

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: Wednesday July 15, 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, Donna Aprea (Secretary) LJTC, Tom Brady LJCPA, Nancy Warwick LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA

Members Absent: Natalie Aguirre LJVMA, Max Shenk LJVMA

Approve Minutes of: June 17, 2020 **Motion to Approve Minutes: Gantzel, Second: Brady 8-0-0**

Public Comments on Non-Agenda LJT&T Matters:

Francine Ginsburg- spoke about the intersection of southbound Girard Ave at Pearl Street. The majority of the traffic at that intersection originates from the intersection of Torrey Pines Rd at Girard in front of Vons; she estimates 98% of the drivers make the left turn heading towards Pearl Street. There are three traffic lanes on Girard heading towards Pearl. The far-right lane has the designated right turn arrow, the middle lane can make the right turn or go straight on Girard, and the left lane allows for left turn onto Pearl or straight on Girard. Very few drivers are in that left lane while the majority of the drivers are in the two right lanes for westbound Pearl Street.

Traffic congestion occurs when a driver stops in that middle lane intending to go straight on Girard. Drivers who want to turn right onto Pearl are stuck waiting behind it. Often drivers in that middle lane want to turn right onto Pearl and then make the left turn onto Fay. If they are stuck behind that one driver wanting to go straight, they will often push into the right turn lane traffic.

Francine spoke to Steve Celniker, Sr. City Traffic Engineer, about reserving two lanes for designated right turns onto Pearl and keeping the left lane for left turn and thru traffic. Steve told her the intersection has been that way since the 90's and City staff received push back when they previously wanted to make that change. However, they can make the change now but asked her to make a list of advantages and disadvantages for doing so. Dave will put it on the August Agenda for Board discussion and possible action.

Janie Emerson- two traffic changes were brought up by Members of the La Jolla Shores Assn. regarding two stop sign locations and a proposal to make all streets between La Jolla Shores Dr and the ocean one-ways. Members were not sure if they should be discussed at the LJSA Meetings first and then brought to LJT&T or if they should come to LJT&T first and then be brought back to LJSA.

Dave explained there is a warrant analysis the City takes for all stop signs. Certain criteria referred to as warrants have to be met and the intersection must have a minimum number of points for a stop sign to

be installed. LJ&T requests this analysis so it should be done before approaching the Board. Dave will provide the contact information to her.

Also discussed at the LJA Meeting was a proposal to make two of the streets between La Jolla Shores Dr and the ocean one-way. The streets are narrow and with cars parked on both sides drivers often have to pull into a driveway for another car to pass. Since they cannot change the parking without permission from the Coastal Commission which wouldn't happen, they thought about making Calle Frescota one way westbound and Caminito del Oro one-way eastbound. Dave advised her to bring their proposal to the Board.

Tom Brady- At the June Meeting Carol Hernstadt presented three proposals to relieve some of the congestion down at The Throat and Patrick added a fourth proposal. Tom was expecting to see some of their proposals for The Throat on this month's Agenda but nothing about The Throat is on it and he asked for an update.

Dave has conveyed to Gary Pence all four proposals that were discussed at the meeting in June. Gary informed him that they were not under his purview and referred them to Sr. Traffic Engineer Steve Celniker. Steve will be assigning staff to take a look at them and one of the items discussed - cutting off the protrusion at Hidden Valley Rd. is currently being assessed.

Agenda Item 1: Election of Officers- Nominated Candidates:

Chairperson: D. Abrams

Vice Chairperson: B. Earley

Secretary: D. Aprea

Motion to Approve slate of Officers for 2020-2021: Brady, Second: Earley 8-0-0

Agenda Item 2: Closure of Cuvier Street between LJ Rec Center and Bishops School- as part of Recreation Center Master Plan (Diane Kane) **Action Item**

Trace Wilson presented the Agenda Item. A component of the LJ Recreation Center Renovation Master Plan is to vacate a small inlet on Cuvier Street located between the Rec Center at 615 Prospect and The Bishops School. In the course of their renovation plans for the Rec Center they ran out of room for all the things that were requested such as; more playground, squash court, bocce court and a backboard. They realized they could use the Cuvier inlet and started working with Bishops School on how best to do that. Cuvier has somewhat already been vacated and its now mostly part of the Bishops School. Brian Williams is Head of Facilities at The Bishops School and he has been working with the Renovation Team and updating the Bishops School leadership on the progress.

There are three utility lines- water, sewer, and gas running under the inlet and dumping out on Ravina. There are no storm drains. This inlet holds 26 parking spaces that would be lost when the inlet is vacated. To compensate for the loss of 26 parking spaces the plan is to restripe Prospect St from Draper down to La Jolla Blvd changing parallel parking that is currently in place to diagonal parking. The restriping would be similar to the diagonal parking spaces currently on Draper. The switch from parallel to angled parking will net around 6 additional parking spaces but there could be more. Neighbors in the condominiums across the street from the Rec Ctr and along Prospect St have described that section of

Prospect as a speedway and welcome the angled parking for the additional benefit of a traffic calming measure.

Tom Grunow inquired from the Board how to go about vacating a piece of property. He held up an Article of Vacation that informed them that the owner of the Property had to file the paperwork for a vacation and asked the Board how to proceed. Dave responded that they know the property has two owners and one of them is the City. The fact that Bishops is working with them on this is also critical. Both the City and The Bishops School own that inlet and one of them will have to make the application for the vacation of Cuvier. What they need is support from LJT&T for the closure of Cuvier St and the conversion of the parallel parking to diagonal parking.

Nancy asked if the new parking spaces will be time limited. Trace responded that it is too early in the process but time limited will be looked at. Some portions of the block are time limited while some are not and that configuration may remain. Brian Williams would prefer no time limits on those parking spaces. Joe LaCava responded that the City will make that determination.

Janie Emerson pointed out that when the study is done for the diagonal parking spaces, they need to take a good look at the sharp curves. There is a sharp curve at the intersection of LJ Blvd and Prospect behind the Bishops Chapel. A driver backing out of a parking space on Prospect St as another driver is coming around the curve from LJ Blvd would be a concern.

Patrick asked if Trace took the back-out into consideration; is there enough room to back out of the new diagonal parking spaces and Trace responded there is room to back out.

Motion to Support the Concept of Vacation of Cuvier Street as proposed and the Conversion of Parallel Parking to Diagonal Parking on Prospect Street from Draper Ave to La Jolla Blvd pending formal requests to the City: Gantzel, Second: Ryan 8-0-0

Agenda Item 3: City 'Complete Communities' Plan Proposal- Review of elements of these planning documents pertaining to Transportation and Transit Priority Areas (TPA) - (Diane Kane) **Action Item**

Diane Kane President of La Jolla Community Planning Assn, explains the concept of Complete Communities. There are four parts to this proposal: Parks Master Plan, Housing, Transportation, and Infrastructure and two components are tied together; Transportation and Housing. What is driving it is the need for affordable housing and the climate action plan to get more vehicles off the roadways to reduce greenhouse gases. A Transit Priority Area (TPA) was established adjacent to a high-quality transit line and for La Jolla it appears our TPA was established by the Bus 30 Route. When considering where density can be created to comply with affordable housing regulations it appears within the #30 Route corridor. Every nine years the City has to report their affordable housing requirements and San Diego is just under half of what the State is mandating; in the recent cycle 1/1/10-12/31/18 – the State asked for 88,096 units and San Diego provided 37,060 a 42.1% compliance rate. The Complete Communities proposal is intending to increase affordable housing in San Diego by:

Focusing Housing Construction in multifamily and mixed-use commercial areas served by transit (Transit Priority Area).

Removing Regulatory Barriers to Housing at all income levels Investing in Neighborhood Amenities such as recreational opportunities, linear parks, cultural amenities and promenades.

La Jolla is flagged as being in Zone 2 of the Complete Communities proposal. Zone 1 is Downtown; Zone 3 is Suburban and Zone 4 is very low-density single family residential. Zone 2 is considered a Receiver Zone consequently receiving funding in the form of fees from new construction in Zone 4 single family residential areas. Diane tasked LJT&T with looking into how much would we likely get in fee money; what amenities would be attractive to La Jolla and would the fee money be sufficient to cover some of the enhancements that would be available to us. Diane noted there is a catch. La Jolla would not be receiving all of the fee money, estimated currently to be around \$1400.00 generated by new construction. It will be shared with the Communities of Concern south of I-8, so we would get half of the fee money and the Communities of Concern would get the other half.

On behalf of LJT&T **Dan Allen** came up with several suggestions for improvements to transit (mobility-related "enhancements") in La Jolla that could be funded with Complete Communities "Active Transportation" in lieu fees:

Bus frequency for both the current #30 bus (pre-COVID-19) and MTS's MidCoast Feeder Bus Plan is 15 minutes. That is not convenient quality transit. More frequent service would be highest priority for new sources of funds.

Fund a study and implement the recommendations as to intersections and lanes in the feeder bus routes that can be reconfigured for bus priority moves.

Redesign and rebuild the Nobel trolley station to streamline transfer from #34 feeder bus to the trolley. (The station now being built requires crossing Nobel Dr. on foot.)

A manned or interactive kiosk "Welcome to La Jolla" with visitor information on the northbound arrivals' platform at the Nobel station.

Fund reestablishing the #14 bus route many remember from the 1980s that served Mt Soledad running to/from Nautilus St and La Jolla Blvd via Nautilus St and Soledad Mountain Road from/to the Balboa trolley station.

Dave asked about the time line; can it be pushed back so more time is given to delve further in it. Diane responded that the Community Planners Group (CPG) has been working on separating the Transportation component from the Housing component and City Staff has been reluctant to do that, however, every community in San Diego has an issue with the Housing part of this proposal; it will rewrite the community plan of every community in the City but without any community input. There is no issue with the Transportation side of it so the CPG's position is to separate the Transportation element from the Housing element for independent review and adoption and LJCPA ratified that motion in June. The Transportation element will be moving on to City Council around the first week in August so it gives us two weeks to come up with whatever we would like to come up with but Diane is meeting with Barbara Bry on Monday to discuss various options.

Kathleen Neal commented that we should be prepared not to have the Mobility element separated from the Housing element since they are both tied together and one would not make sense without the other, notably VMT (vehicles miles traveled) needs the Housing element to pencil out. For this reason she believes City staff will push back on separating them from each other.

Janie Emerson, President of La Jolla Shores Assn. Her group looked at the La Jolla Shores area of the Complete Communities proposal and they are very concerned with the designation of Route 30 as a High Quality Transit Line. Anyone who has used Bus 30 would not define it as high quality. In the past several years MTS has eliminated some bus times as well as some bus stops due to lack of ridership. She can see the Bus outside of her office window always with very few ridership.

Dave asked if the High-Quality Transit Line was interchangeable with Transit Priority Area; the high-quality transit line will service the transit priority area.

Steve Hadley reminded that MTS created a new Bus 34 that will run from Pacific Beach to Bird Rock to the Village and through La Jolla Shores and connect to the Mid-Coast Trolley line in UTC. The City may use that as a high-quality transit line. MTS may have unwittingly helped the City by doing that.

Joe La Cava- clarified some misperceptions. The Transit Priority Area was not identified by the City but by SANDAG, many years ago, as part of their Regional Transportation Plan and long-term vision for transit in the County of San Diego. The City is not classifying the Bus 30 Route for the high-quality transit line instead they are looking at bringing back the streetcar for designated high-quality transit. It will come up from PB through Bird Rock to the Village. It will either be a trolley stop or two intersecting bus lines at a very fast headway. This is a long-range vision plan from SANDAG that the City is now using to push their Complete Communities proposal, and in its present form it will only create pop up density leading to an auto-centric community. City Staff, in its haste to push this proposal through before the Mayor leaves Office in November, is going so fast they are not realizing the consequences; fortunately, Community Planning Groups do see the consequences. Currently, the Housing component is being planned around proposed transit and the City should modify their proposal so that there is high quality transit up and running before the Housing element starts.

Dave pointed out that the use of this procedure is totally optional for the Developers; it is not a mandate that they take advantage of it. With all the restrictions and clauses in the proposal it may not be advantageous to them at all. He agreed with Joe that it could lead to pockets of density.

Motion: Complete Communities should not apply until there is a High Quality Transit Line on the ground and in operation in La Jolla: Brady, Second: Warwick 8-0-0

Agenda Item 4: Request for 15 Minute Green Curb at 7524 La Jolla Blvd-Convert from existing 2-hour restriction on one parking space (Mike Eastwood) **Action Item**

Mike Eastwood owns and operates Small Goods at 7524 La Jolla Blvd. His Business is associated with the Farmers Market and he has been supplying his customers throughout San Diego with fresh fruit and vegetables during the Covid pandemic. They set up a curbside pick-up in front of his business for the online and called in orders but his customers have to double park to access it. On this block of La Jolla

Blvd, north of Pearl Street, all parking spaces are 2-hour time limited used primarily by beach goers. They take them very early in the mornings leaving no parking spaces for customers to run into the area businesses just for pick-ups. He learned that by filling out an application and obtaining signatures for a petition he could request that one of the 2-hour parking spaces be converted to a green curb 15-minute parking space for customers who just need to pick an item up from businesses on the block. He put out a petition over the July 4th holiday and immediately filled two pages with support from neighboring businesses and another ten pages with support from his customers.

Nancy asked him if any businesses were opposed to it and he responded not that he was aware of and support for it had been tremendous.

Brian asked if it was just one parking space he wanted to convert and he responded that he would not ask for more than one.

Motion to support the conversion of one 2-hour time limited parking space at 7524 La Jolla Blvd to a green curb 15-minute parking space: Gantzel, Second: Rudolph 8-0-0

Agenda Item 5: Support for Outdoor Dining in Public Right-of-Way- for temporary permits at several La Jolla locations (Jodi Rudick) **Action Item.**

Jodi Rudick is the Executive Director of the La Jolla Village Merchants Assn. She does not have to appear at our Board to request any permits because these will be filed under the Mayor's Executive Emergency Order, however, there will be parking and traffic implications and she wants the Board to know what is going on in the community. City Council approved unanimously to extend the Mayor's Temporary Outdoor Business Operation Permit that had expired on July 14. The permit allows for the temporary use of a street, sidewalk, parking lane or private property for the expansion of outdoor dining into the public right of way and for retailers to expand their business on to street parking spaces referred to as parklets. Retailers can use the parking spaces adjacent to their business as well as the parking spaces of neighboring businesses with permission. There will be traffic and parking implications but they will be taken care of by the City Traffic Department. Restaurants will be required to obtain a permit if they expand into these parklets. Because La Jolla businesses are in the BID district (Business Improvement District) Jodi can issue the street café permits directly to them making the process more expedient. Jodi is here to request overall support for the concept of outdoor dining from La Jolla Traffic and Transportation. La Jolla Restaurateurs are struggling to survive, stay in business, and expand amidst the covid pandemic and she wanted them to know they have support from La Jolla Community Boards.

Dave inquired about three streets that have been considered for closures and wanted to know if they were considered part of the goodwill effort from the Board; Avenida de la Playa, Wall Street between Girard and Herschel and the block with The Spot on Prospect Street. Jodi responded The Spot on Prospect is currently not on the table for a street closure. City Staff suggested LJVMA apply for a permit request for a Wall Street closure just to gauge the cost of it. It is a complicated process but if the permit request was submitted City staff would come out and make a determination on how much it would cost to do it. Right now, they are not moving forward with a closure but they want to know how much it would cost to shut the street down for future reference. Jodi informed that there are many restaurants

in La Jolla asking about the Parklets notably on Wall Street and Fay Ave and that is what we will probably see moving forward.

Janie Emerson, President of La Jolla Shores Assn, spoke about the one block on Avenida de la Playa that will be shut down from July 22 until the end of September. No one else is doing it right now; shutting down a street for as long as they are and it is costing around \$20,000 to do it. They would ask for our blessings as well as for the Village Merchants.

Nancy supports all of the idea's that Jodi has presented but would like to know what will happen to the parking spaces once indoor dining is approved again. If there is retail next to restaurants and the restaurants open up for indoor dining again and they continue to use the parking spaces as parklets it could impact the retailer; how would the parklets be terminated. Jodi responded that when a restaurant requests removal of a parking space for use as a parklet they also have to sign an encroachment removal at the same time for the permit to be granted. This is all an experiment for social spacing but indoor dining would not necessarily mean there is no more social spacing requirements. It would be up to the City to make that determination. Additionally, if a retailer was being impacted by the parklets they would certainly enter into the conversation.

Nancy asked about cars pulling up to close to the diners in the parklets and Jodi responded that the Traffic Dept has to approve the plans. There will be no parklets installed in red zones but they will be installed in green, blue and white zones and they will not be installed to close to a corner. The Traffic Dept will have their own restrictions and they might end up being more conservative than we would like them to be.

Dave asked about the term of the permit reading somewhere it was 45 days. Steve Hadley responded that it is 45 days but will be extended for several months after that.

Tom commented that this is a great idea and we should be supportive of our local businesses, and ended up making the motion.

Motion: La Jolla Traffic and Transportation lends its support to our Village Merchants for Outdoor Dining on La Jolla Sidewalks and in the street Public Right of Way: Brady, Second: Rudolph 8-0-0

Agenda Item 6: Proposal to Place Warning Signs in Various Median Islands- to discourage motorists from stopping for solicitors (Chris Cott) **Action Item**

Chris Cott had some concerns about the safety of the solicitors/panhandlers who operate in the Median in several locations in La Jolla and elsewhere and suggested signage urging motorists not to stop for them. Dave's position was forget about the signage and do something else to keep people out of the Medians due to the hazardous conditions surrounding them.

Steve Hadley advised there are constitutional issues surrounding the reason why the City Council refused to act on it back in 2014. There is the matter of free speech. The City Attorney has long opined that equal protection means that if the City prohibits one group from free speech activity on the medians, it must prohibit all groups. Since the firefighters annually, UT carriers in some communities,

and others also stand on the medians and collect money, the City Council has chosen not to prohibit the activity.

Brian has seen this signage in the City of El Cajon. It is part of a city-wide homeless outreach program going on in that City and it included the signage.

Nancy commented that this is not a city-wide funded program like in the City of El Cajon and for La Jolla to put up this signage when the rest of San Diego is not part of it could backfire and give a negative perception of La Jolla. La Jolla is considered an affluent community and this signage could give the impression that La Jollans' are unempathetic and insensitive. She objects to the signs themselves. It makes it look like it is illegal to give to solicitors/panhandlers when it is not illegal to do so.

Mr. Cott is not present and Dave wants him to have the opportunity to speak on his Agenda item. It will be Continued to the August Meeting.

Adjournment: 5:35pm

Next Meeting: August 19, 2020

Respectfully Submitted: Donna Aprea, Secretary