

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: Wednesday August 15, 2018**

**Members Present:** Dave Abrams LJCPA (Chairperson), Brian Earley LJSA, Donna Aprea LJTC, Patrick Ryan BRCC, Alisha Hawrylyszyn Frank LJVMA, Darryl Tschirn LJSA, Tom Brady LJCPA

**Members Absent:** Erik Gantzel BRCC, Aaron Goulding LJVMA, Nancy Warwick LJTC

**Approve Minutes of:** July 18, 2018 **Motion to Approve: Ryan, Second: Earley 5-0-1 (Abrams)**  
Brady not available to vote.

**Public Comments on Non-Agenda LJ&T Matters:** No Public Comments

**Agenda Item 1: Request for Signage on Princess Street at Torrey Pines Road** -To alert drivers to the newly installed pedestrian crosswalk (Janie Emerson) **Action Item**

Janie Emerson is President of the La Jolla Shores Assn but is speaking as a Resident. The new HAWK Pedestrian Crosswalk on Torrey Pines Rd is just south of Princess Street. There are crosswalk signs on Torrey Pines alerting drivers to the pedestrian crosswalk ahead but there are no crosswalk signs alerting drivers coming from Princess St onto Torrey Pines. Princess St has an incline, drivers are looking at traffic both ways to pull out of the street but as soon as they make that turn they are on the crosswalk. Janie explained the crosswalk is just two car lengths from the corner of Princess Street.

Janie prepared a Letter that she wants LJCPA to send to Mayor Faulconer and Council President Pro Tem Barbara Bry and she read her Letter to the Board:

*Mayor and CPPT Bry*  
*Re: Safety Signage Needed*

*Honorable Mayor Faulkner and CPPT Bry:*

*It has come to our attention that, to avoid a catastrophic fatal accident, appropriate signage needs to be immediately installed at the corner of Princess Street and Torrey Pines Road in La Jolla. The newly installed pedestrian crossing on Torrey Pines Road, just south of Princess Street, is well marked on Torrey Pines Road. Not so on Princess Street.*

*A driver coming up Princess Street to turn right onto Torrey Pines Road has no warning that, around the corner on Torrey Pines Road, is a crosswalk. The crosswalk, rather than being at the corner, is about 2 car lengths south of the corner at Princess Street and Torrey Pines Road. This is an unusual location for a crosswalk. Even when the driver on Princess Street looks both ways prior to turning onto Torrey Pines Road, there is no warning of the crosswalk ahead.*

*In order to avoid a catastrophic fatal accident, signs alerting the driver on Princess Street to this crosswalk need to be posted on Princess Street. Bright neon yellow signs of both a diamond shape with pedestrian image and a rectangular sign with a right arrow (see California Driver Handbook pg. 33) both at the corner of Princess Street/Torrey Pines Road and on Torrey Pines Road facing Princess Street will properly alert the driver on Princess Street to this unusually placed crosswalk.*

*This signage needs to be posted immediately! None of us want someone to be injured or killed because the City of San Diego did not have adequate signage at this corner.*

This Letter was initially presented to LJCPA at their August Meeting but there was opposition to the signage from Phil White a resident in the area who opposed it based on what he described to LJCPA Trustees as signage clutter at that intersection. LJCPA recommended sending the item over to LJ&T for review and recommendation. Mr. White was not present at our Meeting. Patrick, on his iPhone, was able to see the intersection of Princess St and Torrey Pines Rd. There are only two signs posted on the right side of the street. One is a Stop Sign, the second is a Right Turn Only sign. The Board did not consider that signage clutter.

Brian asked Janie about the signage that would alert drivers on Princess St to the upcoming crosswalk around the corner. Using Janie's California Driver Handbook there are variations of signs the City can use to alert drivers that there is a pedestrian crosswalk around the corner from them. It would be left up to the City which signs would be more appropriate for the intersection.

**Motion to Approve forwarding Janie Emerson's Letter requesting crosswalk signage at the corner of Princess Street to the City and to the La Jolla Community Planning Association: Brady, Second, Ryan 7-0-0**

**Agenda Item 8: Time Certain: Resumption of Slope Stabilization Project on Torrey Pines Rd** - concern by Merchants that when work resumes the street disruption will deter visitors to La Jolla Businesses (Alisha Hawrylyszyn Frank) **Discussion Item**

Steve Bliss, City of San Diego Public Works Department- Highway Dept updated the Board on the Slope Restoration Project. He is the Project Manager for the HAWK signal as well as for the Slope Restoration Project.

After the summer moratorium ends and work resumes on the retaining wall, traffic will go back to the way it was before the work ended. Work will continue on the slope restoration between Little Street and Roseland. The first few weeks of work will be investigating the extra sewer laterals that were found among other things coming down from the slope that need to be pushed back into it so the wall can go in. The rest of the wall will be demolished and replaced with a new wall. Mr. Bliss explained the K Rail Jersey barrier) is going back into the right lane of traffic, the right lane will become the left lane and the left lane will become the median just as it was before the work ended for the moratorium.

Mr. Bliss detailed the types of work that will close one lane of traffic, eastbound, during the restoration project; the westbound lanes will continue to have both lanes open to traffic.

There are soil nails that have to be pushed into the retaining wall, one at a time, and these nails which are 40' long will also use the eastbound lane closest to the shoulder, leaving just one lane open, but it should take just a few hours to place them into the wall and then both lanes will open back up to traffic.

Connecting a water line that is in the striped median to the existing main line might be done at night since this will work will cross both traffic lanes

Torrey Pines Rd, edge to edge, will be repaved during night hours.

Mr. Bliss spoke about getting the construction shut down before traffic 'peaks' during the day which he noted starts at around 2:30 pm. The goal is to stop construction around that time.

Dave noted that some of this work will be done at night and asked if more could be expanded to night hours? Mr. Bliss said it could but the issue would be the Residents in that area. Mr. Bliss made presentations about the Torrey Pines Renovation Project to the La Jolla Community Planning Association, first on April 6, 2017 and again on September 7, 2017. Both times there were strenuous objections to doing the work at night. It became a balancing act through the weighing and measuring of what is most impactful—three or four nights at a time of night work that is interrupting the sleep of those residents adjoining the road versus an added half hour of delay on top of the delay coming in from Rte. 52 as well as backing up traffic all the way to Girard.

Dave asked for an estimated time of completion and Mr. Bliss responded around December. Dave mentioned that the Village Merchants have suffered greatly during the first phase of renovations and they are fearful of this upcoming second phase especially coming up on the Holiday season. A colleague of Mr. Bliss was with him at this meeting and he told the Board that during the first phase of renovations, before the summer moratorium, both lanes of traffic were frequently shut down because of the size and scale of the projects being done but shutting down both lanes of traffic will not be as frequent this time around.

Dave referred to an article in the August 16, 2018 edition of the La Jolla Light (page A19) that states *“there will be no impacts to any road lanes as all work will take place behind the k-rail”*. Mr. Bliss responded that was not quite accurate. There was some miscommunication between offices.

Alisha stated that if the Merchants, along with many other people in the Village, knew that this was going to happen they would have rallied together to make sure night work was done. Mr. Bliss informed the Board that construction staff met with management staff, Council member Barbara Bry’s staff and the Mayors Office about having the renovation work done at night but when Mr. Bliss appeared before the La Jolla Community Planning Association on April 6 and September 7, 2017 he was informed that night work was the absolute worst thing that could possibly ever happen and so he honored the LJCPA request for work to be done during the day. However, paving of Torrey Pines will have to be done at night and they secured permission from the Mayor’s Office and Council member Bry’s office to override the objections of LJCPA in order to do the paving at night.

This next Phase of renovations coming up can be done at night, there is still time to get everything in place for that to happen, however, both Boards, LJ&T and LJCPA, would have to be in agreement. City Staff cannot have LJCPA want the work done during the day and LJ&T want the work done at night.

Alisha asked what is the best time for the work to be done, day or night and Mr. Bliss responded it is a wash; during the day 53,000 drivers are impacted but during the night noise and bright lights impact the quiet time and the quality of life for the neighbors abutting the renovation site.

Patrick commented that from his perspective we have 53,000 drivers a day, which is more than the entire population of 92037, driving down that corridor every single day and that should far outweigh the possible stress and inconvenience of the dozen or so houses that will be affected from night work.

This is a Discussion Agenda Item only and no Action can be taken, however LJ&T would support whatever effort could be made to alter the construction schedule to emphasize more night work. Dave noted that while Action cannot be taken today by LJ T&T, these meeting Minutes will be conveyed to all of our Chartering Organizations including the LJCPA and hopefully our Board’s sentiments will be considered by these groups for any Action they subsequently take.

**Agenda Item 2: Traffic Issues at La Jolla Blvd/Marine Street Intersection (Cont’d Item) - Resident concern about safety issues at this intersection (Carole Sabin) Discussion Item**

Carole Sabin is here with her son Todd Sabin and grandson Max Sabin to speak of her concerns for the traffic conditions at La Jolla Boulevard and Marine Street Intersection.

Ms. Sabin walks in the area of La Jolla Boulevard and Marine Street every day. There are many short term vacation rentals in this area which brings a lot of tourists not familiar with the streets. She sees individuals and families walking to and from Verdes El Ranchero restaurant at 7404 LJ Blvd and Carino's at 7408 LJ Blvd. She also sees drivers making left and right turns onto Marine Street from LJ Blvd that have blind spots in some places not allowing pedestrians to see the drivers and drivers not seeing pedestrians. She has not seen an accident but she has seen so many near misses that she became concerned enough about them to appear before the Board to tell us about them.

She used a poster board of the intersection as a visual to explain the traffic conditions. Making the left turn from the Boulevard onto Marine Street coming from the South (going north) is very dangerous as drivers are trying to beat the traffic and not looking for pedestrians or bicyclists in the crosswalk. Making the right turn from the North (going south) becomes a blind turn because drivers cannot see the crosswalk until they make the turn.

There is a yellow blinking light crosswalk in front of Verdes El Ranchero and that helps crossing the Boulevard at that point, however, it does not help those crossing from the south side of Marine coming or going from the Barber tract.

Todd Sabin mentioned the Genter Street at La Jolla Boulevard crosswalk could really use a blinking light since drivers are going so fast and do not stop for pedestrians in the crosswalk. Dave noted that is on the Agenda as Item 4 and the City already determined that there is a need for the blinking lights at that intersection.

The Sabin's' do not know what exactly can be done to make the intersection at Marine St and La Jolla Blvd safer but they considered that we are the Traffic and Transportation Board and we would know what that intersection needs to be safe.

Max Sabin is a La Jolla Elementary School student and he prepared a 5 second Ipad version of the problems that he sees with that Intersection to support his grandmother. His father asked the Board if he could present it to us which he did.

Dave took a picture of the Sabin's poster board for City traffic engineers who will be asked to evaluate the intersection.

**Agenda Item 3: Request to Eliminate Red Curbs on La Jolla Farms Road** (Cont'd Item) to facilitate parking for surfers at nearby beach and others (Melinda Merryweather) **Action Item**

This Agenda item was first heard as Agenda item #6 at the July Meeting and was continued to this Meeting: *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.*

City Staff have the same 1995 Memorandum that the Board received but there appears to be no documentation after that for why both sides of the street are red curbed. City Staff are open to removing the red curbs on the East side of the street and creating more time-limited parking but requested more time for an evaluation and recommendation of the area. Subsequently Dave received

an email from Nicolas Nierenberg acting spokesman for the La Jolla Farms Homeowners Assn who requested the Board continue this agenda item until all background information is available.

Although the request to eliminate red curbs on La Jolla Farms is going to be Continued to an upcoming Meeting there are La Jolla Farms Residents and Melinda in the audience who wish to speak now.

Ron Kagan, La Jolla Farms Security Assn, has the job of ensuring the security and safety of people in the neighborhood. He provided some background as to why both sides of the street are red curbed. On March 31, 1989 they received permission to red curb one side of the street which was later approved by the Coastal Commission. No mention is made to the other side being red curbed but he stated that in 2005 a traffic study was done and traffic calming measures put in place in an effort to reduce the speed of the cars. Another traffic study done in 2016 thoroughly vetted the red curbs on both sides of the streets and stated in an email from City traffic engineer Eugene Ovruchesky that they should remain in place. Mr. Kagan will provide a copy of this email dated 12/6/16 to the Board.

Mr. Kagan advised the Board that there is additional access down to Blacks Beach via three trails; the Gliderport, the Ho Chi Minh Trail, and Sumner Canyon. The area has 4600 lineal feet of parking representing 256 current parking spaces. There is plenty of parking in the area. In the 9700 area of Black Gold Road those parking spaces are routinely empty. He believes the notion of no parking is a little overstated. He requested that if the City is doing a study of the area that it includes speeding and pedestrian walkways.

Melinda reminded that the Board that she is working on this agenda item on behalf of Surfriders and the Windnsea Surf Club and it is only about Beach access. The Gliderport is not an option to get to Blacks Beach. She is requesting parking be opened up closer to Blacks Beach for easier access. Melinda pointed out on a map of the area where the red curbs are preventing that access. La Jolla Farms Road is 35' wide and there is no reason why there should be so much red curbing on a public street and no one seems to have any documentation for it.

Gerald Handler was chairman of the architectural committee of the La Jolla Farms Association around 20 years ago. At that time, La Jolla Farms Road had 2 center yellow lines separating the opposing traffic. There are no sidewalks and people, especially students, walked in the middle of the street on the yellow painted lines day and night. The traffic was fast and presented a very dangerous situation. In 2005 he contacted a City Traffic Engineer about the situation. The City traffic engineer surveyed the situation and installed traffic counters in 2 areas somewhere near the preserve; counting the traffic and speeds of vehicles for several weeks. His conclusion was to keep red curbs where vision is impaired and allow parking where it was safe to park mostly on the straight away. NO U turn signs and speed signs on both sides of the street were installed. The yellow center lines were removed and white lines were painted on each side of the road to narrow the road and reduce the speed. Mr. Handler would request that if the red curbs are removed that they be replaced with a pedestrian walkway so it becomes safer to walk.

A La Jolla Farms Resident made a comment to the dangerousness of the street. She has lived by the Ho Chi Minh Trail at the bend for 28 years. She spoke about the dangerous condition of her street. She cannot turn left out of her driveway due to cars parked right at the end of her driveway and blocking her view of the traffic. There cannot be cars parked on both sides of the street because they would not be able to see where they are going; it would create blind spots. She also noted that residents in the area cannot walk their dogs due to the speed of the cars on the street.

**Motion to Continue request to eliminate red curbs on La Jolla Farms Road pending City evaluation: Earley, Second: Brady 7-0-0**

**Agenda Item 4: Request for Crosswalk Lighting at la Jolla Blvd/Genter Street Intersection (Cont'd Item)** Boardmember request for City to provide lighting at existing pedestrian crosswalk (Alisha Hawrylyszyn Frank) **Action Item**

At the July meeting this request by Board member Alisha Hawrylyszyn Frank was Continued to this meeting so the results of the City evaluation to verify need for the lights could be determined and reported. Oscar Cortes, Traffic Engineer with the City has informed Dave that the results of the evaluation indicated that lights were needed and that the project would be placed on the unfunded project needs list for installation as funding becomes available.

**Motion to Approve repainting the crosswalk and adding crosswalk lighting at La Jolla Blvd and Genter Street crosswalk: Hawrylyszyn Frank, Second: Ryan 7-0-0**

**Agenda Item 5: La Jolla Art and Wine Festival-** Request for temporary street closures and no parking areas on portions of Girard Ave, Wall Street, and Silverado Street for the 10th annual fundraiser event benefiting La Jolla Public Schools on Saturday and Sunday October 6-7, 2018 (Laurel McFarlane) **Action Item**

**No Parking Begins** for Girard on Prospect to Torrey Pines, both sides of the street, starting Friday, October 5 through 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> 3:00 pm Friday, October 5<sup>th</sup> to 6:00 am, Monday, October 8<sup>th</sup>

No Parking begins for Wall, Silverado, and Kline - 3:00 PM Friday, October 5<sup>th</sup> to 6:00 AM, Monday, October 8<sup>th</sup> Wall from Girard to Herschel, Silverado from Ivanhoe to Fay, and Kline from Herschel to Silverado. Herschel between Prospect and Wall on the South side for ADA Parking – No parking – Saturday, October 6<sup>th</sup> - 8:00 AM to Sunday, October 7<sup>th</sup> at 6:00 PM

**Street closures begin** Friday Oct 6 at 5:00 pm for set-up of load ins and end Sunday October 8 at 11:00 pm for clean- up and load out. 24 hour Security will be provided both days.

Affected Streets that will be closed:

Girard Ave between Prospect and Torrey Pines Rd. Silverado between Drury Lane and the alley west of Herschel. Wall Street between Girard Ave and the alley west of Herschel.

***Event Time line:***

*Friday 10/5 5:00 pm no parking begins (towing starts) for Load in of Tents, Rentals, Restroom  
12:00 am load in ends and Overnight Security is provided*

*Sat 10/ 6 6:00 am Load in Continues: Artists and Vendor Load in  
9:00 am Streets clear of all load in vehicles  
10:00 am Festival Starts  
6:00 pm Festival Ends Overnight Security is provided*

*Sunday 10/7 7:00 am Restrooms are serviced  
8:00 am Streets clear of all vehicles  
10:00 Festival Starts  
6:00 pm Festival Ends  
Clean up and Load out  
12:00 am Streets reopen to traffic*

La Jolla Art and Wine Festival has raised close to half a million dollars for the Schools.

Dave asked if there have been any issues from the no parking and street closures for the Festival. Laurel responded that Mary Star of the Sea was concerned about the No Parking on Sunday for their parishioners and event planners removed no parking signs around the Church on Kline to back of the ally way to accommodate them.

**Motion to Approve Request for temporary street closures and no parking areas on portions of Girard Ave, Wall Street, and Silverado Street for the 10th annual fundraiser event on Saturday and Sunday October 6-7, 2018: Hawrylyszyn Frank, Second: Ryan 7-0-0**

**Agenda Item 6: La Jolla Concours d'Elegance-** Request for temporary street closures and no parking areas related to the 15<sup>th</sup> annual event at Scripps Park on April 12,13, and 14, 2019 (Laurel McFarlane)

**Action Item**

Concours d'Elegance La Jolla is becoming internationally renowned from publicity surrounding the event. La Jolla is featured in many high-profile publications and people from all over the world are already registering their cars for the 2019 event. Proceeds from the Event go to the La Jolla Historical Society. Last year's event netted a record \$110,000 for the Society benefitting the Monarch School, La Jolla Parks and Beaches Inc., The Village Merchants Association and Navy Seals. As more money is raised from this fundraising event additional charities will benefit from it as well.

**No Parking:**

8:00 am Friday April 12, 2019 to 10:00pm Sunday April 14 2019:

Coast Blvd from the Cove to Girard Ave for production set up

On Sunday April 14, 2019 there will be No Parking from 3:00 am to 8:00 pm:

Coast Blvd from Prospect Street to Ocean lane

Herschel Street on the South Side between Prospect and Wall Street for ADA Parking

Ivanhoe from Prospect to Cave Street from 5:00 am to 9:00 am

**Street Closures Sunday April 14, 2019 3:00 am to 8:00 pm:**

Coast Blvd will be closed between Prospect St and Girard Ave

Girard Ave will be closed between Coast Blvd and Prospect Street

Ivanhoe will be closed from Prospect Street to Cave Street from 5:00 am to 9:00 am

Event Set Up: 4/12/19 6:00 am

Event Starts: 4/13/19 5pm-10pm starts again at 9 am 4/14/19

Event ends: 4/14/19 4 pm

Breakdown ends: 4/15/19 noon

Tom noted that at the La Jolla Parks and Beaches Meeting there was a discussion about the City's studying the use of Parks throughout San Diego which could affect the Event for next year. Laurel responded that Tiffany Share contacted the City about the Parks Master Plan Study. It is going to be a long-range Study encompassing all of the Parks in San Diego which will take some time to finalize. La Jolla Concours d'Elegance should be fine for next year.

Brian asked Laurel how the new signage for the no parking areas was working out.

*In 2016 at the March-July LJT&T Meetings Nancy and Patrick worked on reconfiguring event no parking signage. Nancy had sent Cindy Kodema an email asking her if the no parking signs could be reconfigured for better visibility. Patrons to area businesses believed they could not park due to upcoming events that*

*were taking place several days later resulting in unused parking spaces at many area businesses. Nancy and Patrick worked on a prototype that other cities use that would spell out more clearly what date and days no parking were in effect. The October 2016 La Jolla Art and Wine Festival would be the first event using the new no parking signage.*

Laurel advised the Board that the year the La Jolla Art and Wine Festival switched to the new parking signage that our Board recommended they use they towed the most cars they have ever towed. Drivers found the verbiage on the new no parking signs confusing. Laurel suggested it is the color of the signage that drivers see when they pull into a parking space. A no parking sign with the day and date highlighted in red has been more effective and that is what the event planners have been using for the Art and Wine Festival and for the Concours d'Elegance.

**Motion to approve request for temporary street closures and no parking areas related to the 15<sup>th</sup> annual event at Scripps Park on April 12,13, and 14, 2019: Brady, Second: Earley 7-0-0**

**Agenda Item 7: Request for Elimination of Parking Space on Prospect Street east of Torrey Pines Rd Intersection to facilitate left turns of large trucks and eliminate lane blockage (Gail Forbes) Action Item**

At the intersection of Prospect Street and Torrey Pines Rd, there is a dedicated right turn lane to make the turn onto Prospect Street from Torrey Pines. Immediately upon making the turn drivers are faced with cars parked along the right side of the road. Drivers easily navigate away from the parked cars but oversized vehicles such as Trucks and Busses cannot easily maneuver away from the parked cars.

The parking spots' proximity to the corner and the limited turning radius from Torrey Pines onto Prospect St's single lane restricts access for oversize trucks, tour buses and larger construction vehicles. Traffic in the right turn lane on Torrey Pines becomes gridlocked until the exiting village traffic, in the left turn lane on Prospect, clears sufficiently enough to permit a turn by the large vehicles. Their turns must be wide to avoid hitting the parked cars on the right and they briefly end up in the left turn lane on Prospect St. Sometimes this is two or three cycles of the signal and traffic on Torrey Pines slows and congests in the interim.

Gail believes that by removing the first parking spot adjacent to the red curb, that is only about 8.5' long on the curve, the radius would be sufficient for a large truck to easily make the turn. It would be easier to red curb that first parking space on the right side of Prospect than reconfiguring the white lines on Prospect Street.

Carol Munoz lives on Prospect Place and has to make that turn every day. When there is an oversized vehicle parked in that first parking space on the right it slows traffic down by forcing cars to move closer to the left lane on Prospect to avoid hitting it. Larger trucks which need to make a wider swing on the turns must wait for traffic to clear out of that left turn lane before proceeding. By eliminating that first parking space and extending the red curb it would make turning onto the street easier for large trucks, tour busses and other oversized vehicles.

**Motion to request City evaluation and recommendation for the removal of one parking space adjacent to red curb on Prospect Street East of Torrey Pines Rd: Brady, Second: Earley 7-0-0**

Dave announced that due to the Yom Kippur Holiday on Wednesday September 19 the September Meeting of La Jolla Traffic and Transportation has been rescheduled for Monday September 17 at 4pm at the Rec Center.

**Adjournment: at 5:25 pm**



**Next Meeting: Monday September 17, 2018**

**Respectfully Submitted: Donna Aperia, Secretary**