

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: Wednesday October 21 2015

Members Present: Dave Abrams (Chairperson) LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Michelle Fulks BRCC, Patrick Ryan BRCC, Nancy Warwick LJVMA Corey Bailey LJVMA, Brian Early LJSA, John Kassar LJSA.

Members Absent: Earl van Inwegen LJTC

Approve Minutes of Thursday August 27 2015. Motion to Approve: Warwick, Second Brady 7-0-0. (Fulks/Early not available to vote)

Public Comments-Non Agenda Items: No Comments

Agenda Item 1: Village Parking Time Limit Review. Patrick Ryan

Ad Hoc Subcommittee was formed in July to investigate the possibility of making changes to parking time limits in the Village. Members of the subcommittee; Patrick Ryan-Chair, Tom Brady, Nancy Warwick and Deborah Marengo met for the second time October 13th. Goal of the Meeting was to decide if changes could be made to the parking time limits and if the changes would be supported. If changes to the parking limits were not going to be supported then the committee decided to leave the parking time limits as is. Committee members targeted one block on Fay Ave between Kline and Silverado that may be receptive to time limit changes increasing from 1 hour to 90 minutes or 2 hour parking. Patrick prepared a draft survey for the block starting at The Cottage down to The Empress to gather their opinions of whether they are for or against changes to parking time limits. Survey will be taken, results will be measured, and if it is successful the Committee will survey other blocks in the Village for their opinions. Committee members will meet again to discuss the results of the Survey and present them to T&T at the next Meeting.

Agenda Item 2: Speed Limit Increase on Prestwick Drive. Pat Miller

Continued from August Meeting. City Staff proposal to increase speed limit on Prestwick Dr. between Calle de Oro and Dunaway Drive from 30 mph to 35 mph. The California Speed Trap Law requires that the City survey the prevailing speeds on classified Streets every 7 years in order to remain radar enforceable under the provisions of the Law. The results of the survey for Prestwick Dr. indicate that the speed limit must be raised to 35 mph to remain traffic enforceable.

Residents of Prestwick Drive who appeared before T&T at the August Meeting strongly opposing the speed limit increase were asked to circulate a Petition of households on Prestwick Dr. to ascertain whether the majority of residents on Prestwick were in agreement opposing the speed limit increase and understanding that without the increase their street could not remain traffic enforceable. Pat Miller presented the results of their Survey documenting 84 out of 114 homes surveyed opposed the speed limit increase. The 30 homes that were not surveyed were either not at home or were occupied by renters. Pat pointed out that the continuing segments of the road, Calle del Oro and Dunaway Drive would remain at a lower speed limit and radar could be used there. Prestwick Drive Residents made presentations to La Jolla Shores Assoc. and La Jolla Community Planning Assoc. and both Groups unanimously supported their Opposition. Dave has contacted the City on behalf of T&T opposing the speed limit increase on Prestwick Drive, but will now provide them with the results of the resident Petition.

Agenda Item 3: Proposal to Eliminate Parking. Anne Dynes

Continued from June 25th and July 23rd Meeting. Discussion centers on reconfiguring of parking spaces on Coast Blvd, from cobblestone climbing wall to 274 Coast Boulevard, in order to install a Class 2 bike lane on the west side and reverse angle parking on the east side consistent with the Whale View Point project of La Jolla

Parks and Beaches Committee. City Staff did a feasibility study on the concept and in an email to members of Parks and Beaches concluded:

We evaluated the parking situation on Coast Blvd and we do not recommend eliminating the existing parallel parking on Coast Blvd Ocean side due to the loss in number of parking spaces that cannot be satisfied when converting to angle parking/Head-in around the area. Coast Blvd (One way Street) is not suitable for angle parking due to its narrow width. In addition, the south side/inland side of Coast Blvd has a narrow sidewalk which does not meet standards to install angle parking.

Anne does not support the City's conclusion and spoke of fundraising for their own private traffic engineer to study that portion of Coast Boulevard. She believes a private traffic engineer will have more time and resources to look into the possibility of reconfiguring the 61 parking spaces on Coast Boulevard and perhaps that will feed into community support for the project. She is requesting T&T recommend a private traffic engineer; however, Glen Rasmussen was in the audience and recommended a private traffic engineer for her. Anne concluded her presentation informing T&T that the design of a new sidewalk has been funded and is in the process of being drawn up; it will be a 5' wide sidewalk connecting the north side with the south side and will be a noticeable improvement to the area.

Agenda Item 4: Traffic Issues on La Jolla Scenic Drive South. Ed Ward

Mr. Ed Ward appeared before T&T at the April 23 Meeting requesting traffic calming measures for La Jolla Scenic Drive South. Traffic Lights on La Jolla Scenic Drive So, Soledad Mt Rd, and Nautilus Streets are not coordinated to maximize traffic flow; resulting in very few cars progressing forward, backing up traffic and causing hazardous conditions among impatient drivers. Mr. Ward submitted a written letter to T&T explaining the hazardous traffic conditions on his Street and possible traffic calming measures to slow down the traffic. Dave submitted Mr. Ward's letter to the City Traffic Engineers and they responded to the letter by contacting Mr. Ward and sending him two Petitions, one for Traffic Edging and one for a Traffic Circle on La Pintura at La Jolla Scenic South Dr. Mr. Ward and his neighbor will walk the street gathering necessary signatures and will return to T&T with their results.

Agenda Item 5: Eddie V Restaurant Request for Additional Valet Parking Spaces.

Terry Womack, Christophe Cevasco Managing Partner of Eddie V's.

Eddie V. appeared before the Board at the April 1 2011 meeting requesting four passenger loading/valet parking spaces in front of 1298 Prospect between Crab Catcher and Eddie V. The Board approved their request 4-1-1. They appeared before T&T at the May 22 2014 meeting requesting an amendment to their valet parking permit to include Saturday and Sundays between 10:30 am-12:00 am. T&T approved their request at the July 24 2014 Meeting and Eddie V informed the Board that they may appear again to request additional spaces as their need for valet service is growing. They are now appearing before the Board requesting four more valet spaces in addition to the four existing valet spaces at 1298 Prospect Street. **Action item.**

Discussion centered on the 20 Valet Parking Spaces already in operation: Eddie V's 4 spaces, La Valencia 6 spaces, and George's, The Hake, and Donovan's 10 spaces.

Michael Harth of Sunset Parking spoke of their need for additional valet spaces as well because they are in the same position as Ace Parking and advising the Board that he may be appearing in the near future. Duke's Restaurant will soon be opening and added to the other Restaurants they service Sunset Parking will grow by around 50%. Sunset has 7 valet spaces during the day and 10 spaces at night at 1250 Prospect and he spoke of Sunset and Ace Parking working together to help each other out but the demand and need is growing at a rapid pace.

Patrick gave a little background information on some issues with valet parking that referenced Agenda Item 2 at the May 22 2014 Meeting: Eddie V. Request for Amended Valet Parking Permit to operate Valet for Saturday and Sunday. Minutes of that Meeting and the subsequent Meeting that followed are below:

This zone was previously approved on a trial basis. (Former) Chair of LJTT has received complaints about the valet attendants not following the rules.

Applicant has admitted to not following the rules in the past and parking cars on the Street instead of parking them in garages. The Board told the applicant that they could come back for another vote after they improve the signage and awning to say that the valet parking is available to the public and if they agree to have all employees sign a document that they will follow all the City's regulations.

At the July 24 2014 Deborah Marengo presented to the Board new and improved Public Valet Signs along with Promissory Notes signed by all Valet Attendants that they would obey the City Regulations or risk Termination and the Board voted unanimously to Approve the Amended Valet Services for Saturday and Sunday.

As a result of the high demand for valet parking spaces there are still complaints that cars back up in the street due to understaffing of Attendants. T&T Board Members received an email from Ian and Julie Allen of Africa and Beyond Art Gallery adjacent to Eddie V. expressing concerns about additional valet parking spaces in favor of 2 hour parking time limits. They stated that a logical solution for Eddie V. is to add more valet staff so that the valet attendants can clear spaces quickly and keep cars moving not by allotting more spaces so that cars can sit until the next valet attendant is available. A representative of Ace explained it would be a cost issue to add more valet attendants.

Mr. Cevalasco spoke of having perhaps 300 Reservations for a Saturday night and with 4 or 8 valet spaces available there will be backups but Ace is working on rapid turnovers of the cars. They have a flyer asking customers to remain in the vehicles while they are in the process of turning them over. Eddie V and Ace are actively involved in minimizing backups but at the same time Eddie V's has to grow otherwise there will be another empty store in their location. They are asking for 4 more spaces but it is a public valet service so anyone can use it. Tom pointed out that the signage is so confusing that the Public driving down Prospect see's the white 3 minute curb zones and believe that they cannot park in that space.

As a gesture of goodwill Mr. Cevalasco will validate parking for any customer who wants to park in front of his restaurant but shop at nearby businesses. If a customer who shops at Africa and Beyond Art Gallery comes to him with their receipt he will validate the parking for them. He will be happy to speak to Africa and Beyond Art Gallery and get something going with them. George Hauer of Georges on the Cove pointed out that Valet Parking has no time limitations. If Guests want to shop after they enjoy a meal there is plenty of time to do that. Mr. Hauer is in agreement with Mr. Cevalasco that there is synergy between Restaurants and Retail and he would validate parking for guests who shop in surrounding businesses as well but will not validate for Patrons dining in the Restaurants. To be clear the courtesy will extend just to customers who shop in nearby Retailers as a gesture of goodwill to the Businesses.

Michelle addressed the issue of the complaints that have been received by T&T with cars backing up on the street and Mr. Harth replied that more valet spaces will make it better and having more valet attendants will make it better but the truth is the car is still not going to be turned over in 5 seconds so yes there will be backups.

Mr. Cevalasco requested more time for Ace to put together a staffing plan to accommodate two extra parking spaces as well as a parking validation program for nearby Retailers. There is a propensity for abuse over anything free so a validation program needs to be in place. A question was asked if the validation program was tied to the extra valet spaces but due to time constraints that will be discussed at the next Meeting.

Motion was made to continue until the next Traffic and Transportation Meeting on Nov 18. Bailey, Fulks second 8-0-1 (Ryan)

Agenda Item 6: Pedestrian Crossing & Loading Zone Parking Space on La Jolla Scenic Dr. North Michelle Kanan Montessori Institute of San Diego

Montessori Institute of San Diego, a private school serving K-5, is requesting a Pedestrian Crossing and Loading Zone Parking Space in front of their School at 8745 La Jolla Scenic Drive North. Several white curb loading zones in front of their Driveway to the School were lost when the Street was renovated resulting in UCSD Students taking over the parking spaces. There is no safe place where parents can drop their children off safely so there is a need to get back those white loading zone spaces. They are also requesting Pedestrian Crossing in front of their School. The City placed two new Pedestrian Crossing Signs on southbound La Jolla Scenic Drive North before the Sugarman Dr. intersection but there is no pedestrian crosswalk to match the signs.

There is no time limited parking in front of their School and there is a 2 hour time limit across the Street from them. UCSD Students park in the no time limit parking spaces all day long leaving parents to cross La Jolla Scenic Drive North with their children which is extremely hazardous due to the heavy traffic flow. Ideally they would like Stop Signs to slow the flow of traffic in front of their School. Dave spoke to the City and Gary Pence, City Traffic Engineer, is evaluating the situation.

Agenda Item 7: Traffic Signal Timing on Torrey Pines Rd. Glen Rasmussen

Glen and Dave approached City Staff about the traffic signal timing down at the Throat, where La Jolla Parkway meets La Jolla Shores Dr and Torrey Pines Rd. The traffic signal lights are on a timed sequence but when the Fire Station deploys its fire engines they manipulate the traffic lights to cross the Intersection and the traffic signals do not reset back to normal operations resulting in major traffic congestion at the intersection. The City is in the process of installing special timing parameters to help the traffic signals return to normal operation after the emergency vehicles preempt the timing. City advises it should be completed within three days. The City is planning an Adaptive Signal Timing Project to improve signal coordination throughout San Diego. La Jolla Parkway is on the List to be a part of that project. Dave will try to get City Staff to come to the next Meeting on November 18 to talk more about the project in detail.

Agenda Item 8: Four –Way Stop Sign on La Jolla Scenic Dr. North at Moonridge Dr. John Kassar

John notes the speed of the traffic exiting the 52 and approaching Moonridge Dr is about 40-50 mph coming off the Ramp. Moonridge Dr became an alternative to bypassing the traffic sitting on the La Jolla Parkway. Drivers will use the ramp to Moonridge, take a left turn and drive down the Ramp to the back of the fire station bypassing the traffic on the Parkway. Six years ago a resident of Moonridge successfully got a No Left Turn from 7am to 10 am installed on the street. Creative drivers started taking a right turn onto Woodford Dr. then making a U-turn onto Moonridge to get to the ramp. Five months ago the City installed a No U-Turn at Woodford Dr. As a result drivers are pulling into private driveways and turning around on the street. It has become a challenge for residents to exit their driveways. John approached the City about a four-way Stop Sign which would slow traffic down and if traffic backs up on the ramp, as it does on the Parkway, Drivers may stop using it as an alternate route to the Throat. Dave contacted Biljana Dekic, City Traffic Engineer, and currently the traffic count on Moonridge Dr. is being analyzed.

Meeting was adjourned at 5:32 pm

Respectfully Submitted, Donna Aprea, Secretary