

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: September 21, 2022**

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

**Members Present:** Brian Earley (Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA, Natalie Aguirre LJVMA, Erik Gantzel BRCC, Ross Rudolph LJSA

**Members Absent:** Dave Abrams (Vice Chairperson) LJCPA, Patrick Ryan BRCC

**Approve Minutes of: August 17, 2022: Aguirre, Second: Podway 6-0-0**  
**(Brady, Warwick not available to Vote)**

**Chairperson Report:** Routine requests for Speed Surveys. According to Gary Pence (Sr Traffic Engineer City of San Diego) the City does Speed Surveys on all classified streets every seven years, and they are done on a stretch of roadway consisting of several Blocks. Accident History is included as part of the Study. The speed studies are used to determine the 85<sup>th</sup> percentile which is the speed that 85% of motorists are driving at or below the speed limit. The speed limit is based on that measurement, and it can be lowered to a certain extent but there are limitations.

Assembly Bill 43 (AB43). Mike McCormick has spoken several times at our Meetings about this Bill. AB43 gave the State of California and its Municipalities the ability to lower speed limits in certain circumstances and not necessarily using the 85<sup>th</sup> percentile. Using the 85<sup>th</sup> percentile often does not lower the speed limit; sometimes it increases it because the average speed of drivers is usually higher than the speed limit. City Traffic Engineers will be Meeting next Month about AB43 to discuss action plans for evaluating speed limits under this new Law and should have more information to share after that Meeting. Gary offered to evaluate the speed limit on any street the Community has requested an evaluation and depending on where the street is, they may be able to provide some information on what options may be available now or sometime in the future.

Cross walk of Camino del Oro and El Paseo Grande was finally restriped. Water from a home up the street is legally discharging water but that water is not going where it is supposed to be going; it is accumulating down at the intersection of Camino del Oro and El Paseo Grande, and it is causing slippery conditions to crosswalks that hundreds of pedestrians use every day as well as disintegrates the striping on those crosswalks. Stormwater Division has been asked for suggestions on how to mitigate that legally discharged water to protect the newly striped crosswalks.

**Public Comment:**

**Vaneeta D'Andrea-** concerning issues on Eads Ave. Sunday night Racing on Eads; young people have been doing that since she moved to the Street in January. She now understands about the

process for speed surveys. A number of Trucks use this as a Through Street and this is a residential neighborhood. Vehicles are sitting on the Street idling, and she knows there is a Law against idling, but no one is enforcing it. CVS has a steep Bay facing Eads Ave that skateboarders are using, which is dangerous because they are coming down that steep hill very fast and flying out into the Street causing dangerous conditions for them as well as the Drivers on the Street. They are Teenagers and they are not wearing helmets. She spoke to CVS, and they cannot post a No Skateboarding Sign, but they can post a No Trespassing Sign. They also spoke to their Drivers about the idling and that has stopped. She does not know where to go to get these other issues addressed and Brian asked her to email him.

**Bill Lynch-** Speeding on Torrey Pines is unacceptable. He walks on Torrey Pines from Prospect to Princess and at 6:00 am they are going 60-70 miles per hour. He will press the Button on the Hawk signal just to slow and stop traffic. He is proposing raised crosswalks in the Medians on Torrey Pines which would elevate the Pedestrians using it and have flashing lights embedded in it. They would act as a gentle speed bump, but cars would not fly over them at 60-70 mph. We cannot expect the Police to come and run radar because they are understaffed. We have got to do something for the safety of the Village. He wants to get the Speed limit reduced to 30 mph. Brian explained that Torrey Pines Rd is a major thoroughfare, and it would have limitations regarding traffic calming measures. Speed Humps cannot be placed on the Road.

**Mark Pretorius-** Speeding on La Jolla Parkway. He spoke with San Diego Police Department, and they informed him they have not enforced speed limits on the Parkway in more than three years. It is inexcusable that Drivers are allowed to drive over 100 mph on the Parkway. The Speed Limit Traffic signs Eastbound have all been destroyed. They have asked the Mayor's Office, Joe LaCava's Office, the Police Department, and they have used the getitdone app to have them replaced but they have not been replaced by anyone in those Departments. He would be happy to be placed on a future Agenda to discuss it.

**Bill Podway-** Street Closures Signs are up for the Art & Wine Festival. The Village Merchants Assn met with Sherry Ahern and her Team, and they agreed not to close the Streets until 4 pm. However, all of the Signage on the three Streets states that the Streets will be closed at 3 pm. This Board also agreed to 4 pm street closures. They need to put something over that 3pm to make it 4pm because it is also Art Walk Friday, and we all agreed 4pm gave them enough time to set up. Brian asked if the time was made clear to them, and Bill believes it was based on the meetings. He believes they just used the street closure signs they had used in the past when the streets closed at 3pm. This is the first year we asked for a 4pm closure. Darcy Ashley is attending this meeting and she contacted Sherry. In the Chatbox Darcy wrote that Sherry says the signs are incorrect and she will correct it asap.

**Tricia Riha-** All neighborhoods should get together and try to get the speed limits reduced to 20 mph. It would make it easier for residents to get out of their driveways and into the flow of traffic, but she doesn't know if it would work without traffic enforcement.

**Sally Miller-** SDUT ran an article on street sweeping changes that were coming up and La Jolla was not listed anywhere in the article. She has driven Torrey Pines Road and the Street is

grossly dirty. The whole point of street sweeping is to keep all of that debris away from the ocean and the next big rainstorm is going to push it all down to the ocean. If any street in La Jolla is swept it should be that street.

**Andrea Russell-** The speed limit reduction for La Jolla Blvd in the Bird Rock section should be opened up to all of the Boulevard all the way to Pearl Street. The Village side of it also has an extreme speeding problem as well. She was discussing an issue with Brian online when he asked her to make a public comment. A pop-up shuttle has been occurring at a nearby Church. A local Church is growing so rapidly and so large and they only have 10 allotted parking spaces for about 800 congregation members that come to their very residential neighborhood every Sunday. They started a pop-up shuttle, and they are posting large signs that block the sidewalk. She wants to know if anyone can just create a pop-up shuttle on the corners of our public streets. She and her neighbors have used the getitdone app and have taken pictures of the infractions but the response she gets from getitdone is that it is off hours, they do not work on Sundays and by Monday there is no longer an infraction, so she is going around in circles. Brian has made inquiries, and this will be a Discussion Item on a future Agenda.

**Agenda Item 1: Proposed Stop Sign on Drury Lane at Pearl Street-** Stop Signs to be Installed on Drury Lane facing northbound and southbound traffic where there is none now. Proposed by a Member of the Public (Brian Earley Chair) **Action Item**

A Member of the Public used the getitdone app with the request for Stop Signs on Drury Lane. Drury Lane is the alley way by The Comedy Store, but it is a Named Street. City Traffic Engineers evaluated the Lane and determined it met the conditions for Stop Signs. Gary Pence, City of San Diego Traffic Engineer, advised the Board that once a location meets the warrants for stop signs, they are required to move forward for liability reasons. Brian noted the Stop Signs should have always been there; it is unknown what happened to them. The stop signs will be placed on northbound and southbound Drury Lane at Pearl Street. Brian is going to request that the Stop Sign by The Comedy Store be placed adjacent to the Building; before the sidewalk, so Drivers stop first before they get to the sidewalk. All Stop Signs are accompanied by a thick white line that indicates to a Driver where to Stop.

**Sally Miller-** make sure the stop lines are big, fat, and wide before Drivers get to the Stop Sign. Also, if that Stop Sign is placed in the middle of the Lane it will get knocked down. Traffic Engineers have to be careful where they install it.

**Bill-** he drove Drury Lane before the Meeting and noted here are no Stop Signs anywhere on Drury Lane. Brian will advise city traffic engineers they should know that.

**Motion to Approve Stop Signs on Drury Lane at Pearl Street: Brady, Second: Podway 8-0-0**

**Agenda Item 2: Request for Valet Parking Permit (Paradisaea Restaurant)** Request for two valet zones fronting a new Restaurant at 5680 La Jolla Blvd. Permit requirements will be discussed (Nick Bernal, Preferred Valet Parking) **Action Item**

**Nick Bernal** is the Owner of Preferred Valet Parking. The Owner of Paradisaea Restaurant, Eric Kleinbub, reached out to Nick a year ago about his intentions for his new Restaurant. One of his concerns was with parking and the potential for negative impacts that additional parking might have on the Community. Nick had been working with City Traffic Engineers since January when they opened a case file with them. The City put them on the Docket and Nick is now at this Meeting.

The biggest objective for them is to mitigate any negative impacts that additional parking traffic from the Restaurant will have on the local community. The Restaurant abuts some housing in a residential area and Eric Kleinbub is concerned that the additional parking from Patrons will take up residential parking spaces. The idea is to use two loading/unloading parking spaces for valet services so cars can be moved to a private lot at 5575 La Jolla Blvd. The private lot at 5575 is owned by an old high school friend of Eric Kleinbub and he has verbally agreed to allow them the use his Lot during Valet Hours. The Lot holds 20-25 cars which they feel would be sufficient for the parking needs. The Restaurant has about 5-6 parking spaces behind it that can be used for overflow.

**Brian** asked about the seating capacity in the restaurant and the percentage of diners who would need valet service. Nick responded there are 150 Seats in the Restaurant although that figure may have been updated. Diners usually come in pairs so perhaps 60-75 vehicles would need the Service and those vehicles may turn over 2-2.5 times a night. Diners would start filling up the Restaurant around 5:00 -5:30 and leave around 7:30 and then the next group would arrive so perhaps an additional 100-150 vehicles potentially coming into the area.

**Brian** noted the two spaces they are looking at for Valet are currently 15-minute parking spaces. Valet Hours according to information received from the City would be 6p to 10p Thursday through Sunday. Nick responded that Eric's Restaurant is open seven days a week and he would prefer valets for all seven days, but they would work within the LJT&T recommendations. Brian advised that Thursday through Sunday 6pm -10pm valet service is what he received from the City and what LJT&T would be voting on tonight and if the City changes it to all seven days a week, they could return to the Board next month. Nick agreed to 6p -10p Thursday through Sunday because they are the priority days, and it would be a good indication for them to determine how the other days will look and if it would be worthwhile to pursue it once they actually have data and how neighbors react to what the parking looks like on Monday-Wednesday. If they feel the valet is valuable and it is working, he can resubmit the request for additional hours later on.

Brian received a number of emails from the Bird Rock Community both for and against the Valet service.

**Natalie**- appreciates Nick's approach for waiting for the data before asking for seven-day valet service. 6p to 10p Thursday through Sunday is a conservative time. She asked Nick where they

will park their valet cars and Nick responded on a private lot at 5575 La Jolla Blvd that can hold 20-25 cars.

**Tom-** believes it will be a great addition to the Bird Rock area and all of La Jolla and he could recommend approving a Motion.

**Nancy-** is this the only Valet in the area and could it be used for other purposes-could it be used for customers using other restaurants and businesses. Nick responded he believes it would be the only Valet service in the area. He does recommend using Valet Service for other customers, but it is usually up to the Client. Sometimes the Client will set up two Charges and Charge more if the service is being used for other Businesses; for instance, an \$8.00 charge if they are using the Restaurant but a \$15.00 Charge for everyone else.

Nancy noted the impact from traffic and the danger to pedestrians on the sidewalk where cars will be backing out. From her own travels in that area, it is already a congested area and traffic slows down when cars are backing out of those parking spaces; she sees traffic flow being further impacted by valets constantly backing cars out.

**Nick** responded she has a fair concern, and the onus is on the valet operators and their training. They need to have proper staff with one valet motioning to another one when the time is right to back out. His first risk assessment is definitely the crosswalk that is right there when cars back out of that first parking space. There must be safety measures put in place for the Staff; that is an essential ingredient for a successful operation.

**Erik-** echoes Nancy's concerns about cars pulling in and backing out. Traffic backs up now on Bird Rock Ave, which is on the south end side of the roundabout, when cars are backing out. He can see the entire roundabout becoming congested and gridlocked. Another concern is that parking lot that will be available to valet the cars. It has been currently vacant, but he will be surprised if it remains vacant. The Owner may be looking to Lease that Property; it does not appear to be a permanent solution. Also, there does not appear to be 25 spaces from what he has seen of that Lot.

**Darcy Ashley-** she lives close by to the area and she drives through it regularly. There is no other Valet Service in that area mainly because it is a one lane road. There is no capacity to go around cars and it will just back up traffic by cars waiting in the roundabout to queue up for Valet. All it will take is for two cars to wait for valet to open a space and that will effectively block the roundabout and everyone in it. It is a location problem. She does not know if there is anyone from MAD on the Call here, but she is wondering what kind of signage there will be and where will the valet desk be located that will give people information about the valet parking services and where their cars will be stored. Lastly, she wants to see a written contract in place before it is done for the use of that vacant lot- not a verbal agreement.

**Ross-** Fees that would be charged for the Valet Service. They are taking Public Property and turning it over to someone who is going to make money. Who gets that Money and does any of

that go to the City. **Nick** responded their Valet Service Charges would be similar to the Valet Charges on Prospect Street for the Restaurants and Hotels who have Valet. It would be very hard to find a Valet operation in San Diego that is Free. The money that goes to the City is their Permit Fees. A Permit Fee is assessed initially and annually; that is the primary income that goes to the City for the Valet operation. The rest of the Money goes to the Client to offset their Valet Costs.

**Sally Miller-** how far away is the Lot where the cars will be stored and how long will it take the attendants to get the Cars. Nick responded the Lot is about 200 meters away from the potential loading/unloading zone. Do they have fast runners? Nick responded yes; they do; everyone has to run an 8-minute mile to work in his Company. Can Employees park in back of the Restaurant. Nick responded Yes, what they do is park employee vehicles in a small nook and then block them in with customer vehicles.

**Janie Emerson –President of La Jolla Shores Assn-** The Valets on Girard were allowed as Community Valet Parking. They are not identified with any specific Restaurant; so, they are for anyone who wants to come and valet park. That was a criterion for allowing them to be there. The signage indicates they are for customer parking. Having grown up in this area and familiar with that crosswalk she would suggest that instead of using the first two parking spaces closest to the crosswalk that they use the last two parking spaces slightly further away from it.

**Nick** responded that is an idea they would entertain.

**Don Schmidt-** has lived in the area since 1995. The traffic plan, with the roundabouts, was brought in the early 2000's to calm the traffic and it was engineered in a very specific way. It was not engineered for constant pulling in, pulling out, and drivers queuing up. Don invited Board Members to come down to this area on a Friday or Saturday night between 6p-8p and see how many cars go through there. If this backs up there will be a lot of angry people and they will begin to cut through the residential streets which was a primary reason why this traffic plan was engineered back in the 2000's. There is a real concern for pedestrian safety at night. It is lit up to a certain point but the amount of people walking around at night cannot be ignored.

**Deborah Marengo- Chair of La Jolla Planned District Ordinance;** she sat on the LJT&T Board when the Valet stands went in on Prospect Street. The Valet Stands on Prospect St are labelled Public Parking, but customers refer to them as the one in front of George's or the one in front of Eddie V's; no matter how customers label them, those valet stands are very clearly for public parking open for the community. If we approve this valet service for this one restaurant, we are setting a precedent for every other business or restaurant that wants their own valet service in front of their establishment and there are a couple of businesses in that area that could best be served by having their own service.

Another issue is the Signage. The signage is very important. She is Chair of Planned District Ordinance Committee and they have discussed what the signage will look like and what the valet stand will look like in the public right of way. She urged this Board to have them return with pictures of what their signage will look like and what the valet stand will look like; what

kind of signs will they use to block off those parking spaces, so drivers do not just pull into them.

She was one of the many people who were involved in the Bird Rock Roundabouts when she served on LJT&T. She believes there will be a real problem with drivers queuing up and traffic is not going to be moving so perhaps they should move the valet closer to where they will be storing the cars because it is a long run to get there.

**Mike McCormick-** Drivers have a lot of room on Prospect St to go around the Valets to avoid back-ups; but on this stretch of roadway there is no room for drivers to avoid the Valets and traffic will back up in the roundabouts.

**Natalie-** The private lot they intend to use is 200 meters from the loading/unloading zones which is like 2 football fields away. There were issues with the Valets on Girard who were not valeting the cars to where they should have been parked; instead, they were using open parking spaces on Girard to park the cars so they could keep an eye on them, and they informed the meter maids when the meter maids went by them. She wants a guarantee that the issues with the valets on Girard will not happen here. Can another lot, a bank lot on weekends, be used here. She agrees with other comments made that there is no way for drivers to avoid this valet service and the backups it will generate. There is just one way out of South La Jolla, and it is through those roundabouts. She is trying to support them, but she wants guarantees they really will run to that private lot and not park those cars on the Boulevard.

**Nick** responded that if they lose that private lot then the permit is voided. If they were to lose it, they would need an immediate replacement of equal or greater size. He agrees that there are other options in that area they can look at, but this private lot was immediately accessible and available for the permit requirement.

**Barbara Dunbar-Secretary to Bird Rock Community Council-** has a number of concerns. Impacts to traffic will be huge and there are concerns for the disruption of a blocked traffic lane. She is also concerned about that private lot at 5575 La Jolla Blvd. That property has been recently Sold and it is her understanding that it is going to be redeveloped into Retail and Condo's although she does not know how soon that will take place. Unless there is a one- year lease for that private lot to be used for stored parking it remains a big concern. A huge concern is where those valet stands will be located and what will they look like; are they going to use Stands and Umbrella's. That is a huge concern and huge consideration because they will encroach into the public right of way as it narrows down to Beaumont's Eatery. Where will they store the valet stands when not in use; that is a potential problem as well.

The primary concern remains the backups; there is only one way in and one way out of South La Jolla. The whole idea behind these traffic calming measures were to increase parking, make it safe for everyone to drive through there and keep them out of the residential neighborhoods.

**Sherrri Lightner-Former San Diego City Council Member for District One-** also served on LJ&T and was involved in valet parking space considerations. They always needed to have a signed written agreement showing where the valet would be parking the cars and how many of those cars could be held on that particular lot. She shares concerns that other people have raised with respect to traffic congestion resulting from a one-way street with valet parking on it. This is a primary street for transportation and any blockage will be quite a problem. She would like to know if the Fire Department has any issues with respect to this proposal and/ or if MTS would have one as well because it is so narrow and constrained and cars already have difficulty getting through it right now.

**Christina Giorgio-** she is a Bird Rock resident, and she is very excited for this Restaurant and welcomes them with open arms, but she is very against the valet proposal and urges this Committee to vote No. She echoes the concerns that have been raised by knowledgeable people here but if this is such a big concern why not just have a sign directing people to that parking lot and the Valet booth can be positioned there. This set up would not clog their brilliantly designed, very delicate, ecosystem that allows Bird Rock to function. Not nearly as much information was presented; maybe 20 parking spaces or maybe 25 parking spaces, at this point everything should be documented before a Vote is taken on it. Beaumont's Eatery is doing just fine without Valet. She urges the Board to weigh all options.

**Bill** would make a Motion to Deny until we have more information from the questions that were raised. He serves on PDO with Deborah Marengo and he wants to see the signing and the positioning of the valet stand first. Also, he wants to wait to see how many parking spaces Beaumont's will take after the Coastal Commission rules on their request for Spaces as Places.

**Motion to Deny Request for Valet Parking Permit for Paradisaea Restaurant. Applicant is invited to return when neighborhood concerns are addressed: Podway, Second: Gantzel 8-0-0**

**Agenda Item 3: Via Capri/Senn Way Traffic Circle-** Request to improve or remove traffic circle due to its poor condition and unsafe driving conditions that exist since its installment. Review of possible new design (Ali Fakhimi DMD) **Discussion item**

**Janie** is **President of the La Jolla Shores Assn**, and this Roundabout is located within the boundary of La Jolla Shores. She provided some background information for the Board. A number of years ago the Residents on Senn Way and in the area of via Capri were appalled at the traffic and the number of accidents on the freeway this area had become. This area is where Hidden Valley comes up to a T Intersection at the sharp turn angle on the right and if you turn left, you go down Senn Way and it takes the drivers all the way down to a slot where they can get on La Jolla Parkway eastbound to Highway 52.

Originally there was a traffic circle and a traffic triangle at the sharp intersection of via Capri. The Residents did not want just a concrete median and so they wanted it landscaped. The City required an indemnity policy for it, but they would not deal with individual homeowners. The Residents came to the La Jolla Shores Assn. As an Entity LJSA was able to get the liability

insurance for the area. The Residents agreed to maintain the landscaping. Several years after this happened the triangle at the sharp turn was removed by the City and some stanchions were placed there; but the stanchions got killed on a regular basis and they are now long since gone. The traffic circle remained, and the deal was that the Homeowners would divide up the cost for the liability insurance and reimburse La Jolla Shores Assn for it. As years passed the homes turned ownership over so only a couple of homeowners were maintaining it. Around the time of Covid they decided they didn't want to pay for the insurance anymore and the liability insurance was dropped. The City now says the only way the traffic circle can remain is to take the planting out and to make it a solid circle. The traffic calming is really needed on this Street; it is extremely dangerous.

**Dr. Ron Ignelzi-** *At the January 19, 2022, LJT&T Meeting he made a Public Comment about the conditions of that traffic circle on via Capri at Senn Way:*

*– Provided pictures and descriptions of the traffic circle and stanchions that are on the westerly direction of Via Capri and adjacent to 7790 Via Capri. He described the group of stanchions as a hazard to drivers and was reflected in his presentation (adequate signage exists, causes unnecessary slowing and danger of damage for cars coming from east it does not prevent vehicles from entering from west, and is actually a hazard for cars approaching from east). **Ross Rudolph** asked if the stanchions were put in by the homeowner and **Brian** responded by saying he had confirmed with traffic engineering that the city had installed them. Mr. Ignelzi said that the stanchions are in very poor condition and should be removed. Ross said that he lived very close to this area and was interested in the outcome and would assist where he could. Brian said he would follow up with traffic engineering about its use and condition of if other options are available to slow traffic approaching the traffic circle.*

**Dr. Ignelzi** disclosed that a Member of our Board, Ross, is his Neighbor and lives across the Street from him. They both deal with this traffic circle on a daily basis. The problem is not in a certain spot; it is all of via Capri coming from the very top of that Hill. The Speeding starts coming down that Hill and the traffic calming has to start at the top. That traffic circle is not helping anyone in the immediate area.

**Nancy Manno-** lives off of upper via Capri and she often uses lower via Capri to get on to 52. She thinks the traffic circle is absolutely wonderful. She remembers what it was like before it was there. If it is just a matter of cleaning it up, she will be down there with a Gardener tomorrow. That traffic circle has made a tremendous difference in slowing drivers down. This is a shortcut to get on the freeway and its insane. Please keep it there.

**Ali Fakhimi** could not attend the meeting, but he emailed his concerns about the Roundabout on via Capri and Senn Way:

*I have retained an attorney to address this issue with the city. Attached is the proposed plan by Gary Pence. Gary was nice enough to come to the site and address this issue. However, he said his hands are tied due to funding. Myself, and my wife and kids came very close to getting T-boned multiple times pulling out of my driveway because of drivers jumping on the opposite side*

*of the road over the double yellow lines to bypass the roundabout (which is directly in front of my driveway. I told Gary that I need this issue to be addressed asap, and if god forbid myself or my family/ friends get into an accident because a driver is trying to bypass the roundabout by crossing the double yellow lines, I will have my attorney pursue every avenue to go after the city for this issue that had been brought to the city's attention several years ago. I thank you for looking into this issue promptly to come to a resolution.*

Dr. Fakhimi sent a video and pictures of drivers crossing the double yellow lines to avoid having to slow down at the traffic circle. Where Senn Way meets via Capri at the traffic circle there is a large patch of pavement on top of concrete on what looks like a perpetual pothole.

**Gary Pence-Sr Traffic Engineer** responded to Dr. Fakhimi and Brian:

*We do have a proposed design as an upgrade to the existing traffic circle, but we do not have funding for it yet. In the meantime, we had installed some pylons that prevented the shortcutting of the circle, but they have been temporarily removed for the SDGE undergrounding project. We'll make sure the pylons are returned as soon as possible. The next opportunity we have to request funding for the traffic circle will be next fiscal year which begins next July. There are a lot of competing projects citywide so I don't know whether the funding will be granted or not. We have issued a maintenance request to replace the sign that was knocked down on the circle shown in the attached picture. Regarding the maintenance of the vegetation in the traffic circle, it was supposed to be maintained by the La Jolla Shores Association under a maintenance agreement. The Association has since terminated their agreement. If we cannot fund the new traffic circle, we may need to remove the vegetation and replace with concrete until the future circle can be built. GP*

**Dr. Ignelzi**- those stanchions do not prevent drivers from going the wrong way around that circle. Also, for the drivers coming down in the opposite direction those stanchions are a real barrier to get through. There are markings on them from drivers trying to drive through a very narrow and constrictive area.

**Natalie** – agrees with Dr. Ignelzi that the slowing of the traffic needs to begin before that traffic circle because it is one of those streets' drivers like to build their speed up on as they are leaving La Jolla. The Plant contained in the circle looks like it can be easily trimmed and would grow back very quickly but it looks like it is blocking views for drivers not being able to see beyond it.

**Janie**- would suggest discussing this with Council District One to see if there are any discretionary funds available that could be used for this prior to next year or take a look at some county grants that may be available for something like this. It would be a wonderful use of those funds.

**Ross**- lives across the street from Ron Ignelzi and they have to deal with this traffic circle on a daily basis. The Stanchions are very annoying going west around the traffic circle, but he

understands the justification for them. The thing that is worse is on the south side of the traffic circle, as was pointed out, is a disaster area. It is a constant pothole that they must fill with black popcorn because it goes that quickly. He would recommend that at a minimum that area be taken out and replaced with serious concrete that will last.

**Agenda Item 4 Request to Lower Speed Limit on La Jolla Blvd-** Concerned citizens requesting to lower speed limit on La Jolla Blvd as it approaches the traffic circle in the Bird Rock Community (Harry Bubbins) **Discussion Item**

**Harry Bubbins-** of Respect Bird Rock a local volunteer group, they do beach clean ups, bike to workday and he is a Member of BRCC. He started a petition to lower the speed limit on a section of La Jolla Blvd that is 35 mph. He is seeking to have that lowered. **Brian** explained that speed at 35 mph was the average of the 85<sup>th</sup> percentile, the speed that 85% of the population traveled on that stretch of the street but it's a bit much with pedestrian crosswalks in the vicinity. Brian demonstrated where exactly that 35- mph speed limit was on La Jolla Boulevard in relation to the roundabouts.

**Barbara Dunbar-** there should be a 15-mph approaching roundabout speed limit sign as drivers approach the roundabout on La Jolla Blvd at Colima Street, but that sign was wiped out some time ago and has never been replaced so that is the other part of the problem. **Brian** asked her to email him about that missing signage and he will forward to Traffic Engineers.

**Harry** presented a slide presentation on the various speed limits on La Jolla Boulevard that he will be presenting to other community groups. He presented it to BRCC and will be presenting to PB Town Council which has a small section of La Jolla Blvd within its boundaries. Harry believes the 35-mph limit is too fast and is a result of a mischaracterization that La Jolla Boulevard is a 4-lane boulevard which it is not. When you come from PB it looks like it is, but it quickly condenses down to one lane.

Turquoise Street and Loring Street is 25 mph. Mission Bay Boulevard is 30. The 35 mph on LJ Boulevard is higher than all other roads. It is also inconsistent:

Turquoise to Colima 35 mph, Colima Roundabout 15 mph, Colima to Camino De La Costa 25 mph, North of La Canada 30 mph, Pearl Street 25 mph

City data records note there were 250 reported collisions on La Jolla Boulevard. There was also a tragic death earlier this year. They have some Supporters for their efforts: Surf Lounge Repeat, West End Public House, The Metta Space La Jolla, Switchback Velo, San Diego Biking, and San Diego County Bike Coalition; [www.respectbirdrock.org](http://www.respectbirdrock.org) has a petition up to lower the speed limit and currently has about 121 signatures to support. They do not want to set a limit and create discord but perhaps AB43 could lower it by 5mph. They are open to traffic studies and other considerations.

**Brian** shared an email that Gary Pence sent regarding AB 43 – *I believe some of the definitions to the law have yet to be defined by Caltrans, but we will be following the law as it stands now*

*for La Jolla Boulevard. However, we haven't had an opportunity to evaluate the request to lower the speed limits on La Jolla Boulevard or whether the new law will make any difference compared to the old laws. Once we have completed our evaluation for La Jolla Boulevard we will report back with the details. Based on our current workload the evaluation will take approximately 90 days. Tom – Please make sure we have assignments already created to evaluate lowering the speed limit on the sections of La Jolla Boulevard that are over 25 miles per hour.*

**Scott Rose**- Resident of North Pacific Beach in the southeast corner of Sapphire St on La Jolla Blvd. His balcony overlooks La Jolla Boulevard, and it also overlooks the intersection of Tourmaline on La Jolla Blvd. The 35-mph limit on the Boulevard makes a very complex intersection of Tourmaline even worse than it might otherwise be. There are a number of issues with that intersection. There are twelve traffic movements at that intersection; left, right and through x 4. plus, there are north and south bike lanes and a pedestrian crosswalk at Tourmaline heavily used by the extended neighborhood for access to the Beach at Tourmaline. Additionally, the flashing crosswalks frequently fails to light on both sides giving pedestrians a false sense of security as they attempt to cross the street. It was reported on getitdone, but it wasn't done. Only one side lit up. Drivers are inattentive to crossing pedestrians and he has experience with them because he is a frequent user of that crosswalk. Electric bicyclists who are becoming more prevalent sometimes use the bike lane and other times use the traffic lanes going faster than bikes but slower than cars, trucks, and motorcycles. Motorcycles are not averse to passing cars on the right side right in the intersection because they consider the cars to be going to slow even at 35 mph. These drivers hit Loring and start to fly going even faster than 35 mph. It is a dangerous situation all the way around and the speed limit needs to be slower. There also needs to be additional traffic calming measures at the intersection of Tourmaline, a stops sign, traffic signal, or traffic circle.

**Andrea Russell**- cautioned Mr. Bubbins about expectations from lowering the speed limit. The speed limit is 25 mph at Pearl, and no one drives 25 mph, it is more like 40 mph.

**Adjournment: 5:59 pm**

**Next Meeting – October 19, 2022**

**Respectfully Submitted: Donna Aprea, Secretary**