

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday March 20, 2019

Members Present: Dave Abrams (Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Erik Gantzel BRCC, Aaron Goulding LJVMA, Ross Rudolph LJS

Members Absent: Brian Earley LJS, Patrick Ryan BRCC, Natalie Aguirre LJVMA

Approve Minutes of: February 20, 2019 **Motion to Approve: Brady, Second: Gantzel 5-0-2 (Warwick, Rudolph)**

Public Comments on Non-Agenda LJ&T Matters:

Ira Parker: La Jolla Blvd is treacherous for pedestrians in the crosswalk especially at Genter Street. This Board approved and the City installed flashing lights at the La Jolla Blvd at Genter St crosswalk. Ira reports that drivers are not slowing down for the blinking lights but driving faster to beat the pedestrians before they enter the crosswalk to avoid slowing down and stopping for them. More than once he has had to position his car on an angle to prevent other drivers from passing him while pedestrians were crossing in the crosswalk. He suggests traffic calming at that intersection. Dave will contact the City Traffic Dept for any traffic calming measures that might be available for the intersection.

Ardyce Homa: has had several bad experiences with the Scooters (operators) that are riding around in the Village and on Coast Blvd. She wants to know if there is anything in that App that alerts the riders that operating the Scooters on sidewalks is illegal. Aaron opened the App and right away could see a disclaimer that operating a Scooter on the sidewalks is illegal unless otherwise permitted. She was sideswiped by a Scooter on Girard Ave and has now become like a sole policewoman when she sees them on the sidewalks. She also sees children on the Scooters riding with adults and believes that is dangerous. Aaron confirms that there should be just one rider on the Scooters. Scooter operators if they are riding on the sidewalks or have children riding with them are doing it illegally; however, the law is not enforced. It is much like littering. Littering is illegal but people do it anyway and it's not really enforced. Dave noted that there was a fatality several days ago involving a Scooter and suggested that she write to Councilwoman Barbara Bry who has been active in trying to regulate them.

Agenda Item 1: Request to Eliminate Red Curbs on La Jolla Farms Rd (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 2018 Meeting and was Continued 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 1998 Memorandum that the Board received but there appears to be no documentation after that for why both sides of the streets are red curbed. City Staff are open to removing the red curbs on the East

side of the streets and creating more time limited parking but requested more time for an evaluation and recommendation of the area.

Gary Pence met with the Coastal Commission staff and emailed his recommendation which Dave read to the Board and audience:

Attached is the map showing where we intend to remove some red to add additional parking on La Jolla Farms Road. The red on the west side and south side of the street was installed approximately 30 years ago and was approved by City Council and the Coastal Commission, so we do not intend to remove any of that red. Over the past 30 years additional red has been added to the east and north side of La Jolla Farms Road for primarily two main reasons, which are to provide visibility of approaching traffic for residents exiting their driveways or the side streets, and to improve pedestrian safety. The residents had expressed concern that pedestrians which included students, beach goers, and local residents were walking in the travel lane up and down the street because there is no sidewalk. This became of particular concern at night and where the road had curves that limited sight distance. So, along the two curves (Curve 1 and Curve 2) identified on the map, red zones were installed so that the pedestrians could walk close to the curb and not in the travel way.

With the safety concerns mentioned above, we looked for locations where we could remove some red while not creating any visibility issues for residents exiting their driveways or side streets, and we left the red at the critical curve areas (Curve 1 and Curve 2). This allowed us to create eleven additional parking spaces which are listed below and identified on the map.

Nico Nierenberg, acting spokesman for La Jolla Farms Rd, clarified they do not have a Homeowners Association. They are a group of neighbors who are coming together to respond to the proposal to eliminate eleven red curbs for additional parking spaces on La Jolla Farms Rd. They received this proposal just several days ago leaving them no time to prepare for it. He requested a continuance but it was not granted.

Since August 2018 Mr. Nierenberg has had a production request for any records the City has going back to 1989 when the red curbs were created to the current red curbs that they have in the neighborhood today. The City produced nothing for them so when Gary Pence says this is what happened and this is why we did what we did because of curve one and two, residents have no idea where that information is coming from because they asked for it and did not receive anything. They asked for history, engineering studies, safety considerations, even simple work orders and as far as they know records do not exist. They do not feel it is reasonable to ask them to comment on this until the City tells them how they got from where they were to where they are now. The City should be able to produce that because Gary Pence should not be able to simply say this is what happened, he must have a reason for knowing what happened.

Mr. Nierenberg noted an allegation that they read in the La Jolla Light that troubled a lot of them regarding the suggestion that Residents went out and painted the curbs red themselves. The Board has the response from the City; there is no evidence that happened. In his email Gary Pence says the City did it for safety reasons. Mr. Nierenberg wanted to clear up the misconception that Residents went out and painted the curbs red themselves.

Residents of La Jolla Farms Rd believe that no decisions should be made now until more detail about why the decision is being made and how we got to this point is clear. There has been no demonstration that a parking problem even exists. There have been no parking studies done. When people complain about speeding the City does a Study. They measure out cars and speeds but the City never did a parking study to determine if there is a parking problem in the Farms.

Mr. Nierenberg presented an enlarged picture of La Jolla Farms Rd. He noted the streets and lanes that make up the La Jolla Farms area: La Jolla Farms Rd and Black Gold Road. Green Tree Lane, Idlehour Lane, Brookmead Lane and Crown Crest Lane are all cul-de-sacs. With the current red curb configuration there are 280 parking spaces in the area of La Jolla Farms and Black Gold Rd. There is no parking on the cul-de-sacs. He pointed out the key beach access point leading to the Beach, the Ho Chi Minh Trail, and the Coastal Preserve that is in the area. There is parking within 2-5 minutes of these access points. He showed the Board where the red curbs are on the street and where parking is available. There is always parking available in the Farms and it is a short distance from the beginning of the Farms. However, in the past, the 80's, drivers clustered in the area closest to the beach access point and it caused congestion in the Street. Attempts were made in 1989 through the red curbs to spread out the parking spaces throughout the neighborhood, but never more than a few minutes away from the beach access point, to relieve the congestion and make the street safer.

Mr. Nierenberg explained the issue is not simply that there was a certain amount of red curb and now there seems to be more of them, it's that there are different configurations from different Maps of the street that appear to show more of them and he pointed out the difference between two maps. He pointed out where the City wants to remove the red curbing to create more parking spaces. Residents of La Jolla Farms Rd do not believe this is a reasonable request to remove the red curbs. There is not a parking problem to resolve, there is not a correct recognition of what the existing situation is, nor is there sufficient history or analysis to make these changes.

Sarah Price Keating and her husband Brian Keating created a handout for the Board. They have been residents of La Jolla Farms Rd since 2008. They have five young children and increasing parking by eleven new parking spaces will increase the danger of walking in the neighborhood not just for her family but for all visitors to the Farms. There are no sidewalks in the Farms area so she and her small children must walk facing the traffic and when approaching blind curves,

she must zig zag around them walking with the traffic until the curve is cleared and she can resume her walk facing the traffic until she meets another blind curve and has to repeat the process. Even when there are no blind curves but there are parked cars on the East side of La Jolla Farms Rd, they have to walk in the middle of the street outside of the white lines because there is barely any room to walk safely on that side of the street. Some of the proposed new parking spaces are on these blind curves which will impact her ability to cross the street safely because if a car is parked there it will already impact her line of vision. A parked car on a blind curve will increase the danger of walking exponentially. It is important for LJT&T to really get a sense of how dangerous it is to walk their streets in that area. Her recommendation is not to accept this proposal and keep things as they are for the safety of the children and for the guests and visitors who deserve the right to safely walk in the neighborhood.

Brian Keating is a Professor at UCSD and works in the Scripps Institute of Oceanography. He speaks of the environmental impact that removing the red curbs will cause to the street. There are pictures in their handout of astonishing amounts of hydraulic, oil and brake fluid run off where parking is permitted on the street versus where no parking is permitted. He would like to see an environmental impact report done before any action is taken from the Coastal Commission.

He understands the Coastal Commissions mission is to open up beach access; he welcomes that because his students come to the Farms to surf with him and his family but he wants the removal of the red curbs to be done in a safe manner. The addition of more parking will bring more traffic and pollution which will be devastating to the delicate eco-system that UCSD and the Scripps is trying to protect. He is also asking for a Continuance to give neighbors time to develop more of a consensus within their Community. He has created a google form that has already been signed by fifty neighbors objecting to the removal of the red curbs in any of the locations currently shown on the map provided by Gary Pence. They would like a month to consult with their own traffic engineer and legal counsel who can speak to the City Council because they feel like they have not received enough notice to the changes that will take place in their neighborhood. Removing the red curbs will only add about 3.9% to the parking but there is already so much available parking in the neighborhood that it is not needed.

Dave informed the audience that the Traffic and Transportation Board is strictly Advisory; we do not make final decisions. We refer our recommendations to our five Chartering Organizations and to the City Traffic Engineers. He explained to them that ultimately it ends up with the same people who made the recommendations.

Dave further clarified that Gary Pence conferred with the Coastal Commission before he made his recommendation to the Board. The Coastal Commission took a hard line at some of the red curbs that are there not being consistent with the Coastal Plan that was Approved back in the 80's:

Alexander Llerandi, is the Coastal Commissioner who conferred with Gary Pence. His site visit revealed that there is unpermitted red curbing that is not in conformance with the City's and Commission's original 1988/1999 action. I have attached an "unpermitted red curbing" document showing the areas in question. I recall in a past discussion that you mentioned that those areas were red curbed due to potential pedestrian safety issue due to the curvature of the road creating visibility issues. While I recognize the City's concerns, the configuration of La Jolla Farms today is the same as it was in 1988/1989 when the City and Commission established how public street parking would be managed. If in the time since the City has gained evidence that modification of the red striping is needed, it would first require the processing of an amendment by the City to the original local 1988 CDP. Thus, if the City wishes to retain the non-conforming red striping, it must process the amendment lest it be found in violation of coastal regulations.

Melinda explained the history of how all of this came about to the audience. For many years the surfing community asked her why there was so much red curb in the Farms. There are two incredible places in the Farms with Blacks Beach and the Ho Chi Minh Trail and a lot of no parking. She went to the Coastal Commission and asked them why there was so much red curb in that area. She found a document (Oct 1998 Memorandum) that showed that the residents in the Farms at the time wanted everything red curbed and they were denied, however, the Coastal Commission allowed everything on the Ocean side to be red curbed and all the cul-de-sacs. That was how the Farms was supposed to look, with the Ocean side red curbed and the East side open for parking. In July 2018 she brought the issue to LJ&T for help in finding out why the East side of La Jolla Farms Rd was red curbed when it was only supposed to be the Ocean side.

Board discussion began with Aaron. Melinda's objective for all of this is to open up beach access to Surfers but Aaron interpreted some of what Mr. Nierenberg said to the Board as the red curbs were there to stop beach access. Mr. Nierenberg clarified that the red curbs were put there to spread out the traffic and relieve congestion. Everyone was congregating in a very small area, parking on both sides of the street near the intersection, and preventing through access to the rest of the street. Red curbing at that section of the street does not stop or prevent beach access it just spread the parking out further down the street to open up the street for through access.

Erik commented that he parks on Black Gold Road when he is there to surf and he has noticed red curbs creeping up on Black Gold where it meets La Jolla Farms Rd. He notices it because he has to park further up the street on busy days sometimes near the first cul-de-sac on Black Gold. He agrees with Mr. Nierenberg that he is just a short distance away from the access point but like every other surfer he wants his car as close to the access point as possible.

Tom noted that both Mr. Nierenberg and Mr. Keating raised some issues that the Board should get more answers to before making a decision and he favors a Continuance. He offered a Motion to Continue and Nancy seconded it.

Aaron mentioned to Mr. Nierenberg that about a month after the July 2018 Meeting a woman was caught spray painting a curb red in the Shores area so it does happen. Mr. Nierenberg stands by his words; as far as he knows, no residents painted those curbs.

Dave asked Tom about the information he hopes to obtain from the Continuance. Information has been scanty and hard to get since July, even the City cannot seem to come up with any records. Tom responded that Gary Pence did not take into consideration the environmental impact to the street and he believes the City should weigh in on it because it is an important issue. It will also allow the residents more time to press the City for the records. Nancy seconded it to allow the residents time to meet with City Staff to discuss the specific parking spots that will open up; perhaps some of those parking spaces are acceptable while other parking spaces may be a concern for safety issues. It is only fair they be allowed some input on the proposal since they live there. Erik agrees with a Continuance for the same reason Tom and Nancy do; allow the residents more time to have some input on the proposal.

Ross noted that the City has no documentation for a lot of the red curbs on the street. If the City painted those red curbs, they would have that documentation and if they didn't paint those red curbs and someone else did there obviously would be no documentation. It is unreasonable to expect the City to have records when in fact there may, or may not have been, illegal use of painting.

Motion to Continue to allow the Residents time to analyze the proposal and prepare a response to eliminate red curbs on La Jolla Farms Rd: Brady, Second: Warwick 7-0-0

Dave explained to the Residents of La Jolla Farms Rd their request for a Continuance was not granted at the time they asked for it because the Agenda had already been published and distributed. LJT&T had the proposal and he wanted the Board to make the decision either through a Motion to Continue or a Motion to take Action.

Agenda Item 2: Request for 2 Hour Parking on Kilbourn Drive- From 8am-6pm Monday through Friday to deter UCSD Campus all-day parking (Stephen Breskin) **Action Item**

Kilbourn Drive is a cul-de-sac off of Sugarman Drive near La Jolla Scenic Drive North. It is the last street near the University that has unrestricted parking and it has been taken over by UCSD students jamming their cars into their small street with all day parking. It has begun to impact residents' quality of life to the point even their mail cannot be delivered because there is no access to their mail boxes. They requested 2-hour time limited parking from 8am to 6pm Monday-Friday so the City sent them a Petition. Residents of Kilbourn Dr understand they will

also be affected by the time restriction but their Petition received 100% approval. City Staff certified their Petition and approved their request for time limited parking but they now need input from LJ&T.

Mr. Breskin described his street as a very quiet and clean cul-de-sac but has now been taken over as a UCSD parking lot and is no longer clean or quiet. Residents of Kilbourn who were unable to attend this Meeting wrote statements that Mr. Breskin read to the Board. There is no parking for delivery people, service/repair vehicles who come to make repairs or for their guests. When parking on Kilbourn becomes tight drivers will park on the curve between Kilbourn and Sugarman thereby obstructing views when residents are exiting their street. They block access to resident mailboxes so the post office has no access to deliver their mail.

Bill Kuncz told the Board he had a very expensive bike taken from his garage and he does not believe one of his neighbors would take his bike. He spoke of scooters left all over the street, and the situation has gone beyond ridiculous to the point that residents on the street welcome restricted parking. He does not know if the timing of the restriction can be altered but if it can he would favor 10am to 4pm because that time frame seems to be when the Street becomes a parking lot.

Denise Shoemaker told the Board that she received a notice from the Post Office that her mail has not been delivered for several days because her mail box has been inaccessible. They have drive by mail delivery from the Post Office and the truck cannot get near her mailbox. She told the Board their situation has become challenging.

Mr. Breskin told the Board that he and his wife will be spending several thousand dollars to modify their driveway to accommodate their cars because they will be subject to the parking restriction but they are prepared to do that because of the greater benefit.

Aaron asked Mr. Breskin about permitted parking for residents. Mr. Breskin responded that is not an option for them. San Diego has just two options: either the two-hour parking which applies across the board to everyone, or spend several years creating a resident parking zone. It would take 500 Homeowners to support the creation of the resident parking zone and he does not believe there are even 500 homes within his zone. He told the Board Los Angeles offers unrestricted permitted parking for their Residents and restricted parking for non-residents but San Diego does not offer that option for their residents.

Erik mentions that the UCSD parking problem is also happening on La Jolla Shores Drive and it will continue to happen elsewhere until UCSD provides enough parking. Mr. Breskin responded he was hoping when the new UCSD Parking Structure opened up on Gilman they would see some relief but unfortunately that new parking structure made no difference.

Nancy asked if they were requesting 2- hour parking restrictions during the weekend and Mr. Breskin responded just Monday through Friday although he mentioned the same 10am to 4pm

time frame that Bill Kuncz requested. Dave noted that Noor (Kasto) was working on the 8am-6pm time frame so they should stick to that time frame.

Motion to Approve Resident Request for 2 Hour Parking 8am-6pm Monday through Friday on Kilbourn Drive: Gantzel, Second: Brady 7-0-0

Tom requested that Mr. Breskin send the Board a digital copy of his Petition for our Records and noted that the time frame 8am-6pm was keeping in line with the parking restrictions for surrounding streets in the area of Kilbourn Drive.

Agenda Item 3: Placement of Scooters/Dockless Bike Corrals in La Jolla- City proposal already downtown and planned for La Jolla in the Fall (**Discussion Item**)

Tom discovered that the City intends to install bike corrals in La Jolla for scooters and dockless bikes sometime in the Summer/Fall. They are currently being installed downtown. These bike corrals are white painted squares on the streets showing pictures of bikes and scooters to alert riders it is okay to park them within the square. The problem is these small corrals will be painted on the streets and may take up parking spaces which is a concern.

Ann Dynes is Chair of La Jolla Parks & Beaches. Ann explains she and Janet Collins are working on a project for installing bike racks at the Children's Pool and throughout the Village. The bike racks will act as a dedicated parking spot to leave the bikes and scooters. As a result of walking around the Village with Ahmad, City Transportation Department, Ann learned that the City will be painting bike corrals on the streets of La Jolla sometime in the Summer/Fall. As Ann was looking for places the City would consider appropriate in their right of way to install the bike racks, Ahmad was looking for places to paint the bike corrals. These bike corrals are already being deployed downtown and Ahmad had mentioned to Ann that La Jolla was next. Ahmad explained to Ann that the bike corrals are being painted on the streets between the last diagonal parking line and the curb. There is wasted space between them where bikes and scooters could be parked. Once areas are identified for the installation of bike racks and bike corrals, the locations can be entered into a GPS system so that if a User does not return the bike or scooter to a dedicated rack or corral their credit card could be charged. Dave asked for the last name of Ahmad but neither Ann or Janet can recall it. Dave asked for an email from him or anything they have with his name on it that Dave can use as a Contact. This is just a Discussion item but it may lead to further discussions so it is important that Dave reach out to Ahmad.

Adjournment: 5:15pm

Respectfully Submitted: Donna Aprea, Secretary

Next Meeting: Wednesday April 17, 2019