

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday July 17, 2019

Members Present: Dave Abrams (Chairperson) LJCPA, Brian Earley (Vice Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Natalie Aguirre LJVMA, Robert Mackey LJVMA, Ross Rudolph LJSA, Erik Gantzel BRCC

Members Absent: Patrick Ryan, BRCC

Approve Minutes of: June 19, 2019 **Motion to Approve Amended Minutes: Mackey, Second: Brady 8-0-1 (Gantzel)**

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

Agenda Item 1: Election of Officers-Nominated Candidates:

Chairperson: Dave Abrams
Vice Chairperson: Brian Earley
Secretary: Donna Aprea

Motion to Approve 2019-2020 Slate of Officers: Brady, Second: Mackey 6-0-3 (Abrams, Earley, Aprea)

Agenda Item 2: Micro-Mobility Parking Corrals for La Jolla (Cont'd Item)

City proposal for placement of numerous defined spaces within the public street for the parking of dockless scooters and bicycles. (Mauricio Medina) **Action Item**

At the June 17 LJ&T Meeting the Board was unable to pass any Motion approving the micro-mobility parking corrals to the LJCPA and the agenda item was continued to this Meeting. The City Ordinance has been in effect since July 1 allowing our Board time to reconsider a recommendation on the number and location of parking corrals to give to LJCPA for their Meeting tomorrow night.

Mauricio explained the Ordinance and the reasoning behind it and once again is looking for a recommendation of what list to provide to City Traffic Engineers:

A new City Ordinance prohibits operation of the dockless vehicles on sidewalks effective July 1. As a result of this Ordinance the City wants to expand their parking corrals program City wide so there are places, not on the sidewalk, where riders can park the bikes and scooters on the public street. The proposed parking corrals already started downtown and are generally white painted squares with painted pictures of scooters and bikes inside the square that are adjacent to red zones in the street. City Staff is reaching out to Council Offices to help facilitate public input on a list of candidate locations for parking corrals of dockless scooters and bikes. Their initial list

had around 158 corral locations in the village of La Jolla and the surrounding neighborhoods and they requested feedback by June 24th. Mauricio shared this list with the chairs and presidents of the La Jolla community planning groups and met with them in order to organize how best to facilitate public input to send back to City staff. At that meeting, there was strong pushback against placing these corrals in residential neighborhoods. As a result, he went through the list and took out candidate locations that he saw as residential. He is asking La Jolla Traffic and Transportation to vote on which option to send to City staff, the list with residential parking corrals, or the list without residential parking corrals.

Mauricio reiterated that the parking corrals vary in size with the smallest one being 10x6 and the largest being 20x6. Parking corrals were removed from residential neighborhoods by the request of the presidents of the community groups and Lifeguards requested they be removed from the vicinity of their Stations reducing the City generated list from 158 to 103. Where there are no parking corrals Operators are allowed to stage them on the sidewalk by the 4 by 40 rule- 4 devices 40' apart.

Mauricio informed the audience that the Mayor sent out a letter to the Operators detailing the rules and regulations of the Ordinance and advising them that their compliance rate will be reviewed in six months before their permits can be renewed.

Mauricio is here to take comments back to City Staff only about the locations of the parking corrals but not about the rules and regulations of the Ordinance. Dave followed up with that directing audience members to keep comments centered on candidate parking corrals and not about the actual Ordinance or the merits of the devices. Dave expressed disappointment that several times City Staff who devised these 158 proposed locations were asked to attend our Meeting and explain their rationale behind the locations and how they will be implemented, but City Staff declined to attend. In addition, there are issues with the GetitDone App. Residents who have these devices on their property or are finding them in places they should not be are having difficulty using the App to notify City Staff. Mauricio acknowledged growing pains with the Getitdone App but if residents use the 'Other' category, they can still put in a request for the removal of the devices.

Public Comments:

Diane Kane is in the audience and asked how many devices can be accommodated by the parking corrals. Mauricio responded the smallest corral is 10x6 and can probably accommodate half a dozen while the largest is 20x6 and can probably accommodate over a dozen.

Suzanne Baracchini asked what incentive does the Rider have for returning the device to a parking corral. Mauricio explained it's not on the User but the responsibility on the Operators of these devices. The Mayor sent a letter to them explaining the Ordinance is now in effect and their compliance with the Ordinance will be reviewed every six months for their permits to be renewed. It's up to the Operators to educate their Users on the rules and regulations of the Ordinance in order to maintain compliance.

Suzanne believes the onus should be on the Rider and the Operator should have the meter continue to run until the device is placed in a designated parking corral and she asked Mauricio to please ask someone at the City if that can be done. It seems like an easy solution. Dave responded that LJT&T Board Member Patrick Ryan also suggested the City pursue that course of action which would certainly help with compliance issues.

Craig Thompson noted the shared mobility devices shall not be parked, displayed, offered, or made available for rent within 40 feet of another shared mobility device on a City sidewalk or other City property located in the beach impact area in the Parking Impact Overlay Zone. He asked Mauricio and City Staff several times if the Village was in the beach impact area of the parking impact overlay zone and no one responded to him with an answer.

Craig is asking how can we get a limited number of parking corrals for these scooters. Dave asked Mauricio if he spoke to City Staff about installing them in phases. Mauricio responded that he did ask City Staff if they could do a stage rollout with the first 25% on the list but he was told it was not feasible. Diane told Mauricio that someone has to speak to this because just saying No is not an answer.

Ira Parker inquired about scooters in the residential zones; will they be staged on sidewalks or in parking corrals. Mauricio explained that if there are no parking corrals then the 4 by 40 rule applies. Natalie responded to him they will probably be on the sidewalks because residential zones were removed from the candidate list. Residents were happy about that however the 4 by 40 will now apply and they will be staged on sidewalks.

Janet Collins goes out every morning to see if Operators are staging the devices by 4 by 40' and they are not staging them per the rules of the ordinance. They are staging them wherever they want to put them and she has pictures of them staging their devices by the dozen on every half block. The 4 by 40 rule is not working.

Catharine Douglass is advising that the proliferation of devices have been considerably reduced because the \$150.00 unit fee went into effect, therefore, whatever Motion is put forward should include a phase-in because she believes the City does not have the right to say to a Community that we are not going to phase them in because that is not feasible. It is possible to phase them in, it's not that difficult to do.

Stone Douglass is asking does putting a parking corral on the corner obviate the 4 by 40 rule to the entire block because that may be more preferable than having them staged every 40'. He clarified that if there is a parking corral on the corner will there then be staging 40' away from it. Craig Thompson responded that it completes the entire block.

Diane Kane asked Mauricio if anyone from City Staff has been assigned to enforce the Ordinance. Mauricio responded that the Police Department will be enforcing it and they have been making contact with Riders they see using them on sidewalks and doubling up.

Craig Thompson commented that in La Jolla, there have been 434 “Get it Done” requests submitted from July 1st through July 11th, 206 (47.4%) have been for scooter related issues. He requested information from the Freedom of Information Act; the Department of Sanitation Services did not impound any scooters from July 1 through July 6 and the Police Department Northern Division issued no citations for them.

Ira Parker advised that as a property owner he has some liability for whatever happens in front of his property so what if someone trips over a scooter that was left on his property? If he does not want that kind of liability can he take the scooter and trash it? Dave responded that has been done.

Board Discussion

Robert informed the Board that he occasionally uses Scooters and prefers the Lyft because they most adhere to the rules of the Ordinance. Lyft stages their devices by the 4 by 40 rule. The Bird does not follow rules of the Ordinance at all, and the newest scooter, Skip, is too new to make a determination.

He went downtown several times to do some research on their parking corrals; to see how they are working out and to talk to some people about them. They like the concept of the parking corrals but in limited fashion. In the early morning hours between 2-8 am Operators stage their devices inside the parking corrals and they are somewhat organized. But after that time, it goes back into chaos on the sidewalks. Once people are up and start to use them, they are left scattered on the sidewalk and the parking corrals become useless.

Robert and Natalie both noticed that the scooter count has been down and they are not sure if it's because operators must pay \$150.00 for each device or if its because of Comic-Con. Operators may be limiting the number of devices here in favor of increasing them for Comic-Con or it may be the cost of staging them. Robert did some math and if there are roughly 200 devices then a limited amount of parking corrals, perhaps 10-20 would be sufficient. There is concern among residents to protect the red zones that are used extensively by Fedex, UPS, USPS and food delivery trucks. Robert had seen one red zone area where the Board agreed a parking corral could be installed but a day later, he saw a fire truck and ambulance in that same red zone area.

The data used by City traffic engineers to determine the amount of parking corrals for the Village a long time ago does not apply in the current situation. There is no reason not to phase in the number of parking corrals based on what we see today. Robert would start with 10 parking corrals and phase them in on an as needed basis.

Tom noted there must be some number between 10 and 158 that this Board can recommend and its unfortunate that we are trying to do that when questions cannot be answered on the City level. The City just came out with a Twitter Letter on July 12 for the Operators but they had

a year to learn from Santa Monica how to work with the dockless bikes and they did not do that, as a result of that we have these devices scattered all over our sidewalks. If we do not recommend any parking corrals, we will be left with what we've got going on now.

Tom noted several years ago La Jolla did not want docked bikes on our public right of way and we did not get them; instead now we have dockless scooters scattered all over our Community. The technology is there for the Operators to geofence their devices so that the rider continues to be charged until their device is left in a parking corral. Riders will have the incentive to return their devices to a parking corral if they know they will continue to be charged if they leave them on the sidewalks.

The City in their efforts to push these dockless devices on the Communities is making some big mistakes not enforcing the Ordinance but regardless LJT&T must decide on the number of parking corrals we want installed otherwise we are going to be left with a mess on our sidewalks.

Natalie agrees with Tom about the need to give a recommendation to the City to get these devices off the sidewalks for liability issues but at the same time it doesn't make any sense to her that Operators are also allowed to stage them on the sidewalk. However, that is being revisited every 6 months. She believes the devices need to be geofenced for speed and operators need to educate their Users. There is some advertisement on these devices but not any posted rules such as the speed of the device and no riding on sidewalks. These rules should be posted on the devices.

Natalie mentioned the need for parking corrals in the neighborhoods especially where the Airbnb's are located. Airbnb users are frequent users of the dockless devices and everyone knows where the Airbnb's are located. If parking corrals are not installed in neighborhoods they will be scattered on the street. Parking Corrals should also be installed in some beach areas.

Ross believes it is really straight forward; we either have parking corrals or we have them on the sidewalks. There should be more of them to keep them from having to be staged on the sidewalks not less of them.

In the middle of Board discussion Catharine Douglass reminded the Board that if there are parking corrals installed on the street then Operators cannot stage them on the sidewalk but there is nothing that says the Riders cannot still leave them wherever. Natalie responded to that saying that the Operators know where these things are when they come to pick them up and they can find where they go.

Nancy supports a small number of parking corrals for starting off but takes issue with a large number of them.

Dave senses the Board reached the conclusion that parking corrals are needed but again the number of them is still a sticky point. Tom asked Catharine about the number of parking corrals they decided on after Mauricio removed the residential streets and Catharine said the group started with 122 and reduced that number down to 81 but the group felt pressure to come up with a high number of them.

After a Motion was formulated Board discussion continued with final comments:

Ross- Users have to be forced to put their devices back into a corral; that is a key enforcement issue.

Robert – does not make any sense to include the Ordinance verbiage in the Motion since the City would not be making any modifications to the Ordinance right away and it will cause some confusion. Mauricio responded the Permits will be reviewed every six months not the Ordinance.

Erik- supports the 81 parking corrals because the Ordinance is never going to work unless we get the corrals installed and right now, we have a say where they are going.

Natalie- we need parking corrals in the neighborhoods or they will be lying around neighborhood sidewalks.

Nancy- what about the parking corrals being too close to the Schools. Should we lower the 81 to exclude them. Dave responded the City provided a list and they used that list to determine the 81 locations and it was presumed the list of locations was keeping with the ordinance.

Motion to recommend that the City install micro-mobility parking corrals at 81 locations per the Ordinance and require the City of San Diego to have the Owners and Operators of the Dockless Micro-Mobility Devices geofenced so that the Rider is still charged until the device is left in a parking corral and that the City improve the Get It Done App so that it is more user friendly and is coordinated with the enforcement requirements of the Ordinance: Brady, Second: Rudolph 6-3-0 (Mackey, Warwick, Aprea)

Agenda Item 3: La Jolla Art and Wine Festival-Request for Temporary Street Closures on portions of Girard Ave, Wall Street, and Silverado Street for the 11th annual fundraiser event benefiting La Jolla Public Schools on Saturday and Sunday October 12-13, 2019 (Laurel McFarlane) **Action Item**

Event Set up Friday 10/11/19 5:00 pm
Event Starts Saturday 10/12/19 10:00 am
Event Ends: Sunday 10/13/19 6:00 pm
Dismantle: Sunday 10/13/19 11:00pm

No Parking Begins for Girard on Prospect to Torrey Pines, both sides of the street, starting Friday, October 11 5:00 pm to Sunday October 13 at 11:00pm

Street closures begin Friday Oct 11 at 5:00 pm for set-up of load ins and end Sunday October 13 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 10/11 5:00 pm no parking begins (towing starts) for Load in of Tents, Rentals, Restrooms

12:00 am load in ends and Overnight Security is provided

Sat 10/ 12 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 10/13 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

1100pm: Streets reopen to traffic

La Jolla Art and Wine Festival has raised close to half a million dollars for the local Schools. This year La Jolla High School will benefit from their Fundraiser.

Motion to Approve Request for Temporary Street Closures on portions of Girard Ave, Wall Street, and Silverado Street for the 11th annual fundraiser event benefiting La Jolla Public Schools on Saturday and Sunday October 12-13, 2019: Mackey, Second: Gantzel 8-0-0 (Warwick not available to vote)

Agenda Item 4: Manoogian Wedding Procession- Request for Temporary Street Closures on portions of Ivanhoe Ave and Prospect Street for brief wedding procession from Congressional Church to La Valencia Hotel the afternoon of Saturday September 14, 2019 (Claire Manoogian)
Action Item

Claire's parents live in La Jolla while she and her fiancé live in the Bay area. Her fiancé comes from the Bay area and his family and friends have never been to this area so there is excitement about having their wedding here in La Jolla. They are being married in the Congregational Church on the afternoon of September 14, 2019 and it is just a 3- minute walk to the La Valencia Hotel but the logistics of trying to get a group of 125-150 wedding guests safely to that venue caused them to apply for a very brief street closure. They ruled out walking on the sidewalk so they would not interfere with the flow of sidewalk traffic and want to have this

short procession on the street; Italian Village style. They will be led by a five-piece marching band that will not be amplified, and will likely be playing 76 Trombones from the musical The Music Man. They will have a wedding trolley in the procession for their elderly and handicapped guests who would have difficulty walking.

The City of San Diego's Traffic Supervisor Ron Liftsinger has suggested the following:

Six traffic controllers plus a supervisor

No safety equipment required

No parking restrictions required

2- week advisory signage to read, "Expect Traffic Delays". The signs will also include the proposed procession time

The proposed procession time would be 4:00-4:30pm but Claire believes it will go much faster. During this time, traffic would simply be held by traffic controllers in the relevant areas of the procession. If there are people parked on Ivanhoe St. or cars attempting to turn onto Ivanhoe from Cave St., and the end of the procession is already crossing over to Prospect all pedestrians attempting to access their cars on Ivanhoe or turning onto Ivanhoe would have full access to the Street.

They have secured support from many affected business owners on Ivanhoe and Prospect through the petition process. There were some businesses that expressed concern with the closure. There are 3 parking garages on Ivanhoe and their customers park in those garages. Area businesses affected by the brief closure wanted assurances that those parking garages would remain accessible during the brief closure. Claire spoke to the business owners and reassured them the parking garages would not be affected by her temporary street closure and Dave followed up with the business owners as well; both retailers found the street closures acceptable under those circumstances.

Board Discussion:

Tom asked Claire if she needed to go through the Permit process with the City and she responded that yes, she is going through it now.

Ross expressed concern with traffic congestion occurring on a busy La Jolla weekend afternoon. Traffic is a mess and her brief closure would make it more of a mess. It may also set a precedence. Her single event is one thing but he has concerns it will open up the doors for more requests for brief closures on any given day.

Brian also has concerns for the street closure that may be brief but people trying to get to their cars during the procession may not understand what is happening and may not want to wait.

Natalie reminded the Board that weekend is Enjoya La Jolla weekend. Enjoya La Jolla is a monthly LJVMA Promotional event and it will occur that afternoon but should not be interference.

Robert suggests that traffic be halted on Cave Street to Roslyn St and then around to Prospect street which would be more preferable than jamming up traffic on Ivanhoe to Prospect Street.

Claire told the Board that she and her fiancé reserved blocks of area hotel rooms in the Village for that weekend so their guests will be able to walk around and see all that La Jolla has to offer. She also noted that if she does not get her permit they will be walking on the sidewalk. The purpose of walking in the street was so their wedding procession would not impede on the foot traffic that is in that area of Ivanhoe during that time of day.

Dave does not believe setting a precedence will be an issue. It's not easy to get a City Special Events Permit to close a street. There are a lot of expenses, and time and effort involved to obtaining one.

Motion to Approve Request for Temporary Street Closures on portions of Ivanhoe Ave and Prospect Street for brief wedding parade from Congressional Church to La Valencia Hotel the afternoon of Saturday September 14, 2019 provided all City requirements are met and permit is issued: Mackey, Second: Brady 7-1-0 (Rudolph) Warwick not available to vote

Agenda Item 5: La Jolla Blvd Safety Initiative- Resident request to form an Ad Hoc Subcommittee to study pedestrian safety issues on La Jolla Blvd. (Ira Parker) **Action Item**

Ira Parker is a Public Health Specialist and he is trying to prevent a fatality on La Jolla Boulevard. He is requesting that one or two board members make up an ad-hoc subcommittee with him to brainstorm how to reinforce the safety measures of the blinking lights at the pedestrian crosswalks on La Jolla Blvd.

The yellow blinking lights for the crosswalks along La Jolla Boulevard are giving pedestrians a false sense of security because when drivers see the blinking lights, they speed up to make it through the crosswalk before the pedestrian does, in an effort to avoid having to stop for them. If a driver does stop for the pedestrian in the crosswalk, the drivers in back of the stopped car will go around them in an effort to pass the stopped car and get through the crosswalk. The proficiency and competency of drivers has gone way down and someone is going to get killed or become gravely injured.

Ira created a spreadsheet detailing the cross streets on La Jolla Boulevard and what method of traffic calming was available at the site, i.e. crosswalk, blinking yellow lights, traffic circle, stop sign, and red-yellow-green traffic lights. Most of the traffic calming measures of the traffic circles and blinking yellow lights are centered around Bird Rock Business District. Most of the blinking lights appear to be associated in business areas and very few are in the residential areas.

His proposal is to replace the yellow blinking bulbs with red blinking bulbs thereby forcing drivers to stop much like they do for the HAWK signal on Torrey Pines Rd. He developed an action plan for the proposed ad-hoc subcommittee:

Potential Ad-Hoc Sub-Committee Actions:

1. Short-Term Strategy

a. Seven existing yellow flashing lights (excluding 5 Bird Rock systems) would be converted to red flashing lights by replacing yellow bulbs with red bulbs --- 56 bulbs plus labor costs.

(Rationale: The 5 Bird Rock systems --- 1) are all associated with traffic-calming, pedestrian friendly traffic circles and 2) requiring vehicles to stop would likely cause traffic back-ups/jams in the traffic circles.)

b. Educational signs would be placed along La Jolla Boulevard to empower drivers and to reinforce the understanding of red flashing lights.

2. Long-Term Strategy

a. Red flashing lights would be installed at the intersections of Winamar, Del Norte, and La Canada.

b. Law enforcement monitoring activities would be enhanced.

c. Other pedestrian safety interventions would be identified and implemented.

Board Discussion

Brian reminded that it is a California State Law that all drivers must stop for a pedestrian in the crosswalk regardless of what color bulb is blinking in the crosswalk.

Tom commented that converting the seven pedestrian crosswalks with blinking yellow lights on La Jolla Boulevard could be heard by the full Board and an ad-hoc subcommittee may not be needed. Tom agrees with Ira that something has to be done on La Jolla Boulevard. He has been living here for 50 years and there have been people killed on it. A huge problem is the lack of enforcement by Police.

Dave asked Ira if instead of establishing an ad-hoc sub-committee he puts it on the August Agenda for the full Board to weigh in on it. Ira does not mind but did ask if the Board has the capacity to advocate for it; meaning if the City says No would the Board try again. Ira was reminded that at some point it would have to get past LJCPA first before it gets to the City.

Dave will put the item on the August Agenda and contact the City traffic engineer to determine what kind of obstacles we would run into at the City level in converting the yellow flashing pedestrian crosswalks to red HAWK-type lighting.

Adjournment: 5:55pm

Respectfully Submitted: Donna Aprea, Secretary

Next Meeting: Wednesday August 21, 2019