



La Jolla Community Planning Association

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: May 21, 2024
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

Brian Earley Chairperson LJSA, Bill Podway LJVMA, Patrick Ryan BRCC, John Bauer LJTC, Nancy Warwick LJTC, Tom Brady LJCPA, Ross Rudolph LJSA, Jason Peasley, LJMA

Members Absent: Erik Gantzel BRCC Vice Chair, Dave Abrams LJCPA,

Approve Minutes of March 19, 2024: Patrick Ryan, Second: Ross Rudolph 7-0-1 (Bill Podway abstains due to not being at last meeting)

Chairperson Report:

LJCPA update

As you may or may not know, the Traffic Transportation Board is a joint committee of La Jolla Community Planning Association, which is a land use advisor to the City of San Diego.

As you may have read about the Community Planning Group, the City was asking the Community Planning Association to update its bylaws and its operating procedures. There was another competing group that also wanted to be recognized by the city and that looks like that is not going to happen.

Update: City voted 8-1 to approve the current group to continue in its role as LJCPA.

LJ Marathon update

We received an e-mail today from Bart Calame – Race Director – saying thanks to the board and the community for giving him the space and time to do that event. There were zero issues on Friday and Saturday with road closures and parking enforcement went smoothly. So, he's asking if anybody in the community has any feedback? He wants to collect information while it's fresh in people's minds.



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Via Capri Traffic Slowing

We've had a group from homeowners, residents from Via Capri asked for considerations of traffic calming of all types there - anything that they could get - narrowing the roads, creating a bike lane, speed humps.

As you may know it's a highly restrictive road. It is an emergency access road, so you had a hard time getting some of the more traditional traffic calming measures there. They regrouped and went to the La Jolla Shores meeting - because via Capri and that side of Mount Soledad is in the La Jolla Shores district - and they presented it as an action item for a stop sign. The motion to endorse idea failed 8 to 4 and I was told by the folks there that they're going to be coming back to us to ask for consideration of a crosswalk.

Public Comment:

Via Carpi cross walk, stop signs and traffic speed issues

Mike McCormick: I am part the LJSA and I voted against the stop sign, and I said that we need to look at HAWK Beacons like one employed, Torrey Pines and Princess St. That is a wonderful thing to have. Too many cars, not enough pedestrians to justify a stop sign. We need to take a good look at Hawks or the RFB, certain Angular Rapid Flashing beacons.

And I support the same thing at the top of Hillside Dr. So, my concept is in the trail mode of people wanting to cross, get to the trail, go out and cross again. And there's a footpath. I also support adding that into the mix of via Capri. I use that all the time too. So that's my input as a biker pedestrian.

Karen Marshall: Very concerned with the **speeding on East Roseland Dr.** and the number of cars that are using our street as a shortcut and the speeding, and it is horrid.

We have no camaraderie with any of our neighbors. I try to garden if I step back from the curb somebody is going to hit me. We tried to get it in 2017. The fire department denied it. The thing is, our street is not on the evacuation list, and there is no reason that this should not be approved.



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The quality of life, the amount of taxes that we pay, which everyone does, but we should be able to have speed humps to slow down the traffic, the fire concern, OK, put in the big tires to let the fire truck go through - if you go up to Birch aquarium, that's a high fire area, they have them there. I'd have to walk in the middle of the street, and I have cars following me or they'll cut in front of me. I mean we're supposed to have the right of way. Since 2017 this has been going on since I tried originally to get this passed.

Car parking and space length

Sally: (public): We're building ADUs to increase our population, so cars must go someplace. So, if we don't want all these extra cars on the road, stop the ADUs.

My two comments are:

1. People perpendicularly park - The cars are too long. There're trucks, there's vans, there's. Whatever. And people are not pulling it all the way to the curb there. It's a new syndrome of some kind that people weren't pulling in. They've got 2 feet in front of them before the curb, so they're sticking out in the in the where you're supposed to be driving. What can be done about that? Are there rules and regulations that are already in? Someone had suggested that everybody should have a line drawn and if you can't stick out past that line. But I come down Eads Ave all the time and there are trucks and vans and everything.
2. My second thing is the light at Fay and Nautilus to turn left to go up, at the swimming pool, two cars get through, maybe three if they push the yellow light. Why is that light so short? You hope a pedestrian pushes the button to make the thing longer while they cross the street but three cars turning left when there's ten in line is ridiculous. So please can we look into that traffic light.

John Pierce from LJSA (Question): So, I saw SDGE starting underground today, and I wasn't sure if that moratorium was still in effect.

Brian: I don't know.... Are you sure it wasn't just a repair on a telecom pedestal?

John: They're cutting the road, so it is significantly impacting traffic already.



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Bill Podway: It's the steel plates, I just rode through there and there are steel plates for something.

Brian: I don't think that's related to undergrounding, but if you saw them in other places.

John: I saw a few trucks, but I didn't go and ask them....

Brian: I don't think they've overturned the moratorium. That was discussed at the Shores meeting, which John you were the president of, and that was voted down to give them the green light to work into the summer.

Request to distribute SDUT article on license plate reading a cameras.

Tom Brady: This is not on the agenda but does touch on the second agenda item. This has to do with an article that was in the San Diego Union Tribune I'd like you to get that out to all the members of the traffic transportation committee. It talks about the license plate reading cameras have been so successful in Encinitas and I think that those license plate reading cameras are going to be an answer to a lot of questions - that are unanswered, particularly the speeding. I'd like to get this out to our members so they can go through it, and it ties into the second item on the agenda about the safety for bike riders.

Brian: I don't if the cameras are built to judge speeding

Tom: We can and that is one step in using technology that is much needed in SD. There is no reason why we should not be moving in that direction. To keep our streets safe for pedestrians and bikers.

Agenda Item 1: Concerts by the Sea/Scripps Park

Action item: Request for six (6) parking space closures directly in front of the Scripps Cove venue for each of the events scheduled for July 14, 21, 28 and August 4. This is the return of the free concert series by the Kiwanis Club of La Jolla. (Howard Zatkan, Event Chair)



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Howard

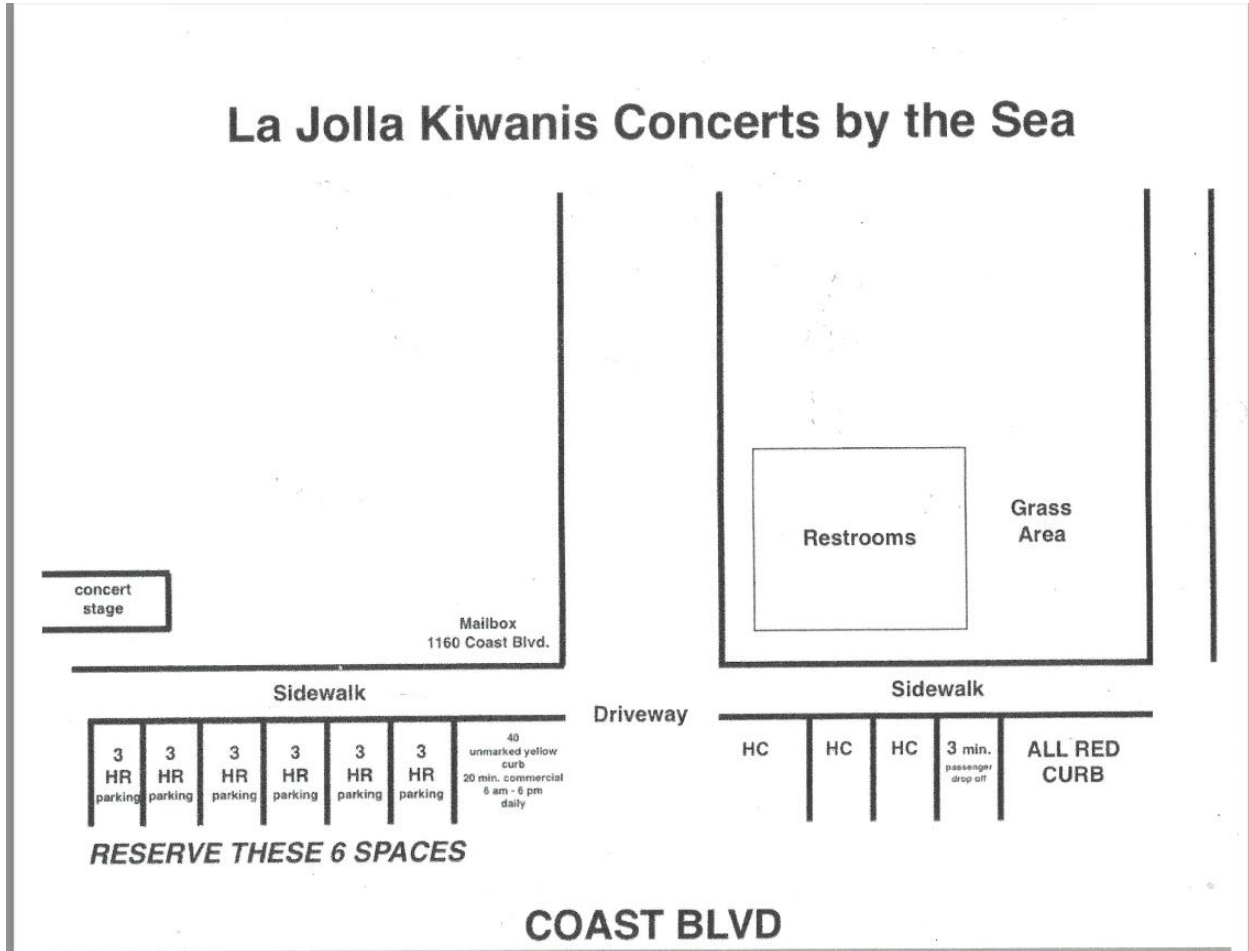
I bought the concerts back a couple years ago, but COVID slowed things down a little bit. We have got your approval over the last couple of years to take the six parking places directly in front of the stage. There're six parking places directly on the curb right in front of that. It allows the musicians, the sound people and everybody to move their equipment onto the stage.

We have them for approximately 6 hours - we also need to get a Police Department approval and they have given that to us for the last two years - as well - and they've given us verbal permission.

The concert itself is from 3:30pm to 5:30pm with the request I'm asking for is from 1:30pm to 7:00pm, which allows them to bring the equipment in and take it out. Any questions?



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Questions:

Brian: No fencing?

Howard: No fencing involved. It is all open.

Public Question: Is there going to be any issues to handicapped parking near the concert?

Howard: We are not impacting the current handicapped parking spots.

Motion to Approve Request for six (6) parking space closures directly in front of the Scripps Cove venue for each of the events scheduled for July 14, 21, 28 and August 4
Tom Brady, Second: Jason Peasley 8-0-0



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Agenda Item 2 (Action Item): AB 43 Safe Streets Legislation

Action Item: AB 43 enhances safety by allowing local authorities greater flexibility in setting speed limits based on recommendations of the Zero Traffic Fatality Task Force. Presenters are seeking affirmation of its use by the city of San Diego. (Anar Salayev, Exec. Director, BikeSD)

Anar - Introductions

I'm the Executive Director at BikeSD and we also have an outreach manager, so this is my part time passion project. Otherwise, we are we're completely run by volunteers and community members.

We're a local nonprofit and our mission is to make San Diego more bikeable and livable city for everyone. One of our big campaigns in the last few quarters has been legislation that saves lives and one of the legislations that we've been trying to push forward is AB43.

What is AB43?

AB43 is a piece of legislation pushed forward by Assembly Member Friedman and signed by Governor Newsom back in 2021. And what this does is give local areas like the City of San Diego authority to reduce speed limits beyond the 85th percentile, that is traditionally what's been used across California, by Caltrans, to set speed limits not only on highways but also surface streets.

AB43 allows for San Diego to reduce beyond the 85th percentile by 5 mph, in specific areas, such as those being streets adjacent to schools, those adjacent to senior serving facilities and then also what are called 'safety corridors' or in SANDAG terminology, it's High Injury Network Corridors (HINC) - places where we've seen crashes and places where based on variable and factors, we are more likely to see crashes. In those three areas, and I think a few other 'places' the city can go in and reduce speed limits beyond the 85th percentile with AB 43.



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AB43 Implementations in CA

We've seen adoptions across several major cities in California. LA jumped on it immediately, 92 miles Long Beach, I think over 100 miles of surface streets in LA where they've implemented AB43 changes.

We see it in Oakland, and we've seen it in smaller cities like Emeryville. It just goes to show that cities have been adopting this and it's about time that San Diego does so too.

Implementing AB43 in San Diego?

There is political willingness to do this, not just Mayor Gloria, but across all of the City Council members. Bike SC and volunteers have spoken to every single City Council member, we've met with the Transportation department more times than I can count, as well as sustainability, mobility, and everybody is on board with pushing AB43 forward.

What has been an inference is the implementation. Everyone is aligned with the vision, but then what are the details behind executing this? There has been a lot of talk, but not a lot of action.

So, Whitburn has also called for this back in 2022 and his requests fell on deaf ears. I do have some good news of you say on here, you know with the pressure that we put on some of these decision makers and staff, there is real movement happening in regard to adding AB43 implementation. Whitburn is one of the council members down in District 3 pushing this forward. So, him as well as Raul Campillo have been working together on a joint effort on getting this forward across council and it will actually be coming up, I believe as an ordinance, or a policy, at the next active Transportation and Infrastructure committee meeting in June.

Then, based on the conversations there and their willingness to push it forward it will go to the full council in July.

At that point basically they will be adopting an ordinance saying we're going implement AB43 and really at that point when the council members want basically a list of five corridors from every district where they can start rolling this out immediately.



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We've been reaching out to a number of three planning groups and business improvement associations and other stakeholders and different parts of this vast city and just putting this on their radar and asking for support in helping identify some of those corridors.

And this is our ask – to let LaCava and the rest of the Council where speeds should be reduced. To send a letter of support to the Council and the Mayor's office with the corridors that it should be implemented on. The sooner we can get this out the better.

Open Q&A:

Tom: This ties into using cameras. This sounds good but if we don't give the police the resources to enforce the law. I'd like this committee to suggest considering alternatives that will support enforcement of these speed limits.

Anar: Speed cameras were legal, then they were band. AB645 allows for a number of jurisdictions to pilot a speed camera program. They have a decade to implement, monitor and report back.

Bill: How much would it cost to implement or has there been any cost to change the speed limit sign in LA, for example?

Anar: Unfortunately, AB43 would just be updating the speed limit signs, which everyone here knows doesn't do much. It is good that it is cheaper to implement, and I do have numbers from Whitburn's office, I need to check my notes really quick. I don't want to give you something random, but it's minimal. It can be bundled as part of any sort of slurry seal being done, any sort of sort of work that's already happening on a given corridor, this can be bundled into that.

That's how cheap updating the speed limit signs are. But it's not effective all the time in reducing behavior. What we want to see from there then is self-enforcing streets.

That could be anything from cameras to road diets, to other sort of infrastructure later down the line. But this would be a first step to help identify those corridors and roll out this program while working on greater long-term changes down the line which would reduce speeds in a in a significant way.



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Patrick: Does AB43 void the 85th percentile?

Anar: AB43 trumps the 85th percentile rule. But it would be surveyed again.

Nancy: What are the findings of these corridors in other cities?

Anar: The AB43 specific changes have been made pretty recently. We saw in 2022 was when it really started in LA. So, I don't think there have been any sort of longitudinal studies that have looked at for that just yet. Across the world, we see the most significant reduction in incidents and accidents when cars are forced to slow down. So not by updating the speed limit per se, but designing the road, they can't help but go slow like someone mentioned earlier, having speed cushions on residential roads for example. I can't speak for any of these cities just because they are so recent.

Patrick: Would this give us the opportunity to keep the speed limit 5mph lower than it would be under the 85th percentile?

Anar: Right.

Public comment: Enforcement is the bottom line, and we are lacking across all the communities.

Motion: That the La Jolla Traffic Board affirms the use of AB 43 by the city of San Diego.

Patrick, Second: Bill 8-0-0

Adjournment: 5:10 pm

Next Meeting – 18 June, 2024

Respectfully Submitted: John Bauer, Secretary



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