been continued from the May and June LJT&T Meetings due to Residents misunderstanding that they would be exempt from the traffic restriction. City Traffic Engineers determined that a new City petition would need to be circulated and all affected neighbors be made aware, before signing the new petition, that the No Right Turn is going to affect them as no one will be exempt from the no right turn restriction. Ms. Marshall chose not to continue with the petition process and as a result the City has closed the file on this item.

Agenda Item 4: Traffic Issues at La Jolla Blvd & Marine Street Intersection- Resident concern for safety issues at this Intersection (Carole Sabin) Discussion Item

Ms. Carole Sabin documented multiple safety concerns at this intersection in an email to LJT&T but was unable to appear before the Board. The Discussion Item was therefor Continued to the August Meeting.

Agenda Item 5: Request to Eliminate Bus Stops- Resident plan for bus stop reduction and revision (Mark Egan) Discussion Item

Mr. Egan feels that there are too many bus stops in La Jolla. One block may have two busses going North and two busses going South. He would like to get rid of them on Pearl Street and Torrey Pines Road because of traffic concerns. This is an MTS issue but Mr. Egan is hoping that this is something LJT&T would want to do and propose to MTS. Currently there are 36 bus stops between Bird Rock and UCSD.

Mr. Egan recommended a bus stop reduction from 36 stops down to 8 stops and provided a revision plan to the Board:

La Jolla Bus Stop Reduction and Revision Plan

Focus bus stops on commercial and relevant areas – trolley model

Faster bus rides – fewer stops = faster rides

Safer streets – remove stops in congested areas, ex. Pearl St. and Torrey Pines Rd

Safer streets – keep stops in areas with room for buses, cars don't swerve around

Trolley access – quicker access to UCSD trolley station makes connection practical

More efficient – less start/stop of busses = less fuel consumption and wear/tear

Proposed Remaining Current Stops in New Model (reduced from 36)

Tourquoise (West End)

Birdrock

Windansea

Marine St (should be re-routed off Pearl/Girard to Prospect/Silverado)

Silverado (between Girard & Herschel)

Shores

Scripps

UCSD at Torrey Pines

.... *UCSD at Trolley Station*

Mr. Egan spoke to Dave who informed him that there is a subcommittee that was formed for the purpose of exploring a shuttle bus to the Mid-Coast Trolley which Mr. Egan found would just create more traffic in La Jolla. It would be more expedient and efficient if the Bus went straight from La Jolla to UCSD to the Trolley.

Alicia asked what Mr. Egan proposed for the disabled or the elderly. Mr. Egan did not have a proposal for them. They still have to walk to a bus stop whether they have to walk 4 blocks one way or 6 blocks another way it doesn't matter they would become used to doing it. Alicia disagreed with his comment. If a resident was suffering then walking that extra one or two blocks makes a difference. Mr. Egan responded that everyone has a case so where do you draw the line. The Trolley does not stop at every block and it is more efficient because of it; he is simply proposing that the busses operate in the same manner.

Patrick asked if Mr. Egan spoke to MTS about why their spacing is set up the way that it is. Mr. Egan tried but cannot get through to them which is why he is here at LJT&T. Patrick asked him about the spacing he is proposing and he is proposing about a tenth of a mile between stops. Tourquoise to Bird Rock to Windansea, etc. Patrick told the Board that as a rule of thumb in urban areas the distance between stops is about an eighth of a mile and in suburban areas it's a quarter mile between stops. Mr. Egan is proposing a tenth of a mile between stops. The ADA established that 19% of Americans have some kind

of disability and from that 6.6% are ambulatory, there is also the elderly and the blind that would make walking difficult for them. It's a significant factor that must be taken into consideration.

Patrick also explained that bus stops have reinforced concrete pads that busses pull in and out of to protect the street and it would be difficult to relocate those pads. Mr. Egan reiterated their Model is broken and should be changed.

Aaron commented that he can agree with Mr. Egan about the annoyance with traffic issues that busses can cause regular commuters but he also sees the elderly and disabled on fixed incomes using the bus as opposed to using Uber which is more expensive.

Nancy spoke about an affordability and safety issue in eliminating a bus stop on Torrey Pines. Not everyone has a smart phone to use Uber or can even afford to use the service but it's a long walk on Torrey Pines to get to the Village. She agrees that identifying those bus stops that have far too many stops close together is a worthwhile issue to look into but eliminating a bus stop on Torrey Pines is extreme.

Tom remarked that the problem is not too many bus stops but not enough busses. We need more express busses so that the wait time for a bus is less than 15 minutes. If more people took the bus it would mean less cars on our streets and alleviates the pressure on parking. Discouraging people from taking the bus is contrary to what we want to do. Mr. Egan did agree with him.

Dan Allen is in the audience and told Mr. Egan his proposal to reduce the bus stops from 36 down to 8 is a bit extreme. Dan mentioned the LJT&T sub-committee that is working with MTS Planners who will be reconfiguring the bus stops three years from now but are starting now with involving the public. Dan is agreeing with his proposal for more efficient use of the busses and Mr. Egan should work with our Group and the MTS Planners. Mr. Egan responded the busses are a pet peeve with him and he would have to check his energy level to pursue it.

Aaron reminded Mr. Egan that he tried to contact MTS Planners but could not get through to them and Dan is here with a contact at MTS. Mr. Egan responded that he will get Dan's information.

Brian explains this is a Discussion item so no Action is being taken but thanked Mr. Egan for coming to the Meeting.

Agenda Item 6: Request to Eliminate Red Curbs on La Jolla Farms Road to facilitate parking for surfers at Beach and others (Melinda Merryweather) **Action Item**

Melinda explains her ties to the Surf World. She was married to Mike Hynson of the Endless Summer feature film and is hugely involved in the Surf World. A member of Surfriders had asked her why La Jolla Farms is all red zone no parking and she decided to pursue it.

In 1987 75% of residents in the La Jolla Farms area had asked if the entire area could be red zoned. The City came back and said No only one side can be red zoned plus all of the cul-de-sacs but the other side will be open for two- hour parking excluding weekends and holidays. Currently both sides of some of the streets are red zoned. What Melinda is proposing is that the East side be opened up for parking and the parking goes two to four hours. With the two-hour parking surfers cannot park, get down to Blacks to surf and get back to their car in time. There is also a beautiful trail around there that cannot be accessed because there is no parking around it. Melinda helped write the Beach Access and View Corridors in our

Community Plan and this is something she pursues. Surfriders is supporting her in this effort to remove all the red curbing on the East side which is not the ocean side and change the parking restrictions.

Brian noted that the East side is almost three quarters of community roads and wants clarification that when Melinda means the East side she means from the beginning to the end. Melinda agrees that is what she is requesting. Brian drove the area and saw the parking spaces were intermittent and not a lot of them.

Darryl asked if there was anyone in the audience from the La Jolla Farms area and no one in the affected area is at this Meeting. Darryl is concerned we are here discussing the removal of red zone parking in front of their homes and they were not notified of it. He believes they would have a legitimate complaint. Melinda does not agree they would have a legitimate complaint; they all have huge driveways in front of their homes. Darryl clarifies that if he lived on La Jolla Farms Road he would want to know that this was going on in this Meeting right now. What we are discussing to do could affect the value of their property. He reminded everyone of the issue at the last meeting with two E. Roseland Dr Residents who did not know about the petition for the no right turn traffic sign. Melinda responded that La Jolla Farms Road is a public street not a private community but Darryl responded that whether it's public or private if it was in front of his home he would want to know and he believes residents in the La Jolla Farms area should be notified that this is going on.

Patrick is supporting what Darryl is saying. He is for the surfers as well as the additional parking spaces that would become available however 75% of the residents signed a petition and there was probably a reason for it at that time in 1987. Melinda understands that petition they signed was red zone on one side of the streets, they wanted both sides of the streets, they got one side but somehow both sides of the streets became red zone. She is asking for just one side to be opened up. Melinda agrees there is a lot of parking by Box Canyon but it would be a lengthy walk from Box Canyon to Blacks Beach for the surfers. Patrick explains the petition they signed cannot be ignored and it could be they may be in agreement now to remove it but the Board needs to reach a consensus with them. Many times, the Board will request a survey of the neighbors before we make a decision and this appears to be one of those times.

Dan Allen commented that he always believed that the red zone in the La Jolla Farms area was to prevent UCSD Students from parking there all day. Gail Forbes provided some background information. Many years ago that was the case. Someone made a cut through from La Jolla Farms to the University. Students parked all day in front of resident homes and walked the 5-6 blocks to get to the cut-through, walking in back of resident homes to get to it. All of the streets in that area used to be open but have become restricted to prevent student parking.

Ira Parker noted there has to be a fine line somewhere in between allowing surfers time to surf and preventing UCSD students from taking advantage of the extended time limit. Four-hour time restricted parking is more than enough time for a Student to park in the space, attend class, and return within that time frame.

Tom commented that the City has no documentation on how the other side of the streets became red zoned. Melinda believes residents painted it themselves after being denied both sides by the City. Nancy noted the petitioning process to remove the red curbs on the East side would be difficult especially if the curbs were illegally painted. Diane Kane asked if this is a code compliance issue.

If the City has no documentation for why the East side of La Jolla Farms Road is red zoned when it appears it should be opened to the public for restricted parking then it appears to be a code compliance issue that the City needs to evaluate.

Motion to Continue but to inquire from the City as to how the curbs became red on both sides of the Street contradicting the October 1998 Memorandum: Brady, Second: Hawrylyszyn Frank 7-0-1 (Tschirn)

Agenda Item 7: Request for Crosswalk Lighting at La Jolla Blvd & Genter St Intersection- Boardmember request for City to provide lighting at existing pedestrian crosswalk (Alisha Hawrylyszyn Frank)

Action Item

Oscar Cortes, Traffic Engineer with the City, will conduct an evaluation to verify the need to provide lighting at the existing pedestrian crosswalk and if so will place it on their improvements project list.

Motion to Continue to August Meeting pending results from City evaluation: Ryan, Second: Brady 8-0-0

Agenda Item 8: Parks Master Plan Review Board input requested from La Jolla Parks and Beach Committee on traffic aspects of draft plan being prepared by City (Diane Kane) **Discussion Item**

La Jolla Parks and Beaches formed a subcommittee to respond to the Mayor's proposal to do a Parks Master Plan for the next 20-30 years for the City. The Mayor set aside a Budget for the next three years to prepare a City Wide Master Plan. This has not been done since the 1950's. Representatives from the Mayor's Office are attending Community Meetings and asking for public input.

LJP&B formed a subcommittee to brainstorm ideas for what they would like to see in our Parks. It is estimated that by 2020 La Jolla will be 18 acres deficient in parkland for the community. They are looking at public streets and public right of way to convert to parkland because it is publicly owned land and this is why Diane is presenting this to LJT&T.

The question of Tom Grunow's underground parking garage beneath the playground area of Park and Rec was asked if that project will fit into their master plan. Diane responded that she and others in her Group were at the Charrette to pick up ideas from what was being discussed and her Group decided the parking garage was not needed. They could get some park land by restriping streets and adding trees and bike lanes. Diane picked up on some comments made at the Charrette that the Millennial generation was not all that into cars. They are more interested in using Uber or alternative transportation; bikes, and scooters, than by owning cars. It will take years for the underground parking garage to be built and the end result may be that when it is completed it may not be needed because we are in a time of shifting demand for cars.

Diane brought up the Belvedere Promenade Project to convert the 1000 block of Prospect Street to a pedestrian plaza. The plans have been drawn up and the project is all set to go but there is no money to fund it. The group also looked at doing something with the wide intersection of Silverado, Draper, and Prospect Street in front of the Museum for a public plaza. Installing Medians on some of our streets would reduce speed of traffic and make them more amenable to walking. These are just some ideas that the LJP&B subcommittee came up with to increase acreage of parkland in La Jolla.

Tom noted that at some point in time many of their ideas will need to come before LJT&T for Approval such as the Belvedere Promenade Project, but they will come to us in the normal course of planning. Diane did not bring up the idea of parklets (a [sidewalk](#) extension that provides more space and

amenities for people using the [street](#) to stop, sit, and rest). Tom advises that City Council approved them. Parking spaces are converted to small pedestrian plaza type structures. Parklets are not an issue for La Jolla right now but they could be down the line since City Council has a policy for them. Parklets were not something that Diane's group considered but now that Tom mentioned it, it is something to consider.

Brian asked Diane about the Bridge Club Building line item-review the use and accessibility of the Bridge Club building for possible broader usage by the public and asked her what that Building is used for because there is never anyone in it. The building is always empty. Diane said at one time it was used as a shuffleboard club now it is used for weddings.

Patrick asked her if her Group looked at the Bird Rock Roundabouts on La Jolla Boulevard. That section of roadway used to be a 4-lane highway. They eliminated parallel parking and turned that entire strip into just two lanes that added parking spaces by striping it and added parkland in the middle of it. They were on a learning curve along the way with drainage issues and plantings they used but the roundabouts have been successful. They were able to add parkland and increase parking in the process so it is something Diane's group should look at for examples.

There are some Items on the LJP&B Master Plan that should come before LJT&T as they gain momentum so we will be seeing Diane again.

Adjournment: 5:54 pm

Next Meeting: August 15, 2018

Respectfully Submitted: Donna Aprea, Secretary