

# La Jolla Traffic & Transportation Board

## MINUTES

**Chairman: Mark Broido**

**Vice Chairman: Joe LaCava**

**Secretary: Sherri Lightner**

**MEETING – September 27, 2007**

### **CHECK ATTENDANCE PLEASE**

**Present:** Mark Broido, Dan Courtney (LJTC-alt), Jim Heaton (LJSA), Joe LaCava (BRCC), Todd Lesser (LJSA), Lance Peto (CPA), George Sutton (BRCC), Van Van Inwegan (LJTC).

**Absent:** John Beaver (LJTC), Sherri Lightner (LJSA – alt), Deborah Marengo (PLJ),

**Guests:** Heather Pollick

**City Staff:** Gary Pence, Mike Arnold, Gary Chui

In Sherri's absence Joe LaCava recorded the minutes of the meeting.

The public was welcomed to the meeting and the chair described the Board's composition and purview.

### **REGULAR MEETING WAS CALLED TO ORDER 4:05 p.m. by the Chairman Mark Broido**

#### **Public Comment;**

- Lance Peto – Extreme Pizza is requesting a 30 minute parking space which he thought was justified.
- Van Inwegan – Isn't CPD's work supposed to be all encompassing?
- George Sutton – Raised the issue of proposed 4-way stop sign at La Jolla Hermosa and Bird Rock Avenue. Gary Pence has done an evaluation and the intersection doesn't have the warrants for new stop signs. This is primarily due to a lack of accidents on record. Sutton has been researching records through insurance companies and is finding evidence that apparently were never reported to the police. *Mark directed him to continue work with Gary and the neighbors and then request to be placed on the agenda.*
- Joe LaCava – Constructed started on La Jolla Boulevard in Bird Rock and traffic control is in place.
- Van Inwegan – Lifeguard personal vehicles are being ticketed because of either parking in red zones or exceeding time limits. Matter discussed at LJTC. Needs to be resolved to protect the lifeguards. Mark Coakley added the matter is being dealt with by CAO..

#### **Chair's Report:**

- Chabad Center – The traffic study is delayed and it will not be heard today.
- Unilateral Actions by City – Mark cited a letter by Scott Peters' which listed a number of projects completed or in the works in the Shores; however, Mark noted that most of the important ones were not routed through T&T. Mark had a conversation with City Staff about the importance of routing these through T&T (stop signs, striping, parking changes) which the City agreed they would try to do. Mark suggested that T&T might want to form a subcommittee to study these issues further.
- Community Parking District – Mark invited the advisory board to present their plans at our October meeting. Mark and the CPD had previously agreed that T&T would need to review changing in parking time limits or restriping.

#### **AGENDA ITEMS:**

##### **1. Officer Elections**

President – Mark Broido

Vice President – Joe LaCava

Secretary – Sherri Lightner

The slate was approved by the Board, 7-0-0.

##### **2. Updates from the City – Mark Broido**

###### **a. 8000 Block of lower Girard – change in signage/timing?**

Gary Pence could find no evidence that there had been any change. Lance noted that the 2-hour parking signs had either been removed or not replaced during recent construction. Gary said he would go back and inspect. If there was no City resolution for those signs, the process might have to start from scratch

to get them (re)installed. Mark will be put this on the next agenda as the Board wants the 2-hour parking, just in case we need to vote.

**b. Elementary School Crosswalk**

Construction plans are out to bid, target completion is 1<sup>st</sup> week in January 2008. The City project manager is Fernando Massage (sp?) at 619.533.3095.

**c. Via Capri / Senn Way Traffic Circle and Temporary Stop Signs**

Joe Dicks gave an update:

1. The temporary stop signs has been through every community group and been approved. Keely Sweeney says the final step is for Scott Peter's to send a letter to Gary to make the installation happen. However Scott refuses to issue the letter because of an unspecified safety letter. Joe wants the Board to issue letter to Scott to move this issue forward.
2. The traffic circle is on hold pending resolution of maintenance issues. There seems to be a solution in place and was heard by the LJSA last month but was continued to next month's meeting. The design is done and the CAO is satisfied.
2. New Sign advertising access to 5/.52. Joe and the neighbors are concerned that the City is once again encouraging through traffic on lower Via Capri to use this as a freeway access rather than discourage such traffic and keep this area as neighborhood streets.
3. Via Capri at Hidden Valley Road is in design but has been delayed by recent comments by the Fire Department. Gary is redesigning to accommodate their concerns. Frustration was expressed by both Joe and Todd Lessor that there has been frequent disruptions to the design process. Why can't there be a meeting with all city departments so that all the issues can be addressed and the design be finished. Should that meeting be at T&T?

- 3. Pearl Street Townhomes – CDP Committee referred the project to T&T to address potential conflicts between construction traffic and the pickup/drop-off at La Jolla Elementary. Project includes 24 new condominiums units at the northwest corner of Pearl and Herschel and the removal of the existing commercial building and 6 cottages.** Applicant is willing to work with concerned neighbors and the school to address this problem. The applicant got no response from the neighbors or the school in the two months since the CDP meeting. Applicant noted that demolition of the existing uses will free up on-street parking for construction workers. There were neither neighbors nor a representative from the school at today's meeting. The applicant is willing to accept an appropriate condition(s) but would like T&T to take action so the project can be heard at CPA next week. LaCava expressed concern whether such a condition would be enforceable.

**MOTION: Limit or curtail construction staging and deliveries when school is session during the hours of 8:15-9:15a and 2:45-3:45p and require construction workers to park on-site. (Peto/Lessor 7-0-0)**

- 4. 700 Block of Prospect Ave – City of San Diego proposal to revamp the intersection of Prospect, Draper, and Silverado. Information Only.** Mike Arnold and Gary Chui of the City presented their work effort to date and were interested in feed back at this early stage in the process. This effort was initiated by a request from Council District 1. The goal was to rework this awkward intersection, improve traffic flow, and improve pedestrian movement. City had \$5000 in seed money and then secured a \$150,000 grant from TransNet to continue with design. After evaluating the intersection the City concluded that a modern roundabout would best meet the goals of the project. The applicant showed conceptual pictures that revealed a larger center island with corner bulb-outs. The design is similar to the existing roundabouts in Bird Rock. The City was looking to verify that it fit and could accommodate all vehicles. The challenges to the proposed design include the loss of parking. The corner bulb-outs would take 20 to 24 existing parking spaces. One way to address this is to convert Silverado to a one-way west-bound street which would allow diagonal parking on both sides of the street. This would result in no net loss of parking. There would be loss of on-street parking in front of the Museum, but the City has consulted with them and at this early conceptual stage the Museum favors the proposal. The Woman's Club might lose a commercial parking space in this scheme; to date the City has been unable to make contact with them. Again, this is just an initial presentation to get feedback from the community. The estimated cost is \$800 to \$900,000 and construction funds have not yet been identified. The issue of who would maintain the landscaping has also not been resolved.

Broido – Noted that this is certainly a unique intersection that is wide-open. But in his view the traffic moves slower because of that. And if there has been no accidents in the past three years, is it really a problem intersection that needs to be fixed or an attempt to beautify this area?

Broido – Added, if we can turn streets into one-way, re-stripe for diagonal parking and yield 24 additional spaces, then maybe we should pursue this approach to solve La Jolla's parking problems.

Gail Forbes – Six years ago the LJTC submitted a grant application to the County for pedestrian improvements at this intersection. The application was rejected but the proposal would have not impact the existing parking; the City’s proposal seems too expansive in light of the stated goals. Also, this is an historical site and the City should run the proposal by the Historical Society.

Mike responded by noting that the roundabout design offers a unique opportunity for landscaping and art within the larger center island.

Lessor – Echoes what Broido said re the traffic driving slower through this intersection. Yes it is an awkward but drives move slow enough to figure it out. Is this the best use of \$900,000? There are a lot of other needs in La Jolla; for example the Torrey Pines Road corridor.

--- Todd Lessor left the meeting ---

Mary Coakley - Thought the sources of money for such an improvement would not be eligible for purely infrastructure improvements. She thought this was a very positive idea that could be a very nice addition to the cultural zone. If the landscaping matched the Throat it would help unify the community.

Dan Courtney – Where is the money coming from? Could it be applied to other projects?

Mike responded that money is not identified.

Broido – What kind of permits would be needed for this project?

Mike said it was too early to say.

Heaton – Wanted to thank the City for a very nice design, it really adds a very aesthetic look to the current “industrial look” of the intersection. He encourages the City to move forward but ONLY if funds can not be applied to other need infrastructure improvements.

Peto – Agrees with Heaton. Feels this intersection is problematic, especially during tourist season. Added that pedestrian crossing during museum functions is especially challenging.

Courtney – Not convinced that the source of money could not be used for other projects.

Forbes – Wonder about pedestrian safety. Does a child really understand how to use a roundabout intersection? Aren’t stop signs safer? Does this proposed improvement make the intersection more dangerous?

Mike feels that with adequate signage and maintaining high visibility it should as safe or safer. Gary Chui added that roundabouts are a little safer because it forces drivers to slow down.

LaCava – Spoke to the two year experience of the roundabouts in Bird Rock. The enhanced pedestrian safety has been the major benefit of the improvements. While some driver still struggle with the roundabouts there has been a dramatic improvement in drivers recognizing and slowing or stopping for pedestrians. LaCava agreed with Heaton and Coakley about the positive benefits and was glad to see a proposal for a positive change instead of just more repairs. He added this might be a good candidate for a private-public partnership to raise the required funds.

6. **Girard Green Zone – Request from Pharmaca for a green zone in front of the business.** *Note: Landlord initially contacted CPA, but before T&T could consider request it had already been approved by the City. Applicant was not present.* Gary Pence explained that these requests are typically not brought to T&T but Gary will try to route them in the future. The applicant asked for three spaces but the City approved only one. Gary added that the space is not reserved for the requestor but can be used by anyone although it is typically located in front of the requesting business. The current process is that the applicant pays a \$275 fee and explains why they are requesting a special curb designation (time limited, loading) The City inspects to see what designations there are in the vicinity or whether only special curbs in the vicinity could meet the need. If not, the City grants it.

Broido: Raised question of whether we really need a green curb at every block? Should every one be granted?

Pence: In the Shores, they consolidated their special curbs into a single area rather than have them spread out.

Broido: Previous studies over the years have found that the special curbs were not well thought out but randomly placed as they were requested.

Heaton: Concern that there is a parking plan in development by the community. If the City doesn't consult on these individual requests than the plan could be undermined.

Sutton: The real problem is lack of enforcement.

Van: Reiterated concern of the conflict between individual requests versus the parking plan.

**Meeting adjourned at 5:35 p.m.**

**Next meeting at 4:00 p.m. on October 25, 2007. Auditorium at the Rec Center.**

Submitted by Joe LaCava, 9/27/2007