

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday September 18, 2019

Members Present: Dave Abrams (Chairperson) LJCPA, Brian Earley (Vice Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Natalie Aguirre LJVMA, Robert Mackey LJVMA, Patrick Ryan BRCC

Members Absent: Ross Rudolph LJSA, Nancy Warwick LJTC, Erik Gantzel BRCC

Approve Minutes of: July 17, 2019 **Motion to Approve Minutes: Mackey, Second: Brady 6-0-1 (Ryan)**

Public Comments on Non-Agenda LJ&T Matters:

Bill Robbins - advises that for the next two years any Cove Events approved by this Board should have someone from the Board go down and monitor the event's permit compliance. Recently there was a Special Event going on at the Cove at the same time that several other communities were there. Each one had parking permits issued from Development Services, Capital Improvements, Streets and Transportation, as well as Traffic and Transportation. It was like refereeing in a day care center. One of the permit holders had altered the permit after it was approved. Bill caught the alteration and it wasn't a pleasant confrontation but that event holder had taken every last parking space and there was no parking for the public. Parking is going to be tough because of the restroom reconstruction and about 4-6 parking spaces will be lost because of the construction vehicles. One board member from Park & Rec came down and said maybe we should cancel Special Events at the Cove until the bathroom reconstruction is done.

Bill called Tom (Brady) and Tom came down to see what was going on that day. There were concrete trucks, a Chinese bus, and a semi-truck loaded with mattresses all there at the same time as the Special Event was going on and there was no place to turn around because of the Cave construction project. The Cave construction project may be completed in a few weeks which will open Coast Blvd up again but the parking is still going to be miserable. Everyone has to share that Park and community boards need to be more vigilant.

Natalie: Calendars are checked for overlapping Events and the bathroom reconstruction was something that was discussed at a Merchants Meeting a year-and-a-half ago. The idea was not to do that reconstruction during the summer but it somehow got pushed into summer and it collided with special events. Special Events were approved by various committees in advance of the Event but it is the restroom reconstruction that overlapped with 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 18, 2018 Meeting, Agenda item 3 at the August 15, 2018 Meeting, Agenda Item 1 at the Oct 17, 2018 Meeting, and continued again as Agenda Item 1 at the March 20, 2019 Meeting to allow the City time to resolve the questions as to how both sides of La Jolla Farms Road became red curbed contradicting an 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. At the March 20, 2019 Meeting, City Staff were open to removing the red curbs on the East side of the Streets and creating more time-limited parking but requested more time for a parking duration study evaluation and recommendation of the area:

The results of the parking duration study included all of La Jolla Farms Road, all of Blackgold Road, and all of the short cul-de-sac streets connecting to La Jolla Farms and Blackgold. Some basic observations: the overall Occupancy Rates are quite low, so for the entire area there is not a shortage of parking. Data was broken down to determine the Occupancy Rate within 500 feet of the three main beach access points. These rates were also lower than expected. It may be that the summertime has more available parking than the wintertime when UCSD is in session. However, just casually visiting the area a number of times at different times of the season it is usually not difficult to find parking fairly close to the beach access points although the average duration for some of the area is quite a bit more than the two hours.

Regarding the proposal to remove some of the red curbs, we recommend sticking with our previous proposal to add the 11 spaces. If the La Jolla community groups agree, we will pursue a Coastal Development Permit through our Development Services Department. Street addresses are listed below 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. Along these curves 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 This allowed us the create eleven additional parking spaces which are listed below:

9503 La Jolla Farms Road..... 1 space

9521/9523/9525 La Jolla Farms Road.....2 spaces
9633 La Jolla Farms Road..... .3 spaces
9603 La Jolla Farms Road.....2 spaces
9473 La Jolla Farms Road..... 1 space
9459 La Jolla Farms Road.....1 space
9445 La Jolla Farms Road.....1 space

Public Comment:

Melinda found more red curbs on La Jolla Farms Rd that could be removed to create more parking spaces and she submitted them to Gary (Pence). She will let his Parking Study stand because she believes the Coastal Commission will recognize that there can be more parking spaces opened up on the Street. There should not be any red curbs at all on the East side of the street. The Farms tried to take away all parking on both sides of the streets and the Coastal Commission told them they can only have red curbs on the west side. The City has been more than fair but some people want it to be like it originally should be.

Melinda touched on the parking time limit duration. She wants the time increased to 3 hours and the Surfiders want it increased to 4 hours. Dave spoke to Gary who was concerned that increasing the parking time limits would encourage UCSD Students to park in them and take up all the parking spaces. Dave noted that increasing the parking time limits is not on the Agenda and would have to be taken up another time on a future agenda.

Brian Keating is a 16-year resident on La Jolla Farms Rd and is a UCSD Professor. He wanted to thank Erik (Gantzel) who suggested doing the parking study at a previous meeting. Erik is not present at this Meeting. Dr. Keating pointed out that the results of the parking study indicate there is always parking available in the Farms. There is no time during the year or when the street was surveyed where you cannot find parking. In fact, there is an abundance of parking with some parking spaces always available. The parking survey looked at the duration of parking and Dr. Keating noted that many parking spaces were occupied more than double the time limit of 2 hours but there was still an abundance of parking spaces available. As a result of the parking duration study Dr. Keating informed the Board that the City put Stickers on all of the Parking Signs reminding of the 2-hour maximum time limit except on weekends and holidays because the time limits were clearly being violated, in some cases by over 8 hours. Gary had noted in his report the occupancy rate of parking on La Jolla Farms Rd is quite low and there is not a shortage of parking which supports the La Jolla Farms Residents position that the red curbs do not need to be removed to create more parking.

Dave advised the residents of La Jolla Farms Rd that the Coastal Commission may want even more red curbs removed, so the 11 curbs are somewhat of a compromise situation.

A resident of La Jolla Farms Rd spoke of the need to clean up the street of oil run-off that is going into the ocean should be more important than red curbs.

A Resident of Windnsea and a member of Surfrider noted that if there are lots of available parking in the Farms it means that there is not much Surf activity because when the Surf is active it brings out a lot of Surfers and that area is packed. Being a policy member of Surfrider she knows that Chapter 3 of the Coastal Access would require the area being opened up for them.

Natalie asked Dr. Keating if the average parking duration is 9 hours and there is a 2-hour parking time limit why isn't the City monitoring it and it seems to her that 11 additional parking spaces does not seem like it would be a big burden to the neighborhood. Dr. Keating disagreed advising they would bring 11 times more trash, pollution and crime to the neighborhood.

Shu Chien lives at 9445 La Jolla Farms Rd and is one of the addresses slated for red curb removal. He noted the traffic on their street is doubled as opposed to other streets because at La Jolla Farms Rd there is only one way in and out. His driveway is a semi-circular driveway so he enters it at one end and exits it at the other end. He is also located on a blind curve and cannot see traffic until he is almost out into the street. A car parked in front of his residence will further block his view of the street. The way the street is configured there should be more red curbs for safety issues but removing that red curb in front of his home will create a hazard for him. Dr. Chien told the Board that he still walks at his age to remain healthy, walking is good for you and he loves his students but he wants them to walk more to be healthy.

Sean Scott lives on the corner of Blackgold and La Jolla Farms Rd. He advises that area is heavily traveled and fire rescue vehicles routinely park in front of his home at that intersection. He is asking the Board to take into consideration that the history of that area is becoming riskier and more dangerous. This area is at the entrance gate and road that leads down to Black's Beach and is a high foot, bicycle, skateboard, scooter and vehicle traffic thoroughfare that currently presents a number of concerns for public safety. Removing red curbs would further exacerbate those issues.

Erv Wheeler lives at the north end of the Street and is not affected by any of the red curb removals however he speaks of the hundreds if not thousands of pedestrians who walk along the white line on the street because there are no sidewalks and if there are cars parked on that white line it means that the pedestrians are walking in the traffic pathway. Already pedestrians jump from side to side as they approach blind curves. If the City removes those red curbs it just becomes more of a hazard for the pedestrians.

Mark Burnett lives on La Jolla Farms Rd halfway between Blacks Beach and the Ho Chih Minh Trail. There are about 5 parking spaces in front of his home. He reminded the Board that he and some neighbors appeared before the Board in 2016 requesting a safety study be done on La

Jolla Farms Rd. (*There is no documentation on any 2016 LJT&T Agendas or Minutes regarding an agenda item or public comment for a La Jolla Farms Rd safety study*). Mr. Burnett informed the Board a safety study was started but not completed. Now this parking issue has hijacked all of the attention and safety has been neglected. He objects to any action on parking in La Jolla Farms being taken before the traffic-safety study has been completed. We need to follow the process; we need to finish the safety study and make improvements for that, results of the safety study may say take a parking space here, add one there but this is just the right way to do it.

Ron Kagan is requesting a postponement until the results of a safety study can be completed. The problems on La Jolla Farms Rd is one of safety not parking.

Melinda reminded everyone that at issue is the Coastal Commission Memorandum of 1998 that clearly stated only the west side of La Jolla Farms Rd was given permission for red curbs. No one knows why the east side became red as well but there should be no red curbs on the east side. Dr. Keating objected and has a 1989 document that shows red curbs on both sides of the street that he received from Gary Pence. Gary met with both Dr. Keating and Mr. Nierenberg to discuss this issue and provided them with the documentation that shows both sides of the street are red curbed so contrary to what Melinda is saying there is documented evidence from 1989 for the red curbs being on both sides of the street.

Board Discussion

Robert - wanted to know more about the safety study on La Jolla Farms Rd. Dave has no information on that and there is no documentation in past Minutes for confirmation. If a safety study was requested it was before his time on the Board. Gary Pence never mentioned a safety study for the Street. A safety study probably could not be expedited and completed in one month. Robert asked Mr. Kagan if he had any information on the status of the safety study. Mr. Kagan responded that he spoke to Gary about it and Gary mentioned that there was part of a safety study in place and at one of the meetings additional information was added. He thinks they are part way through but cannot say how long it would take to complete. This report is about pedestrian safety and its important to find out how long it would take to complete and perhaps expedite it if at all possible. Residents walk those streets day and night and night time walks are the worst times to take walks. They just want everyone to be safe.

Patrick - the issue about the safety study is akin to kicking a can. There is no approval or budget for a La Jolla Farms Rd safety study and it appears to be more of a delay approach to maintain status quo. The La Jolla Farms resident concerns about safety could run parallel to the Coastal Commission's concerns about lack of parking. Statistically La Jolla Farms is safe or just as safe as any other street in La Jolla.

Brian - is concerned about what is fair to the rest of the community. La Jolla Farms Rd is a special place. There are no sidewalks which appears to extend the property lines and both sides of the streets are red curbed and no one knows how that happened. He wants what is fair to all homeowners whether they are in the Farms or on La Jolla Shores Drive or Prospect Street. He believes the City is fair with parking spaces. They count the number of spaces per footage per distance to an opening or a trail so that it's fair to all homeowners. Gary spent three months putting together the parking study survey and he has a lot of experience studying La Jolla streets.

Natalie - the common dominator is the City. Pieces are missing; did they finish the safety study, how did the east side of the street become red curbed and they are not here to answer those questions. She would vote to table it to give the City time to respond on those points. She would like to have all the information and would like the City to send someone to respond to what the truth is on these issues.

Dave responded to Natalie that she came to the Board in the middle of all of this but this issue has been on-going for many years back to the 80's and there is no definitive answer and Gary is not going to have new answers for her because it has always been a murky issue. Dave is not sure about this safety study and does not believe it has funding. We can ask for one but it would be pushed down the line to avoid a conclusion.

Natalie believes there is legal murkiness, we cannot go around painting red curbs when they should not be red and the City should enforce their own parking laws with parking tickets much like they issue tickets here in the Village. The numbers would all change; 9 hours of parking in the Farms would not continue to be 9 hours of parking and it would also create turn over.

Brian made a motion to accept the City recommendation to remove 11 red curbs and create 11 new parking spaces and Dr. Keating expressed deep concern over the City recommendation. He believes he and his group did not receive the same information that the Board received. Dave explained that they received everything that the Board did, La Jolla Farms Residents had the same 11 addresses for the red curb removals.

Final Board discussion:

Robert - asked Dave for clarification on what exactly Gary is recommending more for Dr. Keating's benefit. Dave explained the aerial view that was sent identifying the 11 red curbs that could be removed and it was also sent in tablet form. Dr. Keating asked if the City recommendation was made before or after the survey had been done and Dave responded it was made after the survey had been done. Dr. Keating stated he was not given enough time to go over it and Dave explained this issue will be going over to the Community Planning Association and Dr. Keating could discuss it more with them or City staff.

Patrick - there does appear to be parking although some of the parking spaces are not well placed close to the trail heads. It is unknown how the red curbs came to be red on the east side but there is a feeling that they were painted red later on although there is no evidence for or against that feeling. The City may review it as a requirement for the Coastal Commission to have more parking and that a small number of parking spaces would be a decent compromise and that seems to be the recommendation from the traffic engineers over the last couple of years after having studied all of the information.

Motion to Accept the City recommendation to remove 11 red curb spaces at identified address locations on La Jolla Farms Rd and add 11 additional parking spaces as proposed by City staff: Earley, Second: Ryan 5-2-0 (Mackey, Aprea)

Agenda Item 2: La Jolla Boulevard Safety Initiative (Cont'd Item) - Resident request to form an Ad-Hoc Subcommittee to study pedestrian safety issues on La Jolla Blvd (Ira Parker) Action **Item**

At the July 17, 2019 Meeting, Agenda item 5, Ira Parker proposed replacing the yellow blinking bulbs in the crosswalks along La Jolla Boulevard with red blinking bulbs which would force drivers to stop much like they do for the HAWK signal on Torrey Pines Rd.

The Board requested that Dave approach City staff to find out if the existing blinking yellow lights at pedestrian crosswalks on La Jolla Blvd. could be easily converted to blinking red lights. The City response was 'NO'. For legal and expense reasons it was determined that replacing the yellow blinking bulbs with red blinking bulbs along the crosswalks was not feasible. It would involve a long study and analysis process, the cost of it, and State Law has to be taken into consideration. California State Law requires drivers to stop when a pedestrian is in the crosswalk regardless of whether there are red, yellow or no blinking lights along the crosswalk.

Brian and another gentleman in the audience both noted that the blinking yellow lights on La Jolla Boulevard are very helpful alerting drivers that pedestrians are in the crosswalk and will be proceeding across the street.

Patrick noted that drivers who have become educated by driving for a long time and driving in other countries come to expect a level of uniformity in the traffic signals. They would expect to see blinking red lights when a train is coming up at a railroad crossing however putting them at a pedestrian crosswalk where drivers are not used to seeing them would cause confusion and potential danger. Dave agreed and responded that was the attitude of city staff when he presented the request to them. Patrick has seen signage at crosswalks; upside down triangles, that says "Stop for Pedestrians in Crosswalks" and that would reinforce pedestrian safety.

Although the yellow blinking lights along the crosswalks cannot be switched to red blinking lights the Board did approve forming an ad-hoc sub-committee to look at alternative traffic calming and pedestrian safety measures for La Jolla Boulevard. Tom, Melinda and Dave offered to work with Ira on the ad-hoc sub-committee.

Motion to Approve forming an ad-hoc sub-committee to study traffic calming and pedestrian safety issues on La Jolla Boulevard: Brady, Second: Aguirre 7-0-0

Agenda Item 3: Replacement of Yield Signs on Olivetas and Monte Vista with Stop Signs at Intersections with Marine Street - City proposal including possible elimination of existing Stop Signs on Marine Street at these intersections (Mike Cole) **Action Item**

A City traffic engineer sent an email to Dave concerning the intersections of Marine Street at Olivetas and Monte Vista Ave. They had a request concerning the intersection of Marine St and Olivetas Ave where a Yield sign is on the opposite side of the street from a Stop sign. This situation is not allowed according to MUTCD (*Manual on Uniform Traffic Control Devices*). This issue is also present at the intersection of Monte Vista Ave and Marine St; a Yield sign opposite a Stop sign. Both streets are not in conformance with government guidelines. The City is considering replacing the Yield signs and making both streets into either 4-way stops or making them both into 2-way stops. Under the latter scenario they would put the Stop signs on Olivetas Ave and on Monte Vista Ave and remove the existing Stop signs on Marine Street so that Marine St would flow through. They left both options open for the Board to decide. Dave contacted the Barber Tract Neighborhood Association Board of Directors for guidance.

Mike Cole is President of the Barber Tract Neighborhood Association (BTNA). The Barber Tract is a small community with about 300 Residents. It extends from Pearl Street to Westbourne then includes the entire west end of La Jolla Blvd to the Ocean. It includes White Sands, Lincoln and Darlington House. He has with him residents who live at 'ground zero' right at the intersections of Olivetas and Monte Vista with Marine Street who can offer insights to the intersections. The BTNA voted unanimously, 14-0, to recommend four-way stop signs be installed at both intersections. They were asked for a recommendation for whether 2-way stops or 4-way stops should be installed at the intersections of Olivetas and Monte Vista at Marine St. to replace existing Yield/Stop sign configurations. The BTNA Board of Directors had an extended discussion of the pros and cons of these options. The pros for 2-way stops include less stop/start noise and better traffic flow. The pros for 4-way stops are less confusion/less speeding. They also spoke to other neighbors in the Barber Tract and received input from Management at White Sands. Some of them even spent a Sunday afternoon standing near these intersections to observe the flow of traffic under the existing conditions.

The 2-way stop sign option would require removal of the existing stop signs on Marine St. BTNA Board Members were concerned that with the removal of these signs, there would be

potential increased speeds on Marine St. as well as potential hazards with the transition from 1-way to 2-way stops at these intersections. They asked the City if it was possible to keep at least one stop sign on Marine Street but the City denied the request reiterating the need for either a 2-way or 4-way stop for these intersections. Consequently, the BTNA Board of Directors has concluded that the 4-way stop option for these locations would be a safer solution for their neighborhood.

Dave noted the City preferred the 2-way stop option to allow traffic to flow on Marine Street but that they would defer to community input. Tom believes a 3-way stop option and the one that the BTNA wanted is the more logical solution but he will make the recommendation to accept the BTNA approval of the 4-way stops for the intersections.

Motion to Approve the Barber Tract Neighborhood Association Recommendations for 4-way Stop Signs at the Olivetas and Monte Vista Intersections with Marine Street: Brady, Second: Mackey 7-0-0

Agenda Item 4: La Jolla Concours d'Elegance - Request for Temporary Street Closure and No Parking areas related to the 15th annual event at Scripps Park on April 18 and 19, 2020 (Laurel McFarlane) **Action Item** *Continued to October Meeting per request of Applicant*

Agenda Item 5: Moratorium on Electric Scooters - Consider supporting Councilperson Bry's call for a moratorium on electric scooters in San Diego until a fiscally responsible plan that ensures public and environmental safety can be developed. (Dave Abrams) **Action Item**

Barbara Bry's letter to the Mayor:

San Diegans deserve a safe, unobstructed and accessible public right of way. Electric scooters have posed challenge after challenge on our City sidewalks, boardwalks, and pedestrian walking areas. Last year, I was open to working with scooter companies to provide a new affordable transit option as I hosted a Dockless Vehicle Working Group. As time progressed, we have witnessed the situation worsen.

In May, the City Council approved a permitting and regulatory program that went into effect on July 1. We believed these rules could help reestablish order on our sidewalks. Instead, we are left with companies willfully ignoring staging restrictions and geofencing requirements. Emergency rooms and urgent care centers are filling up with severe injuries. City resources are being wasted to collect and store inappropriately parked devices, and we don't even know if the fines cover our costs. In addition, private companies are picking up scooters left on private property. Thousands are piling up in at least one scooter graveyard, posing a long-term environmental hazard. Enough is enough – scooter companies have had their opportunity.

Today I am calling for a moratorium on electric scooters in San Diego until we demonstrate that we can develop a fiscally responsible, well-thought out plan that ensures public and environmental safety.

Robert started Board discussion by referencing this Board's decision on the parking corrals at the last meeting in July. There was frustration with the Board's decision to accept that the City was pushing these parking corrals on La Jolla over the objections of residents in our community. It was fairly obvious to him that the Board was being pushed in one direction that he did not feel was appropriate but the majority of the Board did feel it was appropriate and sided with the City in a compromise. That was corrected at LJCPA from their Vote on the parking corrals and it did not reflect well on this Committee. And now having this Letter (Moratorium) come out by the same person who pushed the parking corrals on our community is making us look bad and he wants the Board to consider the whole situation; we were pushed into these corrals and now she is changing her mind on the micro mobility devices.

Mauricio explained that by the pushing he was trying to make the best out of a really bad situation that the Mayor's Office was pushing on La Jolla. They (the City) wanted him to do the pushing and he had to comply so we went through that whole exercise. It was shortly after that Councilmember Bry called for the Moratorium.

Robert responded that it is important that we listen to the community and not come up with motions to railroad issues forward. Dave clarified the issue that the Board was faced with; the City was installing parking corrals and we had the opportunity for input on how many and where they would be installed whether we wanted them or not and that is the way it was presented to us.

Patrick has been serving on this Board for almost 13 years and a common complaint the Board receives is that the most parking citations are written on Girard Ave. That is bad for business and for residents. Throughout the years there are been numerous parking boards trying to get shuttle service to come into La Jolla to improve access to La Jolla from people outside of La Jolla. There is not enough parking in downtown La Jolla. We have tourists who we welcome here, especially at the holiday season, getting parking citations for exceeding the time limitations. We want more people downtown but we don't have enough parking and we don't have enough number 30 busses for shuttles. However, we have this 18-35-year-old demographic group using alternative methods of transportation who are often tourists using these mobility devices to get around so they don't have to park cars and run the risk of a parking citation. As a community it is counter intuitive to say these micro mobility devices are not working let's just stop it all; when it is working for this age group. The micro mobility restrictions that come from the Ordinance will help to regulate the market. Uber already pulled out their Jump e-bikes and scooters because of the restrictions and some others will follow. A

complete moratorium is basically a permanent ban, let the regulations calm it down and sort out the market.

Dave endorses the moratorium. He believes the initial goal was a nice first attempt but it didn't hit the mark sufficiently in his view and he believes the devices should be reconsidered in a more comprehensive way.

Natalie agrees with Patrick and Robert. She noted many young people were at a new breakfast shop that opened up recently. La Jolla needs more young people and they are the ones using these micro mobility devices. She takes issue with the City over the parking corrals. This Board invested so much work in reducing the number of parking corrals the City wanted to install, 180 of them, down to 80 only to see the LJCPA reduce our 80 down to 40 and now there is a request for a moratorium on them. Additionally, we were not geofenced and we are the only community where the speed of these devices was not reduced. These devices hit dangerous speeds at the Cove and someone should ask why it is that the speed was not reduced on the devices in La Jolla but she cannot support the request for a moratorium. She is a Merchant on Girard and sees the parking citations that are generated on the Street.

Tom also cannot support the moratorium and agrees with Patrick that the regulations from the Ordinance will sort the market out. Tom is also a Trustee on LJCPA and explained to the Board that LJCPA did attach caveats to their motion to approve the 40 parking corrals that included geofencing, reduced speeds on the devices, and more police enforcement of them however the city did not honor them.

At Final Board Comments before the Vote Robert clarified that he is not opposed to the Scooters, he likes them, but they need to go through the regulation process without vendors making huge commitments on them. He believes the market will take care of itself and for this reason he cannot support the moratorium. There are many issues with the scooters and parking corrals he does not agree with but an overall ban of them seems like a broad stroke in the wrong direction.

Motion to Oppose supporting the Moratorium on Electric Scooters as proposed by Councilperson Barbara Bry: Ryan, Second: Aguirre 5-2-0 (Abrams, Earley)

Adjournment: 5:20 pm

Next Meeting: Wednesday October 16, 2019

Respectfully Submitted: Donna Aprea, Secretary