

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday October 17, 2018

Members Present: Dave Abrams (Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Patrick Ryan BRCC, Alisha Hawrylyszyn Frank LJVMA, Aaron Goulding LJVMA

Members Absent: Brian Earley (Vice Chairperson) LJSA, Erik Gantzel BRCC, Nancy Warwick LJTC

The Board bid farewell to Darryl Tschirn LJSA who moved away from La Jolla. Ross Rudolph MD was appointed by the La Jolla Shores Assn to replace him on the Board but is awaiting confirmation from LJCPA. Dr. Rudolph will be seated at the November Board Meeting.

The Board also bid farewell to Alisha Hawrylyszyn Frank who is attending her last Meeting. Alisha's term as President of the La Jolla Village Merchants Assn is expiring. LJVMA will appoint a Member of their Board to replace her. Dave thanked Alisha for her service to La Jolla Traffic and Transportation.

Approve Minutes of: August 15, 2018 **Motion to Approve: Hawrylyszyn Frank, Second: Brady 5-0-1 (Goulding)**

Public Comments on Non-Agenda LJ&T Matters:

Cindy Hazuka: spoke about night work on the Slope Restoration Project at the La Jolla Community Planning Assn October Meeting but wants to give her presentation to LJ&T as well. She lives near the Torrey Pines Road Slope Restoration Project. She has started looking into what kind of night time construction noise she can expect in the coming months thanks to our Committee recommending the slope restoration work be done at night. She spoke about the decibel levels from the equipment needed for the soil nail drilling on the wall to unleash 125-190 hours of jackhammer level noise for 4-6 hours per night, in the middle of the night, every work night for at least six weeks. This construction noise will far exceed the San Diego noise ordinance of 40 decibels. Depending on equipment used, hundreds of homes could experience maximum allowable levels of 75 decibels. The sound power of the drill excavator and air compressor together will approach 110 decibels at least. The level of noise for homes close to the project may reach the threshold of pain, and cause hearing damage. This type of noise exposure is problematic during the day and unacceptable and possibly illegal at night. In all of the past Minutes on this matter she has not discovered any evidence of public disclosure regarding construction noise impact on the neighboring community. There are no noise abatement measures included in the revised nighttime budget estimates on the sub-contractor. Surrounding neighbors cannot comment on the noise because the noise data has never been presented nor asked about and Community Members were not notified to join the discussion about switching to night work. Ms. Hazuka calls for a ban on night work for at least until a night time noise environmental impact report can be presented and commented on by the entire Community.

Dave sympathized with her and her neighbors who will experience construction noise but LJ&T had a tough decision to make when the issue was discussed (*Agenda Item 8 August 15, 2018 Meeting*). The Board measured the weight of inconveniencing the Residents along the project site vs the tens of thousands of commuters on Torrey Pines Road and the quagmire of traffic that resulted from the restoration project before the summer moratorium. The matter has been elevated beyond our Group and is now at City Council for resolution.

Presentation: MTS Mid-Coast Trolley Feeder Bus Study (Rodrigo Carrasco)

The Mid-Coast light rail extension will extend Trolley service from Old Town to University City, serving nine new stations along the way. MTS is developing a plan for adjusting bus services to better serve the new Trolley extension when it opens in 2021. The Public is invited to participate in the Mid-coast Trolley Feeder Bus Plan which will align the bus network with the coming Trolley service. There are many North-South services and this is an opportunity to explore East-West services that will connect with those North-South services. The workshops will primarily include the communities adjacent to the stations; Clairemont, La Jolla, Pacific Beach, Linda Vista, and Mission Beach. Open houses for the public to participate will be held on October 29 4pm -7pm at the Pacific Beach Rec Center, November 1 5pm-8pm at the North Clairemont Rec Center, December 4 12:00-2:00pm at the Linda Vista Library and 4pm-7pm at the Doyle Park Rec Center. Participants can also go online at www.sdmts.com/open-house.

Melinda asked if there could be a workshop held in La Jolla. Mr. Carrasco responded that they are stretched thin in the Planning Department due to Retirements of three Planners but he will ask if another District Planner could help out with holding a workshop in La Jolla. Currently they are set with these four Workshops.

Agenda Item 1: Request to Eliminate Red Curbs on La Jolla Farms Road (Cont'd Item) to facilitate parking for surfers at 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 to allow City Staff time to investigate how the curbs became red on both sides of the street contradicting the October 1998 Memorandum. City Staff have the same 1998 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. Gary Pence, Senior Engineer, completed his research and advised the Board of his recommendation:

Regarding the additional red zones that were added to the other side of the street that were not included in the City Council passed resolution referenced in the October 1998 memo. It appears that the red curbs were painted along certain portions of La Jolla Farms Road between La Jolla Shores Drive to a little west of Blackgold Road, primarily where there are vertical and/or curves in the road. The residents were (and still are) concerned about speeding traffic and pedestrians walking in the road since there is no sidewalk on either side of the road. This segment of La Jolla Farms seems to have the most pedestrian traffic. So, in order to prevent pedestrians from walking in the roadway adjacent to parked vehicles, red curb was added in certain areas but primarily along the curved portions where an approaching vehicle may not be able to see a pedestrian walking in the roadway. Since this red was added in order to improve pedestrian safety along this road, and since there appears to be plenty of available parking for beach goers and surfers, we do not recommend removing any red. However, we will be "cleaning up" the two-hour parking signs so they all show the correct effective days which is Monday through Friday with holidays and weekends excepted. Bye-the-way, these additional red zones on this portion of the road have been there for at least ten years and we have received very few complaints about not enough parking.

Melinda received her response regarding the red zone curbing from a Member of the Coastal Commission:

The red curbing in place now does not seem to conform to the Commission file showing the Commission-approved red curbing, namely with regard to the stretch of road by the access to the Scripps Coastal Reserve Trail. If the City wishes to change the amount of red curbing or the signage, they would need to apply to the Commission for an amendment to the Commission's permit no. A-6-LJS-89-166; the City cannot change the red curbing unilaterally, as it is a public access impact. If the City feels they have legitimate grounds to request a change in the red curbing, they should apply for an amendment, and the Commission will review it on the merits. It may be possible that an alternative configuration of red striping may be worked out that achieves all parties' goals of safety and access.

Dave asked Gary Pence of the City Traffic Engineering division to communicate with the Coastal Commission people and come to a resolution for us. Unfortunately, that has not yet happened and more time is needed before LJT&T can take a position on the red curbs.

Melinda would like to see it postponed to next month because the Coastal Commission has a strong opinion on the red curbing and they would like the City to come to them because what has been done as far as they are concerned is illegal.

A woman in the audience informed the Board that she was the one who went to the main Coastal Commission in her area and presented the case which they totally approved and instructed the City to do the curbs. This took place in 1987. Dave explains this is why more time is needed to work out what happened and the City's position on it vs the Coastal Commission position on it.

Aaron asks why there are no sidewalks on the street and is it possible to put sidewalks in because the street is wide enough to support them. It seems it would be safer for pedestrians to have sidewalks which would allow more parking. Melinda advises that the Coastal Commission suggested that the one side of the street that has no cars on it could be used as a pedestrian walkway.

Motion to Approve Continuing the Request for elimination of Red Curbs on La Jolla Farms Road pending resolution from contributing entities: Brady, Second: Ryan 6-0-0

Agenda Item 2: La Jolla Half Marathon: Request for Temporary Street Closures and No Parking areas related to the 38th annual Kiwanis sponsored event based at Scripps Park on Sunday April 28, 2019. (Ellen Larson) **Action Item**

On Sunday April 28, 2019 the Kiwanis of La Jolla will host the 38th annual La Jolla Half Marathon & La Jolla Shores 5K. The Kiwanis Club of La Jolla raises more than two hundred thousand dollars a year through this major fundraising Event. These funds are specifically used to address the needs of children in our wider community. 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.

Bart Calame is immediate Past President of the Kiwanis, current Secretary, and half-race Chair. Nothing has changed to the Route or the finish line festivities, however, construction may be a factor for them next year. Last year they reverted to the 2014 Race Course to accommodate La Jolla Shores construction issues. They are prepared to revert to another course route in the event of any construction or weather-related issues that might be a problem for them in April 2019. Their goal is to make it as a minimal time frame as possible and to accommodate as many people as possible.

Patrick asked if any cars were towed last year and Ms. Larson responded that no cars were towed last year. In past years they have had issues with tows but that hasn't been a problem in recent years.

Aaron asked if they were closing Coast Boulevard and Ms. Larson responded just in front of the Cove. She does not live in La Jolla and it became clear she was not familiar with the streets when she continued to refer to the Cove as the Shores. Coast Boulevard to the Cove will be shut down for the Race and reopen around 11:00-11:30. Aaron referenced businesses in that area that would be impacted but Ms. Larson responded that they keep one lane open to try to accommodate everyone.

Alisha reminded them that next year around the time of their Event the restrooms at Scripps Park may be closed for renovations. There will be Porta Potties but event staffers should check to make sure they are all set up to use. Ms. Larson advised that they also bring in their own Port a Potties.

Tom asked about the Organizations who will be the beneficiaries of the fundraising. Bart responded that all of their Organizations, over 100 of them and all non-profits, are listed on their website. Every Friday they issue two checks, so that equals to over 100 checks a year to their various Organizations. Their budget is \$200-250,000 funded from the Half-Marathon Race.

Post cards with information about the race and street closures are left on every door along the race route two weeks before the Race:

Saturday, April 27, 2019:

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 28, 2019

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.

Jimmy Durante Blvd between San Dieguito Drive and Via De La Valle.

Via De La Valle between Interstate 5 and Camino Del Mar-.

Camino Del Mar from Via De La Valle to Coast Blvd.

Coast Blvd from Camino Del Mar to 15th Street.

Ocean Avenue from 15th Street to 13th Street.

13th Street from Ocean Avenue to Pacific Lane.

Pacific Lane from 13th Street to 12th Street.

12th Street from Pacific Lane to Stratford Court.

Stratford Court from 12th Street to 4th Street.

4th Street from Stratford Court to Camino Del Mar.

Camino Del Mar from 4th Street to Carmel Valley Road.

N Torrey Pines Road from Carmel Valley Road to entrance of Torrey Pines State Park.

Torrey Pines Park Road (entire road inside Torrey Pines State Park).

N Torrey Pines Road from National University System Driveway to N Torrey Pines Court.

La Jolla Shores Drive from N Torrey Pines Road to El Paseo Grande.

El Paseo Grande from La Jolla Shores to La Vereda (La Jolla Shores boardwalk).

La Vereda (La Jolla Shores boardwalk) from El Paseo Grande to Avenida De La Playa.

*Avenida De La Playa from La Vereda (La Jolla Shores boardwalk) to Calle De La Plata.
Calle De La Plata from Avenida De La Playa to Paseo Dorado.
Paseo Dorado from Calle De La Plata to Spindrift Drive.
Spindrift Drive from Paseo Dorado to Torrey Pines Road.
Torrey Pines Road from Spindrift Drive to Prospect Place.
Prospect Place from Torrey Pines Road to Coast Blvd.
Coast Blvd from Prospect Place to La Jolla Cove.*

Motion to Approve Request for Temporary Street Closures and No Parking areas related to the 38th annual Kiwanis sponsored event based at Scripps Park on Sunday April 28, 2019: Brady, Second: Hawrylyszyn Frank 6-0-0

Agenda Item 3: Resident Request for Right Turn Only signs: at Exchange Place intersection with Torrey Pines Rd (Byrne Eger) **Action Item**

Byrne Eger is requesting two Right Turn Only traffic signs for Exchange Place at both sides of Torrey Pines Rd. Dave explained they would be similar to the traffic signs on south-bound Herschel and Ivanhoe. Byrne advises that there are two traffic lights within a block or two from Exchange Place so it is really not an inconvenience to drivers and it is a hazard especially at rush hour. Drivers are trying to cross four lanes of traffic to make the left turn and it is creating a hazardous condition at the intersection. It is already difficult to make a right turn when drivers trying to make that left turn from Exchange Pl onto Torrey Pines Rd are backing up traffic.

Patrick asked Byrne if she was looking at time restrictions. Can residents on Exchange Place make the left turn onto Torrey Pines in the middle of the night. Byrne has no issues with residents making left turns in the middle of the night she just does not want them doing it during the day. Patrick asked her what support she had from the neighbors around that neighborhood. Byrne did not poll them but she knows enough people that she could have enlisted them to come to this Meeting however Dave did not think that was necessary. She does not feel anyone would object to the signage. Drivers coming out of Country Club would welcome it. Patrick noted that if he lived on that street and made that left turn every day and suddenly one morning there was a traffic sign prohibiting that left turn because someone who does not live on the Street requested it he would have a problem with it.

LJT&T has a process of polling neighbors through a Petition to ensure at least 75% of them are OK with traffic changes on their Street; in this case petitioning a block of neighbors on Exchange Place in either direction of Torrey Pines Road.

Gail Forbes commented that the only people who may object are the houses and addresses that open on Bluebird Lane which is the alley and crosses that intersection. Drivers coming to that Intersection may realize they cannot make that turn and use the alley to access the intersection either North or South. Alleys are not made for traffic. Byrne responded that once the signs are up drivers would adjust.

Dave asked Byrne if she was up to the task of petitioning the neighbors. Byrne does not feel comfortable knocking on doors of strangers but asked if she could email or write a letter as a way of contact. It is a Federal offense to put anything in a mailbox that does not come from the Post Office so putting a letter in a mail box is not an option for Byrne.

Patrick explained to Byrne the petition process that is usually standard with a Memo on top of the petition paper summarizing the request; in this case for a Right Turn Only sign on Exchange Place, and

then going door to door and getting residents in the area to sign it and then bringing it back to T&T to show the approvals for the signage. Byrne continues to be uncomfortable going door to door.

Roland Stroebel in the audience for another agenda item spoke about his neighbor, Andrea Russell, and how much she championed for speed humps on Draper. She left letters on doors and they were ignored but she was persistent in returning a second time banging on doors and she ended up getting the signatures she needed and the speed humps she wanted for her Street. Mr. Stroebel told Byrne she will have to go door to door to get the signatures she will need.

Byrne responds that she could probably go door to door in the area between Virginia and the Parkway on one side of Exchange but there are only 6-8 houses there and she does not know the other side very well. She would not mind going to just 6-8 houses.

Patrick advised that if the Board wanted to go with a Motion for something else he is fine with that. The Petition process is just his suggestion.

A gentleman in the audience noted that a Right Turn Only sign at the Intersection would affect everyone trying to make a right turn because drivers trying to make the left turn block drivers trying to make the right turn. There is room for a car to pull up and make the right turn but oftentimes drivers waiting to make the left turn block access and traffic just backs up.

At this point Byrne asked for a Motion from the Board and Dave called for the Motion.

Aaron made a Motion to Approve the Right Turn Only Signs and Tom seconded.

Board discussion began with Patrick understanding that the signs are a no brainer but he wants to ask the Neighbors before proceeding and cannot support the Motion. Alisha agrees with Patrick. There is a protocol involved to give the neighbors a chance to come in and speak to the Board. Let the Residents know before a decision is made about their Street. Patrick reminded the Board that too many times Residents have come back to the Board to get an item reversed because they were not notified.

Tom asked Aaron if he would modify his Motion and Aaron declined. Aaron believes no one will fight against the signs preventing a driver from trying to cross 4 lanes of traffic on a busy street in rush hour.

Motion to Approve Resident Request for Right Turn Only Sign at Exchange Place intersection with Torrey Pines Rd: Goulding, Second: Brady 3-3-0 (Ryan, Hawrylyszyn Frank, Aperia) Motion Failed.

Byrne understands she will need to petition the neighbors in that one block of Exchange Place. Dave can get an official petition form for her. Alisha and Gail Forbes volunteered to go with Byrne to get the signatures for her petition. Agenda item is Continued pending results of the Petition

Agenda Item 4: Resident Request for Left Turn Signals: for North and South bound Fay Avenue at Pearl Street Intersection (Byrne Eger) **Action Item.**

Byrne Eger is requesting Left Turn Green Arrows added to the existing traffic signals for North and South-bound Fay Ave at the Pearl Street Intersection. There are left turn green arrow signals on east and west bound Pearl Street but there is no left turn green arrow signals on north and south bound Fay Ave. When School gets out there is a steady stream of cars that prevent making the left turn onto Pearl Street from Fay Ave. Having left turn green arrow signals will assist drivers on Fay Ave in making the left turn onto Pearl Street.

Dan Allen asks if there are turn pockets on Fay Ave and Dave responds that there currently are turn pockets on the street.

Motion to Approve Resident Request for Left Turn Signals for North and South bound Fay Avenue at Pearl Street Intersection: Brady, Second: Goulding 6-0-0

Agenda Item 5: Resident Request for Lighted Pedestrian Crosswalk: at Girard Ave/Silverado St Intersection (Byrne Eger) Action Item

Byrne Eger is requesting a Lighted Pedestrian Crosswalk at Girard Ave and Silverado Street in front of the Union Bank. There is currently a 4-way stop at that Intersection. Drivers stop but pedestrians step off the curb without seeing them and go out into the Intersection. Tourists walking in the area do not watch out for traffic, they just step off the curb into the Intersection. She has seen cars swerving to avoid hitting them and drivers already in the middle of the Intersection stop all together which causes back-ups. Tourists who are driving do not look where they are going if they are searching for their destination point. Byrne believes someone is going to get killed in the Intersection. Ideally, she would want a 5-way so pedestrians could walk diagonally across the street but she would settle for any lights to alert drivers to pedestrians in the crosswalk.

Ryan asked her what kind of lights is she referring to; the overhead lights that stop traffic or controlled lights at the crosswalk. Byrne would like the overhead traffic lights for the Intersection but knows Residents do not want to see them in the Village when they are trying to maintain the Village atmosphere. She is requesting the blinking lights for the crosswalk.

Gail Forbes noted that this Intersection is not unlike all of the other Intersections up and down Girard Ave because the area has heavy tourist traffic and if there was a pedestrian signal at this crosswalk it would be going off all day long because of the tourists in the area. There is a 4-way stop, all drivers have to stop for pedestrians in the street, and the lights would run contrary to the 4-way stop. Byrne asked if a traffic light there would be a No-go. Gail responded that she could try for it for the next two years of her life. Dave recommended sending it to the City to evaluate the Intersection.

Motion to Refer Girard Ave at Silverado St Intersection to City Engineers for analysis of possible solutions regarding request for lighted pedestrian crosswalk: Ryan, Second: Goulding 6-0-0

Agenda Item 6: Resident Request for Speed Humps: on Bonair St between La Jolla Blvd and Draper Ave (Roland Stroebel) Action Item

Mr. Stroebel and Mr. Ross Clark are homeowners on Bonair Street. Mr. Clark explained drivers treat his street like it's a drag strip and he has school aged children. He polled his neighbors and he believes he would have 100% support for speed humps on Bonair. There are two former Police Officers and an Assistant D.A who live on the street and they know how to get things done. Homeowners have to do something about slowing down the traffic before one of their kids gets hit. They are here to ask what do they need to do to take it to the next level.

Dave explained because of the length of the street and abutting properties that will be impacted there has to be a Petition process they would have to complete. Dave can send them the Petition or refer them to the City who can provide it for them. They will have to get 75% of the homeowners in a target area and once the Petition is completed and the City verifies it they will return to the Board.

Mr. Stroebel asked if it would be the same Petition that Andrea Russel used, who succeeded in getting Speed Humps for Draper Ave. Ms. Russell spoke to them about the steps she took to get the Speed Humps (*Agenda Item 1 Nov 15, 2017 Meeting*). Dave responded they are standard Petitions. Melinda told them that she too is going through a petition process to get speed humps on Westbourne Street.

The City evaluated Westbourne for speed humps and they are now going through the process of getting them.

It was pointed out that the speed humps on Draper Ave are not quite effective at slowing drivers down since they continue to fly over them but Mr. Stroebel advised that it will catch the attention of some drivers who may otherwise be distracted.

Mr. Stroebel advised the Board that he is a retired Police Officer and he is home during the day and hears the cars flying down Draper Ave and he believes the speed humps should have been extended all the way down Draper Ave to the dead end because there is just an accident waiting to happen down there with the kids who just light it up after school. Once those kids make the right turn onto Bonair Street it is the homeowners who are trying to slow them down. He wants the speed humps for his own street so is not pursuing that end of the street. Dave will follow up with them regarding the Petition process.

Agenda Item Continued to November Meeting pending results of Petition.

Dave announced that due to the Thanksgiving Holiday on Thursday November 22, 2018 the November 21, 2018 Meeting of La Jolla Traffic and Transportation has been rescheduled for Monday November 19, 2018 at 4pm at the Rec Center.

Adjournment: at 4:55 pm

Next Meeting: Monday November 19, 2018

Respectfully Submitted: Donna Aprea, Secretary