

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: February 15 2023

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, Dave Abrams Vice Chairperson LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA, Natalie Aguirre LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA

Members Absent None

Approve Minutes of January 18 2023: Podway, Second: Ryan 10-0-0

Chairperson Report: Agenda Item 4 “Confessions of a Recovering Engineer: Transportation for a Strong Town” is postponed until possibly April. Diane Kane is presenting the Discussion Item; however, she has been currently unavailable due to a Teaching Commitment with UCSD.

Several Businesses in the area of Girard and Torrey Pines Rd contacted Brian about a construction site in between Pavilions and The Lot that had a covering over it. Construction was going to take place on the Valentine’s Day weekend and the businesses were bothered by the timing; they asked him if he could do something about it. He contacted Jodi Rudick and they contacted the City. The City made a permit change in the dates moving it from 2/11/23 to 2/18/23.

Karyn Speidel lives on Westbourne Street and was concerned about speeding on the Street. Brian contacted Traffic Engineering and they set up a speed survey. Results of the speed survey Indicated traffic engineers did not see excessive speeding; they took the survey in the middle of the week and for a couple of days. Traffic Engineering determined the street does not meet any criteria for traffic calming measures.

Public Comments:

Barry Rosenbush- recently moved to La Jolla from Las Vegas. He lives on the corner of Prospect and La Jolla Blvd and that is a heavily trafficked, extremely dangerous, and poorly marked Intersection. There are 4 Stop Signs and 2 yellow striped crosswalks. Every day he hears screeching brakes, sees near misses of pedestrians trying to cross the street, and speeding; compounding all of this is that it is across the street from the Bishops School so there is student traffic during the week and tourist traffic on weekends. Sunrises and Sunsets obscures drivers view coming up the Hill. He was fortunate to have a conversation with Council District One Member Joe LaCava and Steve Hadley at the Farmers Market. They asked him to write a Letter and they used it to create a GetItDone report about changing the striping and adding flashing lights at the crosswalks. He spoke to the San Diego Police Dept about the speeding but they are overstretched. He contacted the La Jolla Light and they put him in touch with Brian Williams of

the Bishops School who was very supportive of making the intersection safer. He is here to ask that the City be supportive of installing flashing beacons at the crosswalks and restriping them. Perhaps making a lot of noise about it something can be done in a timely fashion.

Karyn Speidel- thanked Brian for the speed study On Westbourne but she feels there is still something that can be looked into; that study was done in the middle of the week. There is an elderly population and children who live on that street and there are people driving 60mph. although the study did not show that. She mentioned looking at the speed humps as a traffic calming measure previously studied for the street:

Feb 20 2019 Agenda Item 1: Resident Petition for Speed Humps-on Westbourne Street between La Jolla Blvd and Draper Ave (Stephanie Jernigan) Action Item

Due to the constant speeding on her street especially during the school year when La Jolla High students are arriving to school and leaving school, she asked the City for 3 speed humps. She lives right next to La Jolla High, Muirlands and very close to La Jolla Elementary and the Gillispie School. The street is used daily by children of all ages and she feels it is just a matter of time before a horrible accident occurs. She petitioned her neighborhood and received approval from 75% of the neighbors in her target area. After about a year of working with the City; the Fire Dept and City staff approved Westbourne St for 3 speed humps between La Jolla Blvd and Draper Ave. City staff requested an endorsement by LJT&T on this request.

Motion to endorse Resident Petition for 3 Speed Humps on Westbourne Street between La Jolla Blvd and Draper Ave.

Kathleen Neil-quick report on the Torrey Pines to Coast Walk Guardrail. They have been in contact with Matthew King, City Dept of Engineering and Capital Projects, advised he is working on the very early financial stage of the project meaning they are setting up the billing codes and what is necessary to start the project. Matthew King will let the community know when he hands it off to the Team who will do the early-stage design and the project scoping and it is likely that will not occur in the next few months. She is actively involved with the project so that she can alert the community when the guardrail gets to the design stage. The City is very good at keeping them informed but that could mean the city informs them after the design has been completed and she wants to know the minute the Design Team gets the project. She will put her email address in the chat box and if anyone wants more information or wants to be included in the emails send her a message. **Steve Hadley-** there has always been a k-rail there to act as traffic calming and protection. **Brenda Fake-** there was a drive over that impacted her Home and caused 350k damage. The Residents on Coast Walk worked with Caltrans to fund that guardrail. Her husband is an Engineer and he helped to create that k-rail to have something that could be put in place immediately. She would like to partner with Kathleen as they move forward in this process.

Sally Miller- she drives on what she refers to as a Shute to get on the La Jolla Parkway. There is a lot of construction on that one little piece and she wants to know what is happening there. It looks like it is going to be two lanes and is it going to be restriped so drivers can get onto the Parkway safely. **Steve** responded that is SDG&E working on a transmission line that is coming

through. It has nothing to do with trying to improve the Shute but they will ask SDG&E about that. At best they hope SDG&E will put the Shute back the way it was.

Melinda Merryweather- Requests to go on the April Agenda to ask the City of San Diego to do a Study in the name of safety to see if the driving part of Coast Walk needs to be widened. In some places when you drive in it is only 11' wide and in other places it is only 2' from the Bluff. It is time to do a Study and see if some widening can be done on that Street and she wants to be on the Agenda next month as an Action Item. **Brian** responded he will take that into consideration. There is some movement behind the scenes with the City on finding out if the street is too narrow for emergency vehicles or if it is sufficient for emergency vehicles with the red curbs on both sides. He will get more information and then let her know.

Brenda Fake-response to Melinda's public comment. It might seem like the street is too narrow but there is no intention to widen it. It is a single lane road; it is also a fire lane which is why they refreshed the striping for no parking. They have a congestion problem down there already. The street needs to remain as it is. From what she understands the turn-around project is no longer a project; there is no money against it because of the lengthy delays.

The ongoing pestering to her neighborhood for additional parking or widening of the road for the fourteen years she has lived there is riddled with false information disparaging the personal property of the residents who live on the street and she is wondering if that will have an impact on the value of their property from the relentless pursuit based on agendas reaching back decades. They are asking for it to be stopped. This cannot be legal and should not be tolerated by this community.

Michael Pallamary is a licensed Engineer who has worked along Coast Walk for forty years. He has prepared a number of documents; they are all filed for public record. This a well settled issue and with all due respect to Ms. Merryweather the notion of the capacity and adequacy of the road is something that traffic engineers deal with; lay opinions should not be considered. We need substantiated engineering opinions and we have had those for years. He wants to make sure any direction this Board takes is one with appropriate counsel.

Agenda Item 1: La Jolla Christmas Parade and Holiday Festival-Temporary Street Closures and No Parking areas related to the 66th annual event on Sunday December 3 2023 (Ann Kerr Bache)
Action Item

Ann introduced Rick Dagon and Brooke Baginski. Rick has been involved with the Parade Operation and Brooke has been involved with the Holiday Festival and Santa Operation. Nothing has changed to the Event but last year they implemented Santas Village which was a big hit. They also had more cultural things going on.

Last year's 2022 Event they had zero towing incidents. No one was towed. The city wants these small sandwich boards placed on the No Parking spaces that no driver can see when they pull in. Ann makes up No Parking Flyers that the Boy Scouts and Girl Scouts attached to poles at eye

level making them more clearly visible to drivers. The Police and Tow Company were there to begin towing but there were no cars to ticket or tow.

Rick- The feedback he received at last year's Event was that everyone thought it was the best Parade so far. Rick went over the parade timeline which did not change from last year. At 8:00 they close the parking lots for parade use. At 10:30 they close Herschel Ave from Torrey Pines to Silverado for parade assembly. At 11:30 the Holiday Festival opens. At 11:30 vehicles are towed along Prospect on the parade route and lots at 7700 Girard and 7700 Draper. At the start of the parade the Holiday Festival closes. At 1:30 the parade steps off from Kline and Girard and proceeds to Draper. At 3:15 the parade ends, participants disperse, vehicles exit Prospect to La Jolla Blvd. Pedestrians return along Silverado. Floats drop off on Cuvier cul-de-sac and La Jolla Blvd. Bands reload on Prospect between Cuvier cul-de-sac and La Jolla Blvd. Equestrians return on Draper to Kline to Girard. Horse Trailers exit Girard to Torrey Pines. At 3:30 Street Sweepers begin cleaning along parade route; Ambulance departs; Equestrian Area cleaned. At 4:00 Streets are reopened.

Brooke- Santas Village is sponsored by The Kiwanis and takes place on Girard at Wall St in front of the Athenaeum and Puesto's. Santa is there and there are Arts and Crafts and Games for the kids. There are Stands from the Museum of Contemporary Art, Riford Library, Yiddish Land and the Kiwanis set up an Underwater Carnivale Screen.

Ann clarified the Kiwanis Underwater Carnivale Screen. Through a partnership between Sound Explorations and the LJ STEAM foundation with funding provided by the Kiwanis Club of La Jolla, the Holiday Festival premiered The Underwater Carnival. *Visitors compare various species of California whales through animated, musical simulations. The simulations compare two species to discover which species swims the fastest, dives the deepest or breaches more frequently. In all simulations, music is composed to imitate the whale's speed through varying rhythmic motion, diving depth through varying musical range, and breaching behavior through variations in musical orchestration, articulation, and contour. By combining computer animation and contrasting musical instruments for each whale, visitors can listen and watch to see if their selected whale swims the fastest, dives the deepest or breaches more frequently.* Ann noted that it was supposed to teach the kids Whale behaviors but that the kids saw it as Whale Races and if they saw that their selected Whale was going to "lose the race" they selected another Whale and hurried it along.

The Parade is fully supported by donations but they are trying to draw in more community involvement. The Costs for the Special Events Permit and the Police Dept are staggeringly high for a Public Event.

Event Set Up Start: 8:00 am
Event Set Up End: 4:00pm
Event Dismantle: 3:30pm
Dismantle End Time: 4:00pm

Vehicles will be towed promptly at 9:30 am

Both sides of Ivanhoe between Ivanhoe East and Torrey Pines Rd.

Both sides of Girard between Torrey Pines and Kline.

Both sides of Kline between Ivanhoe and Fay.

Both sides of Herschel between Torrey Pines and Silverado.

Both sides of Torrey Pines between Herschel and Virginia Way

Vehicles will be towed promptly at 11:30 am

Both sides of Girard between Kline and Prospect.

Both sides of Prospect between Girard and La Jolla Blvd.

Both sides of Draper between Silverado and Kline.

2023 LJ Christmas Parade & Holiday Festival Event Day Timetable

8:00 Close Parking Lots reserving areas for parade use

9:30 VEHICLES TOWED in Parade Assembly Areas

10:30 Herschel Avenue Closed from Torrey Pines to Silverado for Parade Assembly

10:30 Kline Street Closed between Ivanhoe and Girard for Fire Engines, Marching Units, and Bands

10:30 Girard Avenue from Torrey Pines to Kline Street closed

10:30 Floats begin arriving on Herschel

10:30 Info booth open

11:30 Holiday Festival Opens

11:30 Float Judges report

11:30 VEHICLES TOWED along Prospect on Parade Route, and lots at 7700 Girard and 7700 Draper

1:00 Holiday Festival Closes

11:45 Floats in place for judging

12:00 Floats judged

12:00 Scouts report for Banners at Kline and Girard

12:00 Kline from Girard to Drury Lane closed

12:00 Marching Units arrive

12:00 Bands and ROTC units arrive

12:00 VIP Pre-parade area ready for welcoming VIPs

12:15 Judges Finish – report Float Award results

12:30 VIP Vehicles arrive at US Bank Parking Lot

12:30 Miscellaneous vehicles arrive Drury Lane

12:30 All streets on Parade Map closed

12:30 Marshals and VIPs arrive

12:30 ADA Seating Area setup on Girard

12:30 Info Booth closed

12:45 Presentation of Float Awards

1:00 Festival Entertainment Ends

1:00 Scouts distribute programs along parade route

1:00 Ambulance positioned at Silverado between Girard and Alley behind Chase

1:30 Parade Steps Off from Kline and Girard and proceeds to Draper

3:15 Parade Ends – participants disperse – vehicles exit Prospect to La Jolla Blvd

3:15 Pedestrians return along Silverado. Floats drop off on Cuvier cul-de-sac and La Jolla Blvd. Bands reload on Prospect between Cuvier cul-de-sac and La Jolla Blvd.

Equestrians return on Draper to Kline to Girard. Horse Trailers exit Girard to Torrey Pines

3:30 Street Sweepers clean along parade route; Ambulance departs; Equestrian Area cleaned

4:00 Streets Open Barricades, Traffic Cones & Signs, removed
STREETS ALL CLEAR

Bill- Thanked Ann, Rick, and Brooke for their involvement in putting on a great Event. He gave a shout out to the Riford Library who set up a Stand where kids could make Greeting Cards for Residents in the areas Assisted Living Facilities. They were hoping for Seven Hundred Fifty greeting cards and they ended up with over a Thousand. Bill pointed out from the No Parking Map that the US Bank Parking Lot is now the Union Bank Parking Lot.

Motion to Approve La Jolla Christmas Parade and Holiday Festival Request for Temporary Street Closures and No Parking areas related to the 66th annual event on Sunday December 3 2023: Aguirre, Second: Podway 10-0-0

Agenda Item 2: Parking Space Closure/Athenaeum's Annual Benefit-Request for Temporary Parking Space on Wall Street for the Organizations Annual Benefit on April 14 2023 (Elizabeth Marcano, Athenaeum Music & Art Library) **Action Item**

Christie Mitchell is the new Executive Director of the Athenaeum. This year their Annual Benefit Celebration will be happening on Friday April 14 2023. They have a theme of the 1920's so they will be having a period car parked out front to help with their ambiance and have a photo staging area. The car is close to 30' long and is almost 100 years old so they are making a request to block off the parking so they can have adequate space to keep it safe and display it the best way for the benefit of their guests.

The enclosure would be for a couple of hours. The car will be parked out front starting at 5pm and would be picked up 8:30-9:00pm. There would be stanchions placed around it so drivers do not get to close and clip it. She is hoping she can make this happen.

Brian noted that there are six parking spaces out front and four are blocked off with stanchions for the Duesenberg. How will drivers know not to park in the other two spaces. Christie responded they will have No Parking Signs in them in accordance with regulations. **Brian** asked the Board if the six spaces should be taped or stanchioned. **Bill** responded they should have stanchions.

Bill- will there be Valet Parking on the Wall Street side. **Christie** responded no plans for Valet parking. Several of their Members have limited mobility but they plan on being dropped off. He believes the six spaces should all be stanchioned just for safety. With Puesto blocked off on the following block and in a haze that you really cannot see he feels the whole block should be blocked off.

Sally Miller- how long will the street be blocked off. **Christie** responded the car is scheduled to be dropped off around 5pm and picked up around 9:00pm. So the Street will open up after the car is picked up? **Christie** responded they will be in the middle of an Event so she would prefer it to be blocked for the duration of her Event. The Event is planned to end around 10:30pm and then the stanchions could be removed.

Nancy-in the past how was that space used and how were people dropped off. **Christie** responded that it has been used in a variety of ways but mostly their celebrations has spilled onto the Street. She cannot speak exactly for each year. There is a handicapped space that will stay as is they cannot block that and there are also 15- and 30-minute parking restrictions which people use as a convenient drop off. They have Concerts throughout the week and their visitors typically park nearby and walk. They are going to ask a nearby parking garage if they can provide discounted parking to their guests.

Brian- is trying to visualize a visitor turning onto Wall Street and are they visually going to see that the area is no parking. **Christie** will look into stanchions that will show the space is blocked off. There will also be Staff in the area.

Bill- this is a safety issue. There will be so many people going in and out of your Event, It's just for the safety of the Athenaeum patrons attending the Event that it be all blocked off. Also there appears to be a photo staging opportunity with the Duesenberg on the sidewalk..

Nancy- are there two separate purposes for the stanchions. One to protect the car from people touching it and two to limit parking. **Christie** responded it was intended to protect the car which is quite valuable and requires its own insurance policy. She understands the concerns and believes they can provide a safe space for pedestrians. Christie put the Athenaeum's email address in the chat box for anyone who is interested in the Talk of the Town.

Motion to Approve Athenaeum's Request for Parking Space Closure with the Recommendation to add Stanchions for the entire six space Enclosure for Annual Benefit on April 14 2023: Gantzel, Second: Brady 10-0-0

Agenda Item 3: Change of Hourly Parking Time Limit/Fay Ave- Request to change the hourly parking time limit from the current one hour to two hours between Kline and Silverado Streets (Jason Peaslee, The Cottage Restaurant) **Action Item**

Jason Peaslee owns and runs The Cottage on Fay Ave. He contacted Jodi Rudick about changing the Parking Time Limit from one hour to two hours between Kline and Silverado Streets and Jodi advised him to contact Brian. For any requested changes on a Street a petition is circulated and 51% of residents and business owners have to agree to the change. Brian contacted Gary Pence, City Traffic Engineer, to ask about the Petition and the city sent him a copy of it.

Jason Peaslee is the sponsor of the Petition although he is not at this Meeting. Keith Kelman, Business Owner on Fay Ave is presenting the Agenda Item. Mr. Kelman owns K Nathan Gallery

and KelmanOrtiz Fine Frame Makers. Jason circulated a Petition to change the parking time limit between Silverado and Kline Streets on Fay Ave. He did not get enough signatures because the Petition was not clear to everyone asked to sign it. A new petition will be circulated that meets all of the city requirements and giving Merchants the option to keep the parking time limit the same 1 hour, changing it to 90 minutes, or changing it to 2 hours. Mr. Kelman advised the one hour time limit is causing angst among the patrons of the area businesses who feel there is not enough time for a leisurely lunch and then visit area businesses. Mr. Kelman advised the original Petition was pushing for two hours but Jason is fine with 90 minutes. They are going to recirculate a new Petition giving Merchants all of the options and then return to the Board.

Brian asked if Mr. Kelman was speaking for Mr. Peaslee and he responded yes he is. Mr. Kelman spoke to Mr. Peaslee yesterday and Mr. Peaslee is fine with 90 minutes. Many Merchants felt two hours was too long and would encourage more employee parking on the street. There are three Restaurants on that Block; The Cottage, Piazza 1909, and the Manhattan that would be comfortable with 90 minute parking. Brian had advised them of the city requirement that they need 51% of the fronting businesses to get it changed.

Brian noted that when he received the Petition from the City it did not have the option for 90 minute parking; that had to be added to the document. It also states on the Petition that rules and regulations are on the reverse side but there was no reverse side. The city said that was ok it is still an enforceable document. Nineteen Businesses that front Fay Ave between Silverado and Kline St signed the Petition. It does not appear to be 51% of the fronting businesses on that Block on Fay Ave. When Brian reached out to the City again it appeared the City was leaving it up to the businesses:

It's up to the majority of the businesses to determine the time limit they want. The time limits may differ from block-to-block because when they were originally put in, that was the time limit desired by the businesses Tom will send you a petition form and it requires 51% support from the fronting businesses. Once we receive the completed petition, we will ask that it be voted on by the LIT&T.

Mr. Kelman asked for the definition of fronting business. Brian did not get the definition of fronting business from the City but believes it is 51% of the businesses operating on the sidewalk. Mr. Kelman walked that block between Silverado and Kline and counted 80 businesses but some of those businesses were in a strip mall type location with the store front on Fay but reaching into side streets. He mentioned 7777 Fay Ave where the Schwab Building is located on Fay but SparkCycle is kitty corner on another street; would that be considered fronting business. He would estimate there could be about 70 businesses fronting Fay. What he and Jason will do is go back out with a new Petition, get signatures, and determine what the outcome is. **Brian** does not want to send the document to City Traffic Engineers knowing the Board does not have the numbers that are needed.

Tom- looking at the Petition two boxes are checked off one for 90 minute and another for 2-hour Parking; how does the Board distinguish between the two and how do we get a majority.

Brian responded Mr. Peaslee originally wanted 2-hour Parking but some information he received other businesses were comfortable with 90 minutes. He asked Traffic Engineering and they advised whatever we decide. **Tom** noted the Board was going to have to choose one over the other and how do we decide what business wanted the 2 hours and what business wanted the 90 minutes.

Patrick- how many spaces is this affecting. Mr. Kelman responded good question but it's the whole Block between Kline and Silverado. **Brian** advised its diagonal parking on one side and parallel parking on the other side. **Patrick** wants to make sure everyone on the board understands when you increase the amount of time that vehicles park, you reduce the number of visitors available in the area. That is the issue we came up against on Girard Ave a few years back The businesses on Girard wanted much more turnover and the businesses on Faye want longer stays. It is important for the Board to consider do we want more people or fewer people for longer.

Patrick shared a Parking Space Occupancy Model that clearly showed the impact of changing a parking time limit from 1 hour to 1.5 hours based on 40 parking spaces and 365 days per year.

Hours per Stay	1	1.5
Turnover	10	7
Vehicles per day	280	187
Visitors per year	102,200	68,133
Difference in Visitors/year		(34,067)

We have to be mindful of what the impact is if we change the time limit. To a Restaurant who wants maximum time they may not care about a negative loss of 34,067 visitors while a retail store would be very concerned about a loss of 34,067 potential customers.

Nancy- it has already been acknowledged that there is a problem with the current Petition. They are redoing it but the new Petitions would have to be customized so they are specific to the parking time increases; one petition with 90 minutes the other petition with 2 hours and merchants can select which one to sign or choose not to sign at all to keep the parking limit the same. This seems to be the only way to resolve the concern with the original petition.

Tom- agrees with Nancy there has to be two separate petitions; particularly after Patrick's thoughtful and well laid out model of the impact of changing the time limit. Then return to our Committee.

Brian-advised its also getting to 51% majority. We really do not know how many businesses are fronting Fay and that may have to be determined by Traffic Engineering.

Steve Hadley- can ask Traffic Engineering for the definition of fronting business.

Brian asked for a Motion but Donna asked to postpone. Dave clarified a Continuance.

Motion to Continue - Change of Hourly Parking Time Limit on Fay Ave- Request to change the hourly parking time limit from the current one hour to two hours between Kline and Silverado Streets: Abrams, Second: Rudolph 10-0-0

Brian advised that he is working on whether we will meet in person for the March Meeting. He does not yet know where that may be but he will work on it and then advise the Board. The location will be reflected in the March Agenda.

Sally Miller will it be Hybrid or in-person only. **Brian** responded probably in person only.

Tom- hates to bring it up right now but Barbara Dunbar wrote in the chat box what if each person signed both Petitions one for 90 minutes and one for two hours. **Brian** responded the Board would be voting on one or the other. **Nancy-** perhaps Keith could just offer the 90 minutes and see how that goes before giving them the choice of two hours. **Ross** thinks two petitions is nuts. Jason needs to figure out what he wants and then get the petition signed and then we can deal with it. **Brian-** so we should ask him to choose one or the other.

Catharine Douglass- she would really love to have hybrid meetings going forward. She just came from a Meeting but was able to hop on to this one for a little bit. With the schedule she has an in- person meeting would be difficult. **Brian** acknowledged a lot of people feel that way. We do not have the best facilities for hybrid either at the Library or the Rec Center. There are some challenges there. We just have to do our best.

Adjournment: 5:26 pm

Next Meeting – March 15, 2023

Respectfully Submitted: Donna Aprea, Secretary