

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: October 20, 2021

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

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

Members Absent: Cody Decker LJVMA

Approve Minutes of August 18, 2021: Ryan, Second: Gantzel: Unanimously Approved

Public Comments:

Catharine Douglass- sits on the Captains Advisory Board at SDPD Northern Division. La Jolla has a new Community Relations Officer-Ariel Del Torro. She has been at Northern for four years and she is very responsive. We may have turned a corner and may be getting some real help. Lt. Rick Aguilar has been amazing and has worked with her on multiple issues for the betterment of La Jolla.

A lot of people are approaching her with concerns about the way people are driving around La Jolla; drivers blowing stop signs, blowing red lights, speeding. She has asked some community members to identify concerns related to particular intersections or stretches of road and she forwarded them to Northern. She will put her email address in the chat for anyone else who has concerns about particular intersections and stretches of road and she will add them to her List.

Natalie Aguirre- she is asking everyone at the Meeting to spread the word about the Merchant Parking Program. It is such a great program that the Merchant Association put together with LAZ and Ace Parking. For people unfamiliar with it, it is \$75.00 per month for parking all through the Village. It is wonderful for businesses and restaurants. She also wants to mention Park La Jolla. Park La Jolla is a website where you can go online and reserve a parking space for \$4:00-5:00. You can reserve it a day in advance and it is a great program if you have out of town visitors coming for the day. She is challenging the meeting audience to each tell two people about the program to help spread the word about these programs. Unless we get the Merchants off the Streets, we are going to continue to have parking issues. Brian congratulated her on her Appointment to The Village Merchants Assn Board of Directors.

Tricia Riha- lives in La Jolla Shores. The Spaces as Places program has been a great success for the restaurants but not so much for the residents. She is finding out not a whole lot of people actually live in the Shores if she wanted to take a poll. She is hoping Avenida de la Playa is only

going to be closed until July 2022. She knows it's going to be up to City Council but doesn't know if it would be up to La Jolla as well and is asking if it would be up to La Jolla to decide. Brian referred to Steve Hadley, Representative to Council Member Joe LaCava. Steve responded that La Jolla Shores Assn will be asked to give a recommendation to the City about that specific location. Ms. Riha does not know if they have already been asked for the recommendation. Steve responded they have not yet been asked but they will be asked shortly.

She does not think it has been publicly presented at all, that people are just deciding. Brian advised that it has been presented at La Jolla Shores Meetings. She believes it should be publicly presented in a public environment and not in a Zoom Meeting. Brian advised her to become a Member of La Jolla Shores Assn and contribute to the dialogue. She does not want Avenida de la Playa to be closed after July 2022 and knows the City is going to decide, she will write a Letter to them.

Ray Vellinga – is in Gig Harbor Washington and he is a “little late to the Game.” In 2020 the La Jolla Light published an article about speed bumps that are going to be placed on the path between him and the Village. He is thinking every day he will be driving over these speed bumps and he objects to them for several reasons. **Brian** asked him what information he received that speed bumps are being put there; was it just someone talking down the street. Mr. Vellinga responded he attended a Meeting of the Azure Coast Unit #1. Eddie DuVall is President of that and it was one of their Agenda Items.

Steve Hadley and Eddie DuVall have been conversing with each other during the Meeting. Eddie DuVall is not at the Meeting. Steve referred to the LJT&T Sept 16, 2020, Meeting Agenda Item 5- Request for Road Lumps on 2400-2500 Blocks of Azure Coast Dr- two lumps for traffic calming by adjacent HOA's. He read the Motion to Approve them: *We have a request for road lumps on Azure Coast Drive. The Fire Department has approved two road lumps at this location. The petitions show support from 100% of fronting properties. The property owner at 2586 was opposed to the original location because he believed they would be ineffective due to the curve in the roadway. We relocated the lumps more than 200' from that location. He is no longer fronting the lump locations Motion to Approve two Road Lumps as specified on 2400-2500 Blocks of Azure Coast Dr: 7-0-0*

Steve reminded that this was the second hearing for speed lumps that Azure Coast had requested. The first request was made in 2015 but the Fire Dept wanted some issues addressed at that time. It took a while for Azure Coast to resolve those issues. When they requested again in 2020, Dave Abrams Chair of LJT&T at the time, had requested an updated Letter from the Fire Dept that all issues were resolved and Azure Coast forwarded the updated Letter. Steve asked Mr. Vellinga where exactly he lived in proximity to the speed lumps because typically a petition circulates just on the fronting properties of the street in question and not to neighbors on other side streets. He informed Mr. Vellinga that the speed lumps have not yet been installed in the past year and he believes that they will not be installed anytime soon.

Mr. Vellinga lives on the Street but it has a different Name. The Street starts out from La Jolla Scenic Dr, turns into Costebelle, then Esterele, then into Azure Coast. Anyone who lives on those streets he mentioned must go over those speed bumps to get to the Village. It is an inconvenience. Another issue with the speed lumps that he found on the Internet by two PH. D's is that they would reduce the value of his home by \$40,000.00. Mr. Vellinga pointed out that the residents who petitioned for the speed lumps will not be the ones inconvenienced by them. All they have to do is turn Right to get to where they need to go. Mr. Vellinga noted that he is a Resident of Gig Harbor Washington. They have speed lumps and they damage the suspension on the cars and in La Jolla, he drives a Corvette. These cars bottom out on speed humps.

Brian advised Mr. Vellinga that the speed lumps were approved for a large group of people for serious reasons. They were approved by the Fire Dept and by LJT&T because of those reasons. Mr. Vellinga asked Brian if he could do his own survey and give him the results. Brian advised him to follow up after the Meeting. They can keep in touch and he will let him know if or when the speed lumps will be installed. Mr. Vellinga stated that he planned to email every homeowner in his area and if they like potholes, speed humps, obstacles in the road and bad driving conditions he will back off.

Massoud Karimi – resident and property owner on via Capri. He has concerns for the safety on that Street. As it has been designed the Street no longer has the capacity to handle the volume and type of traffic it is forced to handle on a daily basis. This narrow and steep roadway was originally designed and intended to serve the residential community that live along this corridor. He has personally witnessed several instances of near misses and violations of traffic safety rules and regulations along this corridor which is increasingly putting the lives of the residents and general public at risk. Although traffic calming measures like roundabouts and speed humps are put in place more streetlights, signage, and police enforcement would be beneficial. These measures have proven effective in other situations and discourages drivers from speeding and oversized truck drivers from entering the busy, narrow, and steep roadway corridor. These are short term measures but a long-term measure would be construction to create an alternative route for drivers using this roadway exclusively to reach destinations other than their residence in the neighborhood. Mr. Karimi thanked the Board for allowing him the forum to advocate for safety issues on Via Capri. Brian agreed that Via Capri is in very bad shape but is a very popular street.

Nancy Manno- Valet Parking on Hillside Drive. On Sept 15 around 3pm she was driving on Hillside and came upon a valet stand in the Street located at 7430 Hillside Dr adjacent to a city sign "No Stopping Fire Lane' and was partially blocking one lane of traffic. She stopped and spoke to the non-English speaking Attendant that he was blocking traffic but he ignored her. At 5pm she attempted another foray down Hillside; she stopped and parked while her husband walked down to the valet stand that had now been moved to the driveway of 7430; both lanes of traffic were now blocked by driverless cars parked on both sides of the street. Two cars were parked in the middle of the street and several cars were parked in the street facing east close to a blind curve. It was complete chaos. Her husband spoke to the person in charge of valet

parking and persuaded him to tell drivers they could not abandon their cars in the middle of the street; if there was no parking currently available, they would have to leave.

Brian clarified that there was valet parking at a private party on Hillside and Nancy responded that's right. Brian referred to Steve if valets can be set up at private parties but Steve noted that Erin Longren is attending the Meeting. Brian then asked Erin and Laird Tucker with San Diego Parking Enforcement if they could respond to the issue of private parties having valet parking. Laird responded that Valets have to be permitted by Permits and Licensing and is not sure residents can get them as they are for businesses but you definitely have to have a permit to have Valet parking in the City. Erin advised if it happens again, she can call the non-emergency number and a police officer would arrive and shut it down immediately. Nancy responded she did make the call and was on Hold for 1 hour and 11 minutes and she is not sure what happened to the call, she also filed a police report. Erin responded that she can look into it and see what happened with it. Nancy also called the police non-emergency number on Sept 24 and again was put on Hold for over an hour.

Steve asked the two Officers if there was anything that could be done after the fact and what kind of evidence would be needed. Laird responded nothing is enforceable after the fact; parking tickets cannot be issued retroactively. Even if there is video evidence of it taking place an Officer has to witness it in order to cite it. If it is happening at a set day and time, they can be there to proactively try to prevent it from happening but if it is happening at random times all that can be done is use the *get it done* app. The issue with *get it done* is that the priority becomes lower so the response time would be longer due to staffing requirements, however, they are trying hard to shrink that wait time for *get it done*.

Chairpersons Report:

Bicycle Safety: working with San Diego Bike Coalition to identify critical areas in La Jolla for bicycle safety. The SD Bike Coalition reports twelve bicyclists have been killed by vehicles in San Diego County this year. It has not been forgotten he is trying to get representatives from the Bike Coalition, Circulate San Diego- a group dedicated to advancing mobility, and UCSD Representatives to participate in a meaningful discussion on a future Agenda.

Traffic Calming on Cardeno Drive. It is a Collectors Street that connects La Jolla Scenic Dr to north Pacific Beach. There have been multiple accidents with injuries on this Street. He has received email correspondences from a number of residents asking for help. Veronica Shaw appeared at the August Meeting in a public comment requesting any help that can be offered to residents on the street. A Deputy Director in the City Transportation Department advised that no road humps can be used on Cardeno Dr because it is an emergency response route and recommended periodic police enforcement. Residents are still following up with city traffic engineers and anticipate a speed profile study being done that could take 2-3 weeks to happen.

Traffic Calming on Via Capri. Same traffic issues that Cardeno Dr has been experiencing although via Capri is not a Collectors Street. There are Vcalm signs on Via Capri that are not working. Residents are working with city traffic engineers for assistance.

New York Time article on the Insurance Institute reported when stop signs and traffic signals were replaced by roundabouts at intersections overall crashes dropped 37%, injury crashes by 75% and fatalities by 90% proving that roundabouts are effective.

Agenda Item 1: Susan G Komen San Diego 3-Day: Annual 3 Day 60 Mile walk fundraising event for breast cancer. La Jolla portion takes place on Friday Nov 19th. No Street Closures, No Parking, or Traffic Mitigating needed; route takes place on sidewalks, shoulders, and in bike lanes. (Meredith Parker/Event 360) **Action Item**

The 2021 Susan G Komen 3 day has 2,300 walkers this year who have to raise \$2,300 to participate and they walk an average of 20 miles over 3 days. This is their 179th 3-day event and their 17th year bringing the event to San Diego. The La Jolla Route has not been altered over the last decade and is typically held the last weekend before Thanksgiving. They will be walking through La Jolla on Friday Nov 19th and they make their way from north to south between 8:15 am and 4:00pm. They have rest stops at Torrey Pines State Reserve, UCSD Throwing Field, Lutheran Church, and Kellogg Park. They do not require any street closures, no parking areas, or any traffic mitigation as they keep to the sidewalks and shoulders and just sometimes bike lanes. The Walkers do get spread out during the day; they all start out together but they do end up spread out during the day. An Event Manager follows the last walker, they have a volunteer safety crew that follows them on motorcycles and bicycles, and they are also collaborating with Officer Marlo Woods from the SDPD.

Brian asked if there have been any issues from past Events and Meredith responded their biggest concern is the amount of sunlight they have as the days are shorter in November so they try to finish their miles before the sun goes down. They have support vehicles following the walkers to ensure they are walking at a good pace.

Brian- there is always a concern when there is a large group of Walkers close to the Streets but they have been doing this for a long time so they must be doing it very well.

Motion to Approve: Susan G Komen San Diego 3-Day Annual 60 Mile Walk Fundraising Event on Friday Nov 19, 2021: Gantzel: Second: Abrams 9-0-0

Agenda Item 2: Request for Red Curb 7330-7336 La Jolla Blvd- Homeowners requesting that half or all of the curb that fronts 7330-7336 La Jolla Blvd become a red curb again. Extreme challenges in seeing oncoming traffic from alley exit to La Jolla Blvd (Jeanne Liem)

Discussion Item.

Benjamin Liem prepared a power point presentation and short video that visibly demonstrated a hazardous blind spot for Drivers from an alley exit that was created by the removal of red curbing in front of 7330-7336 La Jolla Blvd. He is requesting that the red curbing be put back. Their property is at 7324 La Jolla Blvd. It has an adjacent alley access which is used by 5-8 vehicles about 15-20 daily uses. This curb on La Jolla Blvd at 7330-7336 was previously red but it

was painted gray around April 2019. This allows for two vehicles to park very closely to the alley opening and block the view of the incoming traffic.

Mr. Liem advised that according to Gary Pence, City of San Diego Sr. Traffic Engineer, in an email dated September 27, 2021, the curb was painted gray *“as a mitigation measure for some green zones we had to remove on the northwest corner of Marine Street and LJ Blvd. ... so we compromised by opening up the two spots nearby”* This refers to American Pizza Manufacturing-APM. However, according to Mr. Liem, cars are still parking illegally on the red curb in front of APM.

When a vehicle parks at 7330-7336 La Jolla Blvd, there is not enough vehicle travel lane width to safely travel. If they approach the alley from northbound LJ Blvd, they must make a very sharp right turn, without any space to shift to the side, and the risk of getting hit from the back is significant. There was a suggestion for them to enter La Jolla Blvd. through Sea Lane. It means they would have to travel toward the west (ocean) from the alley and due to the 15' alley width, one of their vehicles doesn't have enough clearance to make a left turn. There are several other vehicles in the alley that have the same issue.

The Safety of exiting the alley to LJ Blvd. is now very much compromised. If the main consideration were to keep the number of the parking spots on La Jolla Blvd; they propose this solution: The existing red curb next to Marine St. can be painted gray to replace the number of parking spots at 7330-7336. The location is perfect for the new gray curbs because it's enough space for two cars

- It still provides more than enough vehicle travel lanes
- It doesn't block any view of the intersection because Marine St. is one way toward the ocean.
- It doesn't block the view from the adjacent driveway from the incoming traffic at 7346 LJ Blvd, the dark gray house due to the street curve.

Ross- does anyone know why those green spaces in front of the Pizza place turned red and second did anyone speak to the homeowner on the corner who will be losing a parking space.

Brian responded that this issue appeared before LJT&T as an Action Item several times.

**LJT&T Meeting Aug 15, 2018, Agenda Item 2 Discussion Item Residents from the Sabin Family requested that something be done (but not sure what) about cars turning dangerously into Marine St from LJ Blvd. Dave Abrams took a photo of their poster board to submit to City Engineer to ask what they can do.*

LJT&T Meeting November 19, 2018, Agenda Item 7 - reinstate spaces on LJ Blvd.

Signed petition from residents to "reinstate recently removed spaces on LJ Blvd" submitted to Chair Abrams stating that on October 24th, 2018, city had painted curbs red despite no notice to residents and due to complaint of "just one resident". Motion to reinstate original spaces due to no notice, plus signed residents petition.

It appears from the map Mr. Liem used in his presentation the curb in front of APM was not reinstated to green as approved by LJT&T in November 2018.

Ross told the Board the reason he wanted a seat on the Board was because of his confusion over suddenly seeing things appear out of the blue. You are on a Street you have driven many many times and suddenly there is a stop sign; where did it come from, who ordered it, there is just a lot of unanswered questions and now he still does not have an answer why those green parking spaces turned into red. **Mr. Liem** responded there were neighborhood concerns.

**Brian referenced the LJT&T Meetings concerning Marine Street at La Jolla Blvd and Patrick found the two Meeting Minutes from 2018 that resulted in the green parking spaces suddenly turning red.*

Brian had been in touch with Gary Pence over Mr. Liem's concerns and read to the Board the email he received from Gary: "since nearby bus stop has been removed, we should be able to add a parking space there which is just north of the location (referencing the alley). If we are able to add that spot this would mitigate removing one of the spots by the alley although I am reluctant to do this because I do not want to set a precedent but we will consider this and report back soon."

This was a Discussion Item only but Brian will add this Agenda Item as an Action Item on the November Agenda.

Agenda Item 3: Crosshatching Striping 5372 La Mesa Dr- Request from Christine Willsey to have traffic enforcement define the use of "crosshatching" as traffic calming or a no parking area because of parking tickets. **Special Guest:** Erin Longen Parking Enforcement Supervisor and Laird Tucker Senior Parking Enforcement Supervisor-City of San Diego **Discussion Item**

Christine Willsey requested that San Diego Parking Enforcement define the use of crosshatching as it relates to traffic calming or a no parking area after she had received multiple parking citations in front of her residence. As a result, Erin Longen and Laird Tucker from San Diego Parking Enforcement accepted an invitation from Chair, Brian Earley to attend this meeting even though they were both on their own time.

Christine and David Willsey purchased their home on La Mesa Dr in May of 2019. They made some repairs to the driveway so they started to park on La Jolla Mesa in a crosshatch. The crosshatching prompted them to ask neighbors if it was ok to park in it. The neighbors told them it was for traffic calming and it did not mean that it was for no parking; and for the past two years they have parked there. In July 2021 they started to receive parking tickets. The Code that was cited on the ticket Christine interpreted as "you cannot park where you are not allowed to park" She was sure it had something to do with the crosshatching and she disputed the ticket. The Administrative Review was denied; the response was it was a valid citation. She requested an Administrative Hearing. Three weeks later they received two more parking tickets and they stopped parking on the Street. They started to park on Van Nuys while their neighbors resumed parking in the crosshatch and they noted the neighbors did not receive any parking tickets so on a Saturday evening her and David decided to park in the crosshatch and on Sunday

morning they had both received tickets from the same Officer. At that point Christine thought maybe it was someone reporting them. They received a total of four parking tickets and she started researching the history behind the crosshatch. She learned that there was a fatality at the intersection, and on the Internet, she found LJ&T Board Minutes from a January 27, 2006, Meeting:

Agenda Item 6. January 27, 2006, LJ&T Meeting La Jolla Mesa Drive pedestrian crossing at LJ Mesa and Van Nuys. Ken Nordholm, Resident Mr. Nordholm presented the concerns of parents walking their children to school (Bird Rock Elementary). Crossing La Jolla Mesa is very dangerous for people, automobiles speeding down the street do not see people crossing and would like a recommendation from the board for the installation of traffic calming measures. Parents would like a stop sign installed. Bird Rock Elementary supports the installation of a stop sign. City Staff noted that the warrants do not meet the requirements for the installation of a stop sign. Staff recommended the installation of new signs in the cross walk, add some red curb so that cars do not park blocking the visibility of the crosswalk with cross hatching and stripping to narrow the lanes to slow traffic. Board instructed staff to begin with crosswalk and stripping measures and report back to the Board with the results. Chair asked that the city notify affected neighbors of the changes. Motion to approve moving forward with Staff recommendation for the crosswalk, red curb, signs, hatching and re-stripping as soon as possible. Bird Rock traffic calming measures will narrow down La Jolla Mesa at Linda Rosa just north of Van Nuys which will slow traffic and should be installed in a year.

Christine emailed the La Jolla Community Planning Assn, referenced the Minutes, and asked if anyone remembered what the crosshatching was for. LJCPA forwarded the email to LJ&T and Brian connected her to community leaders. Her email made its way to Erin Longen. Erin researched the Willsey's parking tickets and explained to them what had happened and that parking in the crosshatch on this particular street was acceptable. They were very happy to have their parking back.

Erin Longen and Laird Tucker are with the San Diego Parking Enforcement Division. Erin was monitoring a parking enforcement generic email address when she saw Christine's email. She started to look into why this happened and how could it be prevented from happening again if that was what was needed. She reached out to traffic engineering and asked them why they used this crosshatching or striping. In other parts of the City the crosshatch striping can designate no parking zones.

Erin clarified why the Willsey's received the parking tickets. Downtown on Sixth Avenue they put in some new bike lanes at 700 Sixth Avenue and used the crosshatch striping to designate no parking. They had an Officer that was working Downtown and knew that they cited for this as undesignated parking which is the tickets Christine received. He saw the crosshatching up in La Jolla and assumed it was the same thing. That is why their parking tickets were written. It took some education on their part to reach out to that Officer and all Officers in general to realize the intent of crosshatching in different parts of the City. They reached out to all of their Squad doing a training bulletin on it so it would not happen any more in the near future.

What they want to come from this is to reach out to the parking enforcement supervisors anytime we have a question or concern. They are here to help and to work with community members and community boards.

Ross asked how the average citizen is to know which crosshatching is legal to park in and which are not. **Erin** responded in Downtown on Sixth Avenue traffic engineering felt that because the city provided stalled spaces right behind that crosshatching, it was clear as to where you should be parking and where you should not be parking. The Stalls is what traffic engineering is going on and that is where you are meant to park. In La Jolla because there's no red curb and no signs posted for No Parking, it's OK to park. Officers do get a little confused by crosshatching and **Ross** remarked he is confused; **Erin** answered she wishes it was done differently but they have no input over it.

Natalie- as a Merchant in the Village it is important to her that Traffic Enforcement Officers are in the Village on a daily basis circulating. There is a large inconsistency in their attendance- their being on the street. Sometimes they are on one side of the street; other times they are not. As she understands it there are three Officers covering this area. One is for the South side of Girard; another is for the North side of Girard and another one down by the Shores. What we find here in The Village, especially on Girard, is that by 3 o'clock, we have a lot of merchants that are parking, mostly restaurant workers and such and they are not concerned about getting tickets because they seem to know, and they have said it to her because she talks to them, that the traffic enforcement officers are usually gone by 3:30 or 4 pm. For them they are still open until 6:00-7:00 pm in the Village and it's a problem when they have musical cars going around. Some are tourists but a lot are merchants that are taking up parking spaces that could be going to potential clients. She asked if we could get longer enforcement. How many Officers are actually covering the Village and can they stay longer to 5:30-6:00; how would that work.

Laird responded that three Officers covering La Jolla is accurate when they have the staffing for it. Sometimes there are just two Officers but it's never less than two. They will pull the La Jolla Shores Officer to cover the Village instead of someone from Downtown just because they know the importance of turnover in the Village. As far as staying to 5:30 they have six squads and for five of those squads their shift ends at 5:30 which means they need to be in the Station completely secured with all their paperwork done before they leave. They have one squad that works Wednesday through Saturday that stays until 8:30pm. That one squad is only eight people and they are spread out through the entire City. They can try to have one person stay in La Jolla to do some enforcement but one person covering all of the Cove is going to be a lot to ask and due to their staffing issues, it may not be doable right now. There are plans in the future to expand parking enforcement to add additional squads to their Unit; at least one additional squad but he is hoping for two. If they get approved by July 2022, they might have an additional twenty Officers working for the City. That would allow them to have late night enforcement but for right now they just do not have the staffing for it.

Rick Kent- asked to clarify what does the crosshatching mean to parking because in Downtown it means you cannot park in it but in La Jolla, it means that you can. It appears to have a contextually different meaning. **Erin** responded in La Jolla specifically crosshatching is being used for traffic calming but in other parts of the city it is meant to give a better visual on where the traffic flow is; they are trying to make sure everyone knows where the lane of traffic is according to her understanding of traffic engineering. **Rick** responded the citizenry needs to know where you can and where you can't park. There are California Rules Books that we can read to know what a blue curb is vs a white curb vs a red curb It's not a matter of training the police it's a matter of communicating what we can and can't do. **Erin** clarified that crosshatching with a red curb means you cannot park in it but crosshatching with a gray curb means that it is ok to park. **Erin** agreed it could be a bit better understanding where you can and cannot park but considering the viewpoints, signage, and visual aids that are around it is one thing traffic engineering looks at.

Catharine Douglass- on Coast Blvd where the sidewalk vendors are backing their vehicles in and parking all day-is anyone covering that because it really precludes other people who are going down there for a visit from parking. Sidewalk Vendors are taking parking spaces for multiple hours. **Erin** responded that they are monitoring it; the problem is the vehicles are occupied and they know when the Officers are coming by so they will move one space up but still be in the general area. It is something they are aware of but it makes it difficult to enforce when the vendors know what the traffic enforcement officers are doing at all times. Catharine asked If the Officers have a camera with them that they can take pictures of it. Erin responded they do not have cameras with them. Catharine reiterated that it is a real problem with them parking all day long. Laird advised if a request for cameras ever come up for parking enforcement and we see it; please back it because it would be extremely helpful for them, but, getting cameras that are constantly scanning every car in the city might not be acceptable to the rest of the citizens.

Steve will ask Traffic Engineering if they can do something about the crosshatching to make it clearer that is strictly for traffic calming and it is ok to park in it; perhaps paint it green or use another visual to identify it for parking. Ross noted that if a Police Officer is confused then something needs to be done.

David Willsey- traffic calming really does not work. Where they live, they are close to a School so they have the yellow painted lines and signage that are used for a school zone but they constantly hear the screeching of brakes as drivers slam their brakes when there is someone in the crosswalk. Their street is no different from other streets with speeding problems.

Brian advised that it sounds like the street needs more traffic calming and asked if La Jolla Mesa is a Collectors Street. Trace and Patrick believe it is. Natalie asked what a Collectors Street is and Brian clarified it is a Street that the Fire Dept will use to get to smaller streets. It cannot have traffic calming measures like speed humps if it's a Collectors Street. As Patrick remembers it on La Jolla Mesa Dr a concession was made to use the crosshatching to try and slow the traffic but no one anticipated It would lead to confusion over parking.

Trace suggested removing the crosshatch and just use designated parking spaces. Christine noted that anecdotally parking actually helps with that situation. When no cars are parked in the crosshatch drivers use it to pass other drivers on the right. It is scary to see that happening. By parking in it they are helping to calm the traffic. Steve asked Trace if he could take a picture of what it would look like to open up parking spaces with an island to function as a barrier that he could take to Traffic Engineers and ask them about it and Trace said he could do that.

Adjournment: 5:35 pm

Next Meeting November 17, 2021

Respectfully Submitted: Donna Aprea, Secretary