

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
ANNUAL Meeting: August 20, 2024
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

Tom Brady LJCPA
Patrick Ryan BRCC
Erik Gantzel BRCC,
Bill Podway LJVMA
Dave Abrams LJCPA
John Bauer LJTC
Ross Rudolph LJSA,
Jason Peasely, LJMA,

Members Absent:

None

Approve Minutes of July 16, 2024:

First: Jason Peasely

Second: Ross Rudolph

Vote: Approved 7-0-1

Abstain: Patrick Ryan was absent from July meeting.

Chairperson Report:

Rep LaCava's office has notified us that the crosswalk at La Jolla Blvd. and Genter Street is now re-painted and completed.

Nancy Warwick has resigned from the council

Public Comment:

La Jolla Shores Parking Update

The group of merchants who have closed the street have now proposed parking outside the Kellogg Park parking lot. It came to the LJSA for a vote on Wednesday last and it passed by a 5-4 vote.

In concept, the Shores Association is supporting the insertion of parking spaces along Camino Del Oro - along that street. And then where would the parking spaces go? Originally the merchant association tried to put them in the parking lot where there's dumpsters but the City shut that down and said no, you can't mess with parks, so they propose to add parking along where the sand berm is currently at the beach parking lot. They'll have to pay to have the curb pushed back five or six feet.

Diagonal Parking on Wall St

Are there regulations about backing into parking spots. People are doing it on Wall St for example. Is it safe?

Erik: There are certain places where it's mandatory such as long Mission Bay drive on the east side of Mission Bay. I don't know about the diagonal parking spots. It seems unsafe to get into the spot backing in, but I don't know.

Little Street, La Jolla Shores

Planter was placed without permit and tree cut down without permit. They have built it to appear that is now a private parking area.

Snr Traffic engineer has stated: not to install a sign, and the public is allowed to park there with or without a sign. His letter has been forwarded to Rep. LaCava's office.

Ross: When you do things without a permit aren't there consequences?

Erik: There is a code enforcement office that should deal with this.

Cross Walks and Red Zones at Bird Rock School

Parents are parking illegally and we need better enforcement, further red zones to make it safer. Parent parking for pick up or drop off is creating pedestrian hazards around the school.

John: The school needs to more proactively manage this as it is a situation created by the school. It is a scenario we are seeing all over La Jolla and no school is adequately managing this. The partially completed pedestrian crossing needs to be brought to the attention of Councilmember LaCava's office as they recently dealt with a similar issue on La Jolla Blvd.

Action: Next Traffic and Transportation meeting to raise this with Emily Lynch of Councilmember LaCava's office.

Agenda Item: Election of Officers – A vote amongst the executive board members present for the following candidates:

Voting on new executive Board for Traffic and Transportation Committee

Nominees for Chairperson:

Erik Gantzel, BRCC

Nominations for Vice Chairperson

Bill Podway, LJMA

Nominees for Secretary:

John Bauer, LJTC

Results:

Chairperson: Erik Gantzel

Vice Chairperson: Bill Podway

Secretary: John Bauer

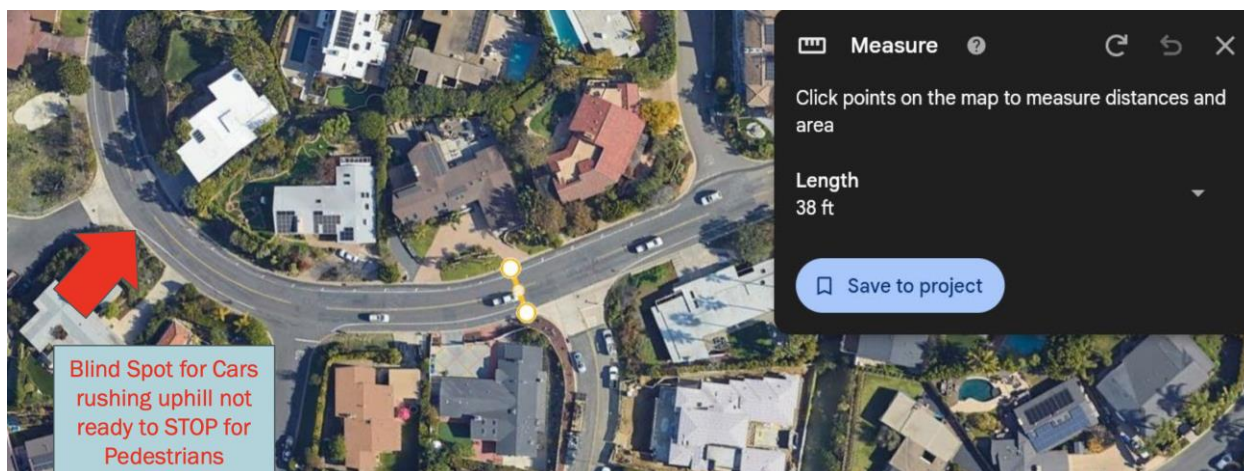
Vote as a slate: 8-0

Agenda Item 1: Action Item: Request for vote on recommendation for a crosswalk on Via Capri and Via Siena

Presented by: Renni Raphael

Advocating here for crosswalk at Via Sienna. We have brought this topic to the La Jolla Shores Assn. a couple of months ago. Unfortunately, it was voted down over concerns around a new stop sign. When we actually advocated for that it was a crosswalk and stop sign and we heard actually from the LJA that the stop sign is a concern. If the Traffic and Transportation Board can reconsider that with only the crosswalk.

Suggested cross walk location:



Options considered: Green is preference

Option 1: Striping and Signs (Zebra)

- + High Visibility during day light
- + Cost Effective
- + Encourage Walkability
- Reliant on drivers' compliance
- Ineffective at Night
- Not suitable for speedy traffic

Option 2: Flashing Lights (Pelican)

- + Safer Crossing
- + Clear Right of way
- + Night Visibility
- Higher cost
- Traffic delay
- Technical dependence

Option 3: Stop Sign

- + Best for Safety
- + Cost Effective
- + Clear & Simple
- Stop Sign fatigue
- Traffic delay
- Slowing traffic

Is this going to be effective or not? We still believe that we need to have a crosswalk so we're going to be advocating here actually to have one.

To have a marked way for people to proceed would be great.

We think that if you had the flashing light would be great but I think it is more expensive and going to be harder to implement. Probably is better at night but I don't think a lot of people cross the street at night.

We have a petition that has been signed by 35 people.

Ross: I am opposed to this for a number of reasons. First of all, there are no sidewalks. It's a crosswalk to nowhere. Secondly, a crosswalk alone would be dangerous as you've pointed out. You'd have to have a stop sign at least. And the other thing you said that it's a level area - it is not a level area going up. It's a level place going down. But if you were to put a stop sign there, it's a fairly steep grade. It's a disaster for anybody who's driving a vehicle with a clutch. So bottom line as an inhabitant of Via Capri I am opposed to this.

Dave: A question: has the City weighed in on your proposal yet?

Renni Raphael: I have not heard back from the City.

Patrick: I think the issue with the stop sign is that the stop sign is there to decide which vehicles go 1st and which have the right of way. But neither a stop sign nor pedestrian crossing are designed as a speed control device.

Other places the city has rejected any sort of thing like a pedestrian crossing or a stop sign to control vehicle speed and that seems to be the primary thing here. This is unfortunately, as Ross points out, there are no sidewalks. That's something that probably we can't do under the scope of this, but to do it correctly, you would need to reduce the speed of the traffic in both directions from quite far out in order to really have a safe pedestrian crossing. Otherwise what you're really doing is creating a crosswalk from nowhere to nowhere that you're putting pedestrians in the middle of two pretty high speed directions.

Bill: Major fire department and ambulance right of way

Patrick: A traffic study to see what ways we can use to reduce traffic speed so that crossing is more safe.

Action Item: Vote on recommendation for a crosswalk on Via Capri and Via Sienna, La Jolla

Motion to reject the request: Jason Peasely

First: Jason Peasely

Second: Dave Abrams

Vote: 8-0

Follow up motion: For the city to conduct a traffic study for a safe pedestrian crossing between the corner of Hidden Valley Road/ Via Capri and the junction of La Jolla Scenic Drive South and Soledad Park Road.

First: Dave Abrams

Second: Jason Peasely

Vote: 8-0

Discussion Item: East Roseland Drive Turn Restricting Signage – Proposal to restrict turning onto East Roseland Drive from Torrey Pines Road at specific times under the recommendation of City of San Diego Traffic Engineering.

Added to the agenda in the meeting: Traffic slowing options for the street at all hours.

Presented by: Karen Marshall

The traffic has tripled since 2010 and the problem is that we don't have sidewalks, we can't walk on our streets - we can't walk on our streets.

We're not on the street manual for the fire department, we're not even on that.

We're not on the evacuation route or anything. And we're at the bottom, we're at the way bottom of Via Capri and Hidden Valley and then Roseland.

We asked, I talked about Gary Pence and he said that the city would conduct another traffic survey. Well, they only did one and they said they did two, but they only did one. And as a matter of fact, the neighbor child Chen has all the information. What they what they came up with?

So, basically none of the neighbors want the right turnoff, no right turn on Torrey Pines to Roseland between the hours of 3pm and 6pm. They don't want it.

Ross: Excuse me, that's not correct. What just came up years ago? And the people that live at the top do not want to have that there.

Karen: The other problem is people coming up from La Jolla Shores, whether they're going to UCSD, they work at Scripps, they're making a right off of La Jolla Shores Drive and then there's a

left turn lane that also makes the left onto Roseland Drive. So, you've got two sides, one coming from the right, one coming from the left.

Ross: Well, as I read your proposal, you want to block the right turn from Torrey Pines and when you did this years ago the people that lived at the upper end of Roseland Drive were very opposed.

Karen: That's why it never passed....

Ross: Well, because those people did not want to have to take their kids and have to go all the way around through the traffic.

Karen: We decided that that wouldn't compromise anything. We want to work with the city. We want to work with the fire department. We had two petitions that we did. It was, I don't know how many do not want the right term between 3:00 and 6:00 and the left turn would be completely gone that would be for U turn only.

Sandra: The original proposal was for 4 speed humps...

John: To clarify is today's agenda item about no turning or about traffic calming?

Sandra: We would like to add to this to the discussion today.

Erik: The traffic calming part needs to be part of a future agenda due to it not being presented 72 hours prior to the meeting - as per the committee rules. The traffic calming part needs to be considered in a future agenda. The request makes a lot of sense.

Dave: The support for the right-hand turn is only supported by 58%

Erik: It has been noted that the City would need at least 75% for them to consider this. This won't move forward for further conversation until you meet the 75%.

Patrick: I feel for you. People speed down my street all the time. It's probably the number one thing that we deal with apart from parking. It's probably the do you have side parking that we deal with is people driving too fast. These roads were designed when cars could do 50 miles an hour and they were dangerous at that speed. Well, they weren't designed at all. They just became bad because they were tracks, and modern cars feel very comfortable driving 60 miles an hour on the 30 mile an hour road.

Speed bumps or some kind of traffic calming would be a great way to keep access for people while slowing down and I think that sounds like a great solution. I think the fire department. We can probably work it out.

In terms of what's on the agenda today, to Erik's point, you don't have 75% approval on the right turn. If you're restricting the public's access to a public road for certain times - that's pretty much a nonstarter - or it certainly is for me today. You can't drive down my public road or I pay taxes to pay for that road. So sure I can.....

Tom: They put lumps on Draper and they have really slowed the traffic down and it's an example of the city doing the right thing at the right time.

Bill: Why did they not put the lumps in back in 2017?

Karen: The fire department said they impede access and slow them down.

Adjournment: 17:30pm

Next Meeting – September 17, 2024

Respectfully Submitted: John Bauer, Secretary

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