

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: Wednesday August 19, 2020**

**Due to the COVID-19 public health emergency, LJ&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, Ross Rudolph LJSA, Natalie Aguirre LJVMA, Max Shenk LJVMA

**Members Absent:** Patrick Ryan, BRCC

**Approve Minutes of:** July 15, 2020 **Motion to Approve Minutes: Rudolph, Second: Gantzel 7-0-0 (Brady, Aguirre not available to vote)**

**Public Comments on Non-Agenda LJ&T Matters:**

**Ira Parker-** La Jolla Blvd Pedestrian Safety effort. Will be conducting two virtual Zoom brainstorming sessions in early October with the community for input and ideas on pedestrian safety. Will be conferring with the Committee on how best to do that but early October will allow time for marketing through newspapers and other online entities to get the word out.

Informed the Board that some residents of the Beach Barber tract will be hosting two Zoom meetings next week to discuss traffic flow in the tract and the Monte Vista Ave issues having to do with the Marine St-Sea Lane Beaches. A suggestion came up about asking the City to put in a roundabout on La Jolla Blvd at Marine Street which would help the La Jolla Blvd safety effort.

**Sally Miller-** any update on the traffic light on Nautilus by Avenida Mirola at Muirlands Middle School? She has been working on getting the traffic signal adjusted at that location for well over a year. Dave reminded that over a year ago construction crews were laying pipes down on Nautilus at Avenida Mirola by Muirlands Middle School and compromised the traffic signal timing loop at that location. Prior to that construction work the traffic light was activated by the very few homes on Avenida Mirola. Now there is a regular traffic cycle loop and it is causing delay for the heavy traffic flow on Nautilus. Dave has been making some progress with the City to fix the timing signal and he will keep after them.

**Steve Hadley-** willing to send a note from the Council Office asking about the timing loop if that will help. He asked Ira if David Valentine is part of the Zoom group meeting next week about Monte Vista. Ira responded that flyers were dropped off at residences that would be impacted and his residence received a flyer but Zoom meetings are by invitation and he has not yet responded to the invite. Steve just wanted to make sure he was aware of it because they have been concerned about the issues at Monte Vista.

**Janie Emerson-** UCSD will be presenting their Theatre District project to LJCPA at the Sept 3 Meeting and the public will be invited. This project has been under discussion for well over a year. There will be an opposition presentation that she is coordinating so if anyone has any ideas please contact her.

**Agenda Item 1: Proposal to Place Warning Signs in Various Median Islands (Cont'd Item)-** to discourage motorists from stopping for solicitors (Chris Cott) **Cont'd to September**

**Agenda Item 2: Request to Change Lane Directions at Pearl St/Girard Ave Intersection-** to make middle lane of southbound Girard right-turn only (Francine Ginsburg) **Action Item**

Francine is advocating for the middle lane, heading south on Girard Avenue at Pearl Street, to be a second designated right turn only lane. Francine spoke with Steve Celniker, Sr. Traffic Engineer with the City of San Diego. Steve shared some history on this intersection. At some point in the 1990's that middle lane was a designated right turn lane but people complained and the City turned it back to a right turn/straight thru lane again. He was open to doing whatever the community wanted and suggested that she come up with a list of advantages and disadvantages in order to have the City look into the change.

Francine put together a list of what she saw as the advantages and disadvantages for changing the middle lane back to a second designated right turn lane:

*Advantages to create the middle lane back to a right turn only:*

- 1- *90% of the traffic heading southbound on Girard Ave will make a right turn at Pearl Street.*
- 2- *Cars going through the intersection or need to make a left turn at Pearl Street should use the left lane only as very few cars go straight or make a left here.*
- 3- *Most of the cars turning left at Torrey Pines Road where it dead ends at Girard Avenue will continue to make a right turn at Pearl Street. This alleviates cars from having to get into the right turn lane only at Girard and Pearl. Some drivers stop to turn into the Vons parking lot which further increases congestion.*
- 4- *One lonely driver sits in the middle lane at the Girard and Pearl intersection holding up most of the cars that want to turn right on a green arrow.*
- 5- *Drivers that want to turn left at the Pearl and Fay Ave intersection after making a right turn onto Pearl from Girard won't have to change lanes to get back into the left lane on Pearl.*
- 6- *This should cut down on the number of lane changes made at three intersections which will cut down on dangerous driving.*

*Disadvantages:*

*The only disadvantage that comes to mind would be La Jolla Elementary School hours of drop off and pick up which could impact the intersection of Girard Avenue and Pearl Street.*

Francine explained her list of advantages. The far-right lane has the designated right turn arrow, presently the middle lane can make the right turn or go straight on Girard, and the left lane can go straight or make the left turn onto eastbound Pearl. Very few drivers are in that left turn lane while the majority of the drivers are in the 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 and then left at Fay are stuck waiting behind that one car wanting to go straight. If they are stuck behind that one car, they will often push into the right turn lane traffic. There is a lot of jockeying within the lanes as drivers try to prepare to make the right turn onto Pearl and then the left turn onto Fay. If that middle lane could become a second designated right turn only lane Francine would like to see the change occur so at the intersection of Torrey Pines and Girard drivers could be in the lane they need when they make the turns onto Pearl.

**Max** supports what Francine is advocating. He is at that intersection several times a day. Drivers who immediately become stuck behind a car in that middle lane will push their way into the right turn lane with no directional signal and it becomes a safety issue. He agrees with Francine very few drivers are making the left turn, it's just not a busy street. Changing the middle lane to right turn only would make that intersection flow better and be much safer.

**Janie** has been a La Jolla resident since 1961 and remembers when the middle lane was changed to the second designated right turn only. It backed traffic up for the drivers that needed to go straight on Girard but were stuck behind a driver making the left turn onto eastbound Pearl. Drivers had to wait nearly an entire green light cycle before they were able to proceed through the intersection because of oncoming traffic from the opposite direction preventing drivers from making the left turn. This could only work if there was a left turn green arrow light. Dave responded that by making that left turn lane a left turn arrow still would not work if a driver in front wanted to go straight on Girard. Both cars would be stuck at a left turn green arrow light much like the situation is now for the right turn green arrow light in the middle lane.

**Dave** noted that Francine spoke several times of 90% of the drivers making the right turn onto Pearl St and asked her if that was an actual count or her own observation. Francine responded her own observation. The few times a day she is at the intersection that is what she sees; very few drivers make the left turn or go straight, but she is not there at certain times of the day so she does not know what it looks like in the mornings or afternoons when schools start or end. Dave suggested asking the City for an analysis of that intersection to determine an actual count of the traffic and its various movements at the traffic lights before the Board makes a determination on how to proceed.

**Nancy** supported the traffic analysis but also requested an accident history at the intersection. Drivers are jockeying in and out of the lanes but it just may be that it works. We don't know if there is a history of accidents at that intersection from all of the lane changes.

**Natalie** asked if the traffic study could include the three parking spaces on Torrey Pines between Prospect Pl and Exchange Pl that the Board discussed on a previous agenda. *May 15, 2019 Agenda Item 2: Motion to contact the City Engineer and request they investigate the accident history from the parking spaces on Torrey Pines Rd between Prospect PL and Exchange PL with the feasibility of realigning the road to eliminate the three parking spaces on the North side of Torrey Pines Rd.*

There was concern that the addition would convolute the traffic study for the Girard Ave/Pearl Street Intersection and the maker of the Motion declined to add it into his Motion.

**Motion to request the City conduct a traffic study at the Pearl St/Girard Ave intersection to determine traffic counts on various movements from various directions and accident history at the intersection:  
Shenk, Second: Gantzel 9-0-0**

**Agenda Item 3: Request to Convert Sections of Camino del Oro and Calle Frescota to One-Way Streets-**  
Camino del Oro eastbound from El Paseo Grande to LJ Shores Dr and Calle Frescota westbound from LJ Shores Dr to Camino del Oro. (Delia Constant) **Discussion Item**

***This is a Discussion only item since the necessary petition has not yet been completed.***

**Delia Constant-** In terms of summer traffic, but also year-round traffic flow in the Shores, if you make Calle Frescota going one way west bound, towards the beach where you enter into the parking lot at Kellogg Park that would make sense. You can have parking on both sides of the street and traffic going one way would not take out side view mirrors as they do now with two-way traffic flow.

On Calle Frescota heading westbound towards Camino del Oro, that is departing the parking lot a little to the left, it takes you up a hill and there is a Stop Sign there. You can then go right or left and it does not hold drivers up on Calle Frescota who are going to the Shores. On Calle Frescota if you are going left to the Shores you are holding up traffic behind you if it's a two-way going east- west. She has lived in the Shores for 29 years and for 29 years she has been looking at the traffic on the streets and this time decided to say something.

She understands there was some conversation about how making these streets one way might speed up traffic and make it dangerous. Calle Frescota has a stop sign at the third street so there are two blocks where there are no stop signs but it is a curved road so you are not going straight. There is not a whole lot of chance to speed up. There is another stop sign before you enter Kellogg parking lot. Departing on Camino del Oro it's a two-block street there is too much foot traffic for speeding.

Delia has about 5 signatures on her petition but she has not been trying so hard to get them however she plans on working on it.

**Ross** represents La Jolla Shores Assn on LJT&T. He noted there was discussion on Delia's suggestion and there was interest in it until a board member pointed out the streets are narrow, there is parking on both sides, and two-way traffic. It really makes a driver slow down. It is not uncommon to have to stop and maneuver a little bit to get through. The concern is that if its one-way that increases the chances of speeding and perhaps speeding through the stop signs let alone through the crossing pedestrians. Once this point was brought up there was no interest whatsoever in pursuing it.

**Janie** seconded what Ross presented. It was fascinating that the Board members came to the Meeting with the idea that they were going to support it but once the traffic calming point was brought up there was absolutely no interest from anyone to support it.

Janie pointed out that she lives on the corner of Calle del Oro, Camino del Oro, and La Jolla Shores Dr and there is no stop sign from La Jolla Shores Dr to El Paseo Grande at Kellogg Park. A stop sign could be installed if they were going to do something like this but all of the streets in the Shores leading to the Ocean are like Calle Frescota and Camino del Oro with the same problems; narrow streets, parking on both sides, and two-way traffic. There is jockeying in and out of driveways to allow cars to pass all the way up and down. It's not a problem with just these two streets it's a problem throughout the Shores.

Delia responded that she is on those streets every day and she finds these two streets difficult, especially on Frescota going east bound and wanting to turn left onto La Jolla Shores Dr. It holds up traffic and blocks intersections.

**Brian** commented that he lives four houses down from that intersection and can hear horns honking from frustrated drivers trying to use those public streets that are not functioning the way that they should. He reiterated to Delia what Dave had told her she needs to get her petition signed by the homeowners who live on those affected streets but the horns honking all day should be an incentive for

them to sign it. He also agreed with what Janie had said; all of the streets down there are the same, narrow with parking on both sides. All of them are not functioning the way that they should. The only reprieve drivers have once they commit to making the turn onto these streets are the blue handicap curbs that drivers can use to pull over to allow another driver to pass by. Without those blue handicap curbs there are no turn outs drivers can use to allow others to pass. The street becomes non-functioning and dangerous.

Brian asked Dave to explain how involved it is to turn a two-way street into a one-way street. Dave responded the Requestor has to have a petition signed by 75% of the homeowners on the affected street to support it. The petition goes to the City. The city does an analysis to determine if the location is appropriate from a traffic and safety standpoint, it then goes before City Council for a decision. It's not just a traffic engineering decision but needs City Council approval, which makes the process fairly complicated:

*RULES AND REGULATIONS FOR ONE-WAY STREETS One-way streets require City Council approval for their establishment and removal. A petition requests the City to conduct a study to determine whether the establishment or removal of one-way operation is appropriate for the location. If determined to be appropriate, it will be brought to the City Council for final decision.*

**Nancy** inquired about combining the request for making it a one-way street and adding speed humps to slow traffic if that would be helpful to the Community. Dave responded that would be another petition and Janie added it would just complicate things.

**Sally Miller-** this same discussion is being held in the Barber Tract for the same reasons. Perhaps the Shores and the Barber Tract should get together. She doesn't know if one will dilute or improve the chances for the other. Dave responded that both areas are distinct and should not be merged.

**Angela Fukumura-** she is attending this Meeting because she lives around the corner from the affected street. Her thought for that street was if we eliminate one row of parking it would become a functioning two-way street. Its just one very narrow block that has about 10 cars parked on it that is making it a nonfunctioning street and if we eliminate just one row of parking on that block, maybe 10 cars would be affected, but a whole city would be able to drive it because it would become a two way functioning street. Dave responded that it is not just that one block that is affected, it is several blocks. Angela clarified her interest was just in that one narrow block that you cannot drive on. Janie responded to Angela it would make sense to eliminate a row of parking to open the street up but the Coastal Commission would never allow it to happen.

**Tom-** the City needs to do a traffic study because those streets are dangerous for both pedestrians and drivers.

Dave placed this Agenda Item as a Discussion Item to get a consensus from the Board on how Delia should proceed. LISA chose not to support it but Delia wanted to continue on with it and LJT&T was asked to weigh in on it. If the Board was not in agreement with the conversion there would be no need for Delia to proceed. However, it should be the opinion of the affected homeowners through the petition process that matters the most. If Delia cannot get 75% of the homeowners to sign her petition it becomes a moot point to proceed. Delia is going to start hitting the pavement with her petition and Dave advised her to return to the Board when it is completed and we would proceed at that point.

**Agenda Item 4: Request for 15-Minute Green Curb at 7928 Ivanhoe-** Convert from existing 2-hour restriction on one parking space (Cody Decker) **Action Item**

**Cody Decker** is owner and operator of Decker's Dog and Cat. He is requesting an existing 2-hour parking space be converted to a 15-minute green curb in front of his business. He submitted a petition showing support for it and has the approval from the LJVMA as well as neighboring businesses.

Cody clarified the 2-hour parking limits are not being enforced and cars are parked in them well more than 2 hours. There are no times when parking spaces are available for him to accommodate his customers request for curb side delivery. During this pandemic his customers are not comfortable being inside the Store and ask him for curbside delivery or that they cannot carry a big bag of dog food or cat litter. He is finding it difficult accommodating his customers' needs while drivers park in the spaces and head to the beach.

**Dave** noted that there is a parking lot in back of his business. Cody explained his customers do not know about it and for some reason he is not able to tell them. Dave asked if he could not tell them when they place their order that there is pick up and delivery out back in the parking lot but Cody responded they are not placing orders they are just showing up. He explained that parking lot out back is very tight and cars parked in it must back out because there is no place to turn around and drive out. He seems not to want to put his customers in that position of not being able to exit the parking lot.

**Max** – his thoughts are with struggling businesses right now. If it makes it easier for a business owner to have a 15-minute parking space out in front of their business, even if it's only temporary, it is something he wants to see done.

**Nancy** - Many restaurants took over street parking spaces during this pandemic reducing the number of available parking. She is concerned about losing another 2-hour parking space especially when there are 6-7 30-minute parking spaces between Roslyn and Wall Street. The 30-minute parking spaces are not directly in front of his business but very close to it. Customers could still have curbside pickup, it's a short walk. She saw his petition and cannot understand how a 15-minute parking space would mutually benefit his neighbors. Naturale Beauty Bar is a Blow Dry Bar, the Restaurants, and the Gallery near his business would need more than 15 minutes for their customers. She recognizes he has a fairly young business and it is a tough environment on young businesses but the loss of another 2-hour parking space especially in that location is concerning. She was unaware the police have not been enforcing the parking restrictions at this time but that will change at some point. It appears he is asking for a permanent solution to a temporary situation which will impact the number of available 2-hour parking spaces.

**Sally Miller** asked if he has it listed on his website that he has a parking space out back so when customers order on line they can see he has a parking space in back of his store. He responded he has been trying to get the word out there is parking out back and he will put it on his website.

**Tom** agrees with Nancy but the number of signatures on Cody's petition clearly indicate businesses are in favor of a 15-minute parking space. There is really no downside to the community provided we take a 15-minute parking space on Prospect, where the former offices of the LJVMA was once located, and make it a 2-hour. There are two 15-minute parking spaces just south of the side parking lot by Haagen

Dazs (1158-1162 Prospect St). He is not sure if they are needed since the LJVMA moved out of that location. He believes the LJVMA would support it.

**Cody** explained that a 15-minute parking space would mutually benefit the gift shop, the restaurant is doing a lot of take-out, there will be a taco shop opening two doors down that will be more of a take out business and the Gallery supported it because they are not affected by it. Those 2-hour parking spaces are being used by people parking in them, taking out their scuba gear, and heading toward the beach.

**Natalie** supports Cody's request for the 15-minute parking space. This Board approved it for Small Goods last month and she does not know if there is a difference between the two businesses. She understands people will just leave if they cannot get a parking space. The 15-minute spaces are beloved, business customers know where they are, and they use them.

**Nancy** asked if Tom's suggestion of converting another 15-minute parking space on Prospect St into a 2-hour parking space can be added to the Motion. Dave responded it is not on this Agenda and he can put it on the September Agenda but he needs to get an opinion on it from the Merchants who may be using them. He cannot just pull it out from under them.

**Motion to Approve Request for 15-Minute Green Curb at 7928 Ivanhoe Ave: Aguirre, Second: Sherk 9-0-0**

**Adjournment: 5:00pm**

**Respectfully Submitted: Donna Aprea, Secretary**

**Next Meeting: September 16, 2020**