

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: October 21, 2020

Due to the COVID-19 public health emergency, LJT&T meetings are being held temporarily as online Zoom video/voice teleconferences.

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

Members Absent: Max Shenk LJVMA.

Approve Minutes of: September 16, 2020 **Motion to Approve Minutes: Brady, Second Gantzel 7-0-0 (Warwick, Ryan not available to vote)**

Public Comments on Non-Agenda LJT&T Matters:

Natalie Aguirre: LJVMA, Laz and Ace Parking are offering a monthly parking discounted rate of a little less than 50% for monthly parking which is a good deal for La Jolla. She walked around Girard and Wall Street and was surprised managers of the businesses did not know about it so she is trying to get the word out. LJVMA is trying to discourage Village employees from on-street parking to free up parking spaces for customers. Anyone interested in this discounted monthly parking rate should contact Jodi@lajollabythesea.com for more information.

Agenda Item 2 was presented first.

Agenda Item 2: Proposal to Place Warning Signs in Various Median Islands (Cont'd) To discourage motorists from stopping for solicitors (Chris Cott) **Action Item**

For the past three meetings Chris Cott has been presenting a proposal to place signage in the Median Islands at the intersections of La Jolla Shores Drive and Torrey Pines Rd and Torrey Pines Rd at Hidden Valley to discourage motorists from stopping for Solicitors/Panhandlers. Those who ask for money in the Median Islands create traffic hazards. He has witnessed some fender-benders and broken taillights when people cross traffic lanes to get drivers' offerings. He wants La Jolla to install signs in the Medians Islands similar to those installed by the City of El Cajon. Several years ago, the City of El Cajon began a city-wide initiative to discourage people from supporting panhandling. They installed city-wide signs "Please help. Don't support panhandling" and included a website for people to donate to various charities instead. Chris wants to bring this idea to La Jolla. At the regular meeting of September 16 Dave asked Steve (Hadley) to look into the legal aspect of restricting access to people in the Median and if we cannot do that can we place signage there. Steve said he would request a legal opinion from the City Attorney and get back to the Board.

Steve is at this meeting and reported back that he submitted Chris's sign to the City Development Services and to the Transportation & Storm Water Department because he felt it would be the quickest way to a response. He asked them if the sign could legally be placed on the medians. If their response was that it was okay to place them and this Board wanted it, they would know to just install them. He has not heard back from either of those departments.

However, Steve was able to obtain a Memo from the City Attorney's Office dated September 2014 in response to a Safety Initiative request from then Councilperson Marti Emerald who was looking into the legal aspects of restricting people from being in the Medians. *"Any ordinance prohibiting pedestrians from standing on medians enacted pursuant to a city's police powers must be reasonably related to public safety."* The Memo cautioned that any ordinance would have to be very narrowly directed to areas of demonstrable public safety risk and there would have to be specific evidence to justify any restrictions; it cannot be broadly applied to Medians anywhere and everywhere. Any ordinance would also have to identify areas where solicitation could occur elsewhere, beyond the Medians, like sidewalks. The 2014 City Council did not pursue this initiative and it has not been examined since then.

Chris referenced how the City of El Cajon was able to move forward with their ordinance and minimize, but not eliminate their problems with solicitors. He thought if San Diego had a similar ordinance that the Police could use to help move solicitors off the medians then it could help our problems with them as well. He would like to see San Diego initiate an ordinance and then follow up with signage if that is the way to go. He does not really want to see more signage, he thought that signs would help alleviate the safety issues. The signs might help police enforce an ordinance. He clarified that not every median in La Jolla has a problem with solicitation but the medians that are a problem, in his opinion, are big problems. There really isn't a safe median to be in. He does not want to appear unsympathetic to the needy or the homeless but he would like to be able to eliminate the safety issue and help them at the same time.

Dave does not know if there is a demonstrable evidence of public safety risk in the wide medians where our solicitors stand that could justify an ordinance. He asked Steve if City Council would be open to drafting such an ordinance. Steve responded that in a month and a half San Diego will have a new Mayor and the majority of city council will be new to the Board. They are elected in November, seated in December and organize their Council in January so it would be some time before any new city ordinances can be brought before them.

Brian believes that the City of El Cajon moved forward with their ordinance because they had a partnership with the non-profit organization that was listed on their signage that would benefit from the signage. He had asked Chris at last month's meeting to look into if that partnership has been successful. A non-profit would perhaps pay for signage because someone has to pay for the signs.

Tom asked Chris if anyone soliciting funds from the medians have been injured. Chris responded not in La Jolla but someone was killed on Mission Bay Drive at the end of last year.

At this point getting an ordinance restricting people from standing in the medians may be a daunting task considering there will be a new city council with more pressing agendas to work through but the issue of signage has not been resolved and Dave was looking for a motion to Continue the agenda item pending a response from the City about placing signage in the medians.

Erik is concerned about safety but does not believe signage is the way to go. He would prefer to wait for the new city council and then pursue an ordinance. He asked Steve when the new city council will be installed. Steve responded they will be sworn in on Dec 10 and in January 2021 they will organize by selecting council president and working through committee assignments.

Steve clarified the request for an ordinance would first go to a committee for review, then the City Attorney for an opinion, before it went to the city council for a vote. Erik is willing to wait for an ordinance.

Motion to Continue, indefinitely, the Proposal to Place Warning Signs in Various Median Islands until a new City Council is installed who can consider the legal aspects of a city ordinance: Gantzel, Second: Brady 9-0-0

Agenda Item 1: La Jolla Blvd Pedestrian Safety Ad-Hoc Committee- Status update regarding community input (Ira Parker) **Discussion Item**

Dave Abrams, Tom Brady, Erik Gantzel, and Ira Parker serve on the La Jolla Blvd Pedestrian Safety Ad-hoc Committee. Ira hosted two Zoom La Jolla Blvd Pedestrian Safety Public Comments Meetings on October 15 & 16 which were publicized in the *La Jolla Light* but not well attended. Three people attended the Zoom meetings and he received some input by mail. Although the Meetings were sparsely attended the ones who did attend engaged in some really good dialogue about pedestrian safety and he received very constructive input from them.

La Jolla Blvd has become a speedway with drivers ignoring both the speed limits and flashing yellow lights at the crosswalks. Traffic calming was the number one suggestion with ideas on how to slow the traffic down. Several suggestions brought up at the Meetings: Repaint the crosswalks a very broad white, restripe the Boulevard to narrow the street and add bike and e-scooter lanes, redesign Del Norte Island and crosswalk, additional signage on street surfaces, place painted bulb-outs adjacent to crosswalks to prevent illegal vehicular passing when one driver is stopped for pedestrians in the crosswalk. A bulb-out adjacent to a crosswalk would prevent another driver from going around the stopped vehicle and proceed through the crosswalk, place more roundabouts, and restrict big delivery trucks from parking in the center/turning lanes-pedestrians cannot be seen in the crosswalk and they cannot see oncoming vehicles.

Steve – Trace Wilson and others have been asked about the Median at the Methodist Church on Monte Vista and his understanding is it's supposed to be a raised concrete Island. In the interim there are traffic delineators that are not too reflective but still useful while traffic engineers study the problems at that location. There are some delineators that are knocked over and missing and he asked traffic engineers to replace them.

Natalie- The lines within the crosswalks on the Boulevard do not look as long as the lines within the crosswalks on Girard and asked Ira if he measured them. Also, the gel that is used to paint the lines in the crosswalks; is there an iridescent version of that gel for nighttime visibility? She suggested if the Ad hoc committee had the opportunity to take a drive down to Imperial Beach Boulevard and look at how IB slowed the traffic down on their Boulevard through enhancements. They turned two lanes into one lane as drivers get closer to the Beach which effectively slowed the traffic down. They also used medians, little islands, streetscapes, and they created walking areas for pedestrians. It is worth taking a look at. Ira may consider doing that.

Patrick shared a surface level "State Law Yield to Pedestrians in the Crosswalk" sign that can be placed on the center lines by the crosswalks. The sign is placed on a delineator so it bends over and some are taken out by drivers and pedestrians but they are low cost and easy to replace.

Dave clarified that the Ad hoc committee will reconvene to go over the various suggestions made by public comments and Board members and reach a finite recommendation to present to the full Board for consideration on passing it on to city hall.

Agenda Item 3: Request for Valet Parking Zone at Marine Medical Building 7300 Girard Ave (Cont'd) Convert three parking spaces for weekday valet operation (Brad Elsass) **Action Item**

Their purpose in asking for a Valet Zone in front of 7300 Girard is to provide a first-class valet operation in front of a newly designed medical office building, to prevent patients and visitors from parking on Girard and nearby streets, and a valet service will allow 7300 Girard to maximize on-site parking by stacking vehicles in the garage and driveway.

This item was Continued from the September Meeting to allow the applicants to reach out to the neighboring properties to receive input on the Valet Parking proposal for the newly-refurbished Marine Medical Building.

Owner Jonathan Lipsky sent the following letter to 50 addressees in the vicinity of the building:

Dear Neighbor,

Serta Capital is working with the city of San Diego to secure a 3-minute passenger loading zone in front of the soon to be completed medical office building at 7300 Girard Ave. The loading zone will be used as a patient drop-off and pick-up area as well as a valet zone to assist patients and visitors of the building. All vehicles that choose to valet will be double parked, or "stacked" in the basement garage and surrounding property driveway. Our goal is to maximize the available on-site parking to limit the impact on the surrounding community and available street parking.

As our neighbors, we are asking for any feedback you may have regarding our request to the city of San Diego and the La Jolla Traffic and Transportation board. We have included a return envelope with paid postage in hopes that you, our neighbor, will provide your comments regarding the proposed passenger loading zone at 7300 Girard. We kindly request all comments be submitted by October 14, 2020.

Jonathan and Brad did not receive any responses back from the broader community but they received responses from Gillispie School and La Jolla Elementary School showing support for the valet parking zone.

The Valet Zone will be used M-F 8:00am to 5:00pm and outside of those hours will remain open for public access. There will be 3-minute loading/unloading zones within that time frame required for the valet permit. Currently the parking garage can hold 40 cars, and they are requesting the valet zone to increase the overall capacity of parking within the on-site parking garage. Valet can increase the parking stalls by 30, yielding parking for up to 72 cars and that would allow them to accommodate for the needs of the building.

Nancy explained she was not at the last meeting and asked them about the current time limit for the three parking spaces in front of the building. Brad responded they have been out of service because of the construction but he recalls they were not time limited in the past. (Patrick later corrected that they were 2-hour time limited before construction shut them down). She asked about what the impact would be on the residences on Genter Street, the cross street to Girard. Brad responded that from the residents' point of view the valet zone would not have an impact on them during the day; they are typically not home when the businesses are open and they would have access to the parking spaces

outside of the 8:00am to 5:00pm time frame, as well as on weekends. Nancy asked if the valet service was open to other businesses in the neighborhood or only available to the building he represents. Brad responded they are indiscriminate from the valet perspective that if there were some needs from other businesses in the area, they would take those vehicles as long as they have capacity to do so.

Natalie explained she was also not at the last meeting. She asked who their valet partner is. Brad responded that would be a contract issued by the property management. Natalie clarified they would like to take possession of all 3 of those parking spaces before the building is fully leased, and do they really need all 3 of the parking spaces? Brad responded that they requested the 60' of space because it is a loading/unloading area for a medical building. They anticipate there will be large shuttlebuses for the assisted living facilities in the area. They were trying to prevent the shuttlebuses from loading and unloading in the middle of the street. As for the third parking space if someone is non-compliant and parks in a space, they still have two additional spaces to work from to keep traffic moving.

Ross- will you have ramps going up the curbs or will you be going over them. Brad responded there are curb cuts.

Dave asked if the parking spaces will be parallel to the curb or diagonal to the curb. Brad responded parallel to the curb, so there are not 3 defined parking spaces; it is 60' of space.

Nancy asked if two spaces would be sufficient for what they are asking. Brad responded 40' of space could be considered an option but their concern is those large shuttlebuses and their turn radiuses and trying to keep them off to the side so traffic can continue to move past them. She asked what kind of a shuttlebus, say from Casa de Manana, would be coming to a clinic? Brad responded the shuttlebuses are typically from assisted living facilities transporting patients from the facility to the medical building for appointments. Jonathan clarified this area has 3 assisted living facilities; Casa de Manana, White Sands, and Monarch.

Nancy advised that in the past we have limited the valet to see how it works; do we want to limit this one to the first year and then revisit it to see if it needs any tweaking or if everything is fine. Dave asked Steve about the valet permit. It is a special application that the Traffic Engineering Department approves but are any kinds of restrictions viable. Steve is not very familiar with what the traffic engineering department preferences are although he has seen valet signage change within the year at the request of communities. Dave responded that the permit has a life span and has to be renewed and asked Brad for confirmation. Brad responded they typically have a twelve-month span and then have to be renewed every year.

Brian advised that if, after a year, someone was really put out by this valet zone hopefully it would come back to LJT&T and we can revisit it.

Motion to recommend approval of a Valet Parking Zone in front of the Marine Medical Building at 7300 Girard Avenue, to operate between the hours of 8am and 5pm, Monday through Friday: Earley, Second: Ryan 7-2-0 (Aguirre, Aprea)

Agenda Item 4: Barber Tract Traffic and Safety Issues- Report from Barber Tract Neighborhood Assn (Mike Cole) **Discussion Item**

Mike Cole is President of the Barber Tract Neighborhood Assn. The Barber Tract is experiencing very significant traffic congestion issues due to their very old, narrow, and undersize streets. It is a long-standing problem in the neighborhood but it has become particularly bad this year, especially this past summer. Members of their organization requested that the BTNA board look into ways to resolve the traffic issues, alleviate some of the problems, and address the safety concerns. Ira (Parker) set up Zoom Meetings for them on August 25 and 27.

Ira explained that the Marine St/Sea Lane Beach is the second busiest beach in La Jolla after La Jolla Shores beach with Windnsea Beach being the third. It is a pocket beach, there are no parallel streets near it, everything is perpendicular to it resulting in gridlocked traffic getting to it. The streets most severely impacted by the chaotic conditions: Monte Vista, Arenas, Dunemere, Marine, Sea Lane and Olivetas. The gridlock is so bad that it is generating road rage issues and Ira referenced an Amazon Driver that was very nearly killed in the neighborhood.

At their Zoom Meeting the Barber Tract Neighborhood Assn (BTNA) board approved steps were discussed. They wanted it presented in an orderly and methodical way so that nothing is overlooked.

Present Overall Concerns to LJ&T for review and recommendations,

Request the City of San Diego Traffic Engineering Dept to conduct a study to identify current issues and problems and present viable options,

Upon receiving input from the Traffic Engineering Dept conduct a survey targeting the Barber Tract Neighborhood to gather input on preferred options,

Develop a Barber Tract Neighborhood board position statement based on neighborhood preferences.

Comments and Recommendations from their Meetings:

Ira acknowledged that there are pros and cons to their recommendations:

Enhanced Enforcement of existing parking and traffic laws

Conversion of Monte Vista Avenue-Intersecting Streets (Arenas St and Dunemere Dr) into one-way streets

Conversion of Marine Street into a two-way street

Installation of roundabouts at the La Jolla Blvd-Marine Street Intersection and the La Jolla Blvd- Fern Glen Intersection

Conversion of Monte Vista Avenue (Marine St to Fern Glen) to one-sided parking (resulting in a loss of 40 parking spaces) in combination with the establishment of resident parking permitting and 3-hr time limited visitor parking, throughout the Barber Tract affected neighborhoods.

Establishment of traffic calming, traffic flow, and bicyclists/pedestrian safety targeted elements-speed limit reduction, speed bumps and stop sign placement.

Ira researched San Diego's Residential Parking Permitting Program and Beaches were noted as a factor in being able to obtain one. As for time limited visitor parking in the Barber Tract, he noted the Cove has 3 hour time limited parking and two hour time limited parking up and down Coast Blvd, so there is a precedence set already.

Ira took pictures of the traffic conditions on Monte Vista and the surrounding area's and the pictures support the neighborhood's contention that something has to be done about the traffic conditions.

Pictures shown include: a jeep driving the wrong way down Sea Lane, a truck making an illegal U-turn in traffic at Sea Lane and Olivetas, gridlock traffic down the entire street of Sea Lane blocking the

intersection with Olivetas; bicyclists and pedestrians moving between them. An ambulance and a police cruiser were among the vehicles stuck in the gridlock.

Mike wrapped up their presentation by mentioning that their Board has been in touch with LJ Parks and Beaches about the bad behavior of people at the Sea Lane/Marine St Beach with illegal fires, alcohol, and other bad behaviors within their neighborhood. The traffic conditions are just one piece of the problems they are having down there. He mentioned a driver speeding the wrong way on Sea Lane, hit a curb, and took out the hedge on a Resident's property. That Resident contacted Steve Hadley and wanted an immediate solution to the problem of speeding and is now trying to obtain speed humps on his own. Steve clarified that he is working with that Resident to obtain the speed humps but explained to the Resident that his request will have to go before LJ&T at some point because the City will not act on it without the recommendation of LJ&T.

Dave noted the City would have to take a comprehensive look at the entire area because it appears that one tweak is not going to solve all of their problems. A tweak on one street could have ramifications for another street and so on. It would have to be done comprehensively.

Tom suggested placing this on next month's Agenda as an Action Item and push for a comprehensive study of the seventeen-block area of the Barber Tract. He believes the Coastal Commission would be in favor of a sensible safety plan of one-way streets.

Brian does not agree that the Coastal Commission would give up 40 parking spaces. He has served on this Board for five years and he has never seen them give up a parking space.

Dave will put this Item on next Month's Agenda as an Action Item.

Adjournment: 5:20pm

Next Meeting: November 18, 2020

Respectfully Submitted: Donna Aprea, Secretary