

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Monthly Meeting: July 15th , 2025

The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

Jason Peasley, LJMA

John Bauer, LJTC

Ross Rudolph, LJSA

Erik Gantzel, BRCC

Bill Podway, LJVMA

Mary Soriano, LJTC

Tom Brady, LJCPA

Patrick Ryan, BRCC

Mike McCormack, LJSA

Members Absent:

Dave Abrams LJCPA

Approve Minutes of June 17th, 2025:

First: Ross Rudolph

Second: Bill Podway

Abstain: Mary Soriano was not present at last meeting

Note: Patrick Ryan and Mike McCormack not present for meeting minutes vote.

Vote: 6-0-1 Meeting minutes approved

Chairperson Report:

Why we are here

Just for those of you who aren't familiar with our board, we consider proposals affecting La Jolla streets, traffic, parking, generally such as stop signs, traffic calming, time limits for parking, valets, special events involving road closures or parking closures or restrictions. Our board votes on action items.

Our recommendations are sent to the CPA for ratification. And from there, they go to the City for implementation or not, depending on what the city likes to do.

Residents' ability to fundraise and install signs

I learned yesterday that to start the permitting process, residents who wish to pay for approved-but-unfunded road signs need very detailed, well, specific information on where the residents want those signs, a specific address. So, it's not enough to say, we want one. You actually have to pinpoint the specific location.

Then the city will go ahead and take a look at that before you go through the process of contracting with the supplier and with an installation crew to get the sign installed.

Public comments

Primary Issue: Coast Walk Street Problems (Steve Jackson)

Traffic and Navigation Issues:

- Many drivers mistakenly use Coast Walk thinking it leads to "the Cove" (likely a tourist destination with seals/sea lions)
- Poor or inadequate signage causes confusion
- 300-500 vehicles visit on weekends for only 7 available parking spaces
- Street is narrow and single-lane, creating bottlenecks and honking
- Drivers get frustrated and turn around in residents' driveways
- Large trucks have difficulty turning around and must back up onto the main road

Safety and Infrastructure Concerns:

- Street pavement is in poor condition with potholes
- Pedestrian safety hazard due to damaged walkways and narrow street shared with vehicles
- Safety issues when vehicles back up onto the main road
- High pedestrian traffic (300-500 people daily walk past their house)

Request:

- Proper signage at Torrey Pines Boulevard indicating Coast Walk is:
 - One-way with no outlet/dead end
 - Similar to existing signage on Hillside Drive (which apparently has effective "don't go here" signage with weight limits)
- Goal is to redirect traffic to appropriate routes to tourist destinations

Community Involvement:

- 10 residents on the street are concerned about the issue
- They held a meeting the previous night with police (one resident initially thought police could solve the problem)
- Jackson requests to be added to a future agenda to discuss signage solutions
- Provides email contact for follow-up discussions

New community rep for La Jolla

Joaquin Quintero is Joe Lacava's new community rep for La Jolla.

Action Item: Scripps Park Sidewalk Widening Project

Proposal to remove approximately 450 linear feet of 5-foot-wide concrete sidewalk along Coast Blvd. at Scripps Park and replace it with a 10-foot-wide concrete sidewalk

Presented by: Mayra Medel and Carlos Parra

Project Overview:

- **Location:** Ellen Browning Scripps Neighborhood Park, specifically the sidewalk segment adjacent to the comfort station extending to Coastal Boulevard
- **Current Issue:** The existing 5-foot-wide sidewalk is insufficient for current pedestrian volume, causing people to walk on adjacent grass areas

Proposed Solution:

- Remove existing 5-foot sidewalk and replace with 10-foot-wide sidewalk
- Add 5 feet of width by expanding into park space (lawn side)
- Include irrigation improvements and turf installation in the expanded area
- Maintain consistency with existing park pathways

Project Timeline:

- **Current Phase:** Design and permitting (as of the meeting)
- **Expected Permits:** November 2025 (Process 3 coastal development permit, Process 2 site development permit)
- **Construction Duration:** 4-6 weeks total
- **Construction Sequence:** Irrigation adjustments first, then demolition, sidewalk replacement, and finally turf installation

Construction Impacts:

- **Phased Approach:** Work divided into two phases to minimize disruption
- **Parking Restrictions:**
 - Phase 1: 8-10 parking spots temporarily unavailable
 - Phase 2: 10-12 parking spots temporarily unavailable
 - Each phase lasting approximately 3 days for demolition, then 3 days for concrete work
- **Other Impacts:** Restricted sidewalk access with temporary pathways, noise and dust (especially during demolition), equipment staging areas

Project Collaboration:

- Parks and Recreation managing design and permits
- Transportation Department conducting construction with city forces
- Estimated cost: \$85,000 construction plus contingency (total ~\$100,000)

Regulatory Compliance:

- Aligns with La Jolla Community Plan and Local Coastal Program Land Use Plan
- Initially assessed as exempt from California Environmental Quality Act
- Requires hearing officer approval

Community Response:

- Bob Evans from La Jolla Parks and Beaches expressed strong support, calling it "sorely needed" both for safety and aesthetic reasons
- Questions raised about traffic studies (none conducted formally, but decision based on observed usage patterns and consistency with existing park infrastructure)

The project addresses both functional needs (pedestrian capacity) and aesthetic improvements while maintaining consistency with the park's existing design standards.

Vote: To approve the proposal to remove approximately 450 linear feet of 5-foot-wide concrete sidewalk along Coast Blvd. at Scripps Park and replace it with a 10-foot-wide concrete sidewalk and to close up to 10 parking spots during construction to accommodate the concrete trucks delivery as needed.

First: Ross Rudolph

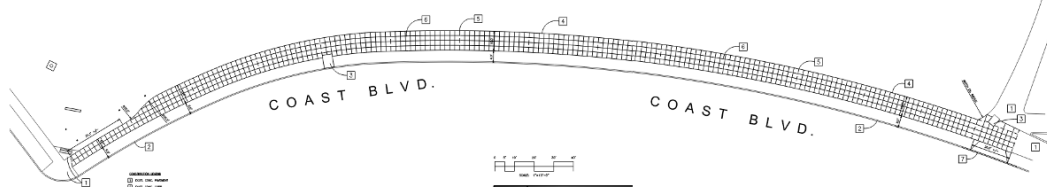
Second: Bill Podway

Vote: 9-0 motion approved



Project Design and Construction

- The project is currently in the design and permitting phase. Construction expected to start Winter 2025.
- The estimated construction duration is approximately 4-6 weeks. Work will include irrigation adjustments, demolition, grading, forming, concrete pouring and curing.





Temporary Construction Impacts – Phase 1





Temporary Construction Impacts – Phase 2



Action Item: Loading zone on Eads Ave.

Request for conversion of one parking space on Eads Avenue along the west side of the building at 801 Pearl Street, to a 20-minute zone to facilitate urgent pet drop-offs at new animal hospital.

Presented by: Dr Wilcox

Location and Business: Dr. Wilcox is opening Pearl Street Pet Hospital on the ground floor of a mixed-use building at the corner of Eads Avenue and Pearl Street. The business will expand beyond regular veterinary services to include urgent care with extended hours (initially to 8 PM, potentially to midnight).

Parking Request: She initially requested up to 6 spaces but scaled back to asking for 1-2 loading/unloading only spaces (20-minute limit) directly in front of her entrance on Eads Avenue. The request is specifically for a white-zoned loading area to accommodate:

- Elderly clients with mobility issues
- Injured animals that need to be carried
- Emergency/urgent care situations

Current Parking Situation

Available Parking: The business has only 2-3 commercial parking spots plus one handicapped space located behind the building on Bishop Lane, requiring clients to walk around the building to reach the front entrance.

Street Parking: The requested area on Eads Avenue currently has 2-hour parking. Due to daylighting requirements (20-foot clearance from intersections), only about 2 spaces would be feasible in the requested location.

Major Issues Raised

Developer Obligations: Board members discovered that the original building plans showed the developer was supposed to provide 6 commercial parking spaces, but the landlord is only offering 4 spaces (2 regular + 1 handicapped + 1 with striping). The underground garage spaces require a fob for access and are designated as employee-only parking.

Community Impact: Several board members and residents expressed strong opposition, arguing that:

- The street already has high parking demand from nearby businesses (Dick's Liquor, Don Carlos restaurant) and residents

- The community shouldn't have to give up public parking spaces for private commercial use
- This represents a pattern of developers not providing adequate parking and expecting the city to compensate

Board Discussion

Arguments FOR Allowing the Parking Spaces

Alternative Solutions Suggested: Board members suggested Dr. Wilcox work with her landlord to:

- Modify the garage access system to allow customer parking
- Relocate some of the garage spaces closer to the building entrance
- Fulfill the original obligation to provide 6 commercial spaces

Medical/Emergency Necessity

- Dr. Wilcox emphasized the urgent care nature of her business.
- Safety concerns about transporting injured animals

Accessibility and Client Demographics

- Dr. Wilcox noted: "we have a lot of older folks who can't walk far, older pets that can't walk far, maybe even coming in because they're lame"
- Geographic reach: "We have a lot of people who are coming from White Sands, people who have mobility issues"
- Current handicapped access issues: "even our handicapped parking is all the way around the back of the building. So, if someone is handicapped, they have to go all the way around the building to get to the front"

Existing Infrastructure Problems

- Limited current parking: "We only have a couple, actually two commercial parking spots and a handicapped spot that's gonna be available on Bishop's Lane. So, that's kind of like behind... behind our clinic"
- Inconvenient location: "Our front door is behind Bishop's Lane, it's actually on Eads. So, right on the corner of Eads and Pearl"

Alternative Solutions Wouldn't Work

- Existing 15-minute zone across street: "That's for Dick's Liquor. That's for a liquor store, and it's pretty much always taken"
- Distance issue: "Yes or no, it's still across the street"

Arguments AGAINST Allowing the Parking Spaces

Developer Accountability

- Most significant issue raised: "I have highlighted, or I've expanded the section of the actual plans that I believe were approved, and that states that the developer is going to provide six parking spaces for a commercial"
- Board member's frustration: "So they've provided you with two commercial and two accessible, so there's still four short"
- Strong stance: "But so why should the general public take that burden on because the developer decided to shortchange people?"

Community Impact and Precedent

- Kathleen's objection: "I do have an objection at giving a load-on-load in that location, because the demand on Eads for parking has become tremendous"
- Pattern concern: "this is the second or third time... where a commercial residence has been built, and we are now being asked, once again, to give up public access parking for a commercial endeavor in perpetuity"
- Broader principle: "we are giving up free spots that the community uses day in, day out for commercial gain. And it's got to, from my perspective, it has to stop somewhere"

High Demand for Existing Parking

- Multiple competing uses: "My employees park there all the time... I use it for the library... that street gets packed between the markets on Sunday, the church on Sunday, summer holidays when people park there to go down to Marine Street Beach"
- Restaurant owner's perspective: "I have a restaurant about four blocks away... the library lot's full, you have to go down to Eads and find parking"
- Resident impact: "I'm a resident on Eads, and that street gets packed"

Business Model Concerns

- Not purely emergency: "part of this is, it's not just emergency care. It's urgent care, and it's a vet. So, unless 100% of your business is urgent care"
- Location choice criticism: "That if I was opening an emergency care facility for humans, and I knew I didn't have parking spots to facilitate easy ingress and egress, I probably wouldn't open up there"

Technical and Practical Considerations

Space Limitations

- Daylighting requirements: "don't forget the daylighting wall. You gotta be 20 feet from the intersection"
- Actual capacity: "I did a measurement on Google Maps just now, and I have it at 60 feet... if you have a 20-foot daylighting wall, you have 40 feet back, and the typical thing is that's two cars for 40 feet"
- Original request vs. reality: "your original request was for six spots from the email... Three of those spots probably won't be valid because of daylighting"

Alternative Solutions Discussed

- Garage access modification: "They can solve that. Can they go to three minutes? Well, no, no, like giving you a different access control for Denver and Guest, a scanner with a QR code"
- Relocating garage spaces: "they can shuffle those pretty easily, too... Do you want your two vehicles parked there, or would you rather free them up and put a sign on the thing that says, for this vet only"
- Public loading zone benefits: "It would probably give us more than having someone there for two hours... More likely to be available for 20 minutes, people going in and out than two hours"

Compromise Positions

Temporary vs. Permanent Solutions

- Suggestion for interim help: "Could we, just for the sake of helping them and not having to have the dogs or have to come across the street, provide that, at least one unloading, loading"

Single Space Compromise

- Scaled-back request: "I mean, at the very least, one. I mean, one would go a long way, at least"
- Board member's conditional support: "I think the applicant should go back and come back to us after you resolve the open issues with the landlord. And you would find at least my vote for two spots if you would do that"

Public Use Consideration

- Dual-purpose solution: "It would still be a public load-on-load... So people from, people shopping at Dick's Liquor, getting burritos at Don Carlos, whatever, they're going to be able to use it"
- Availability question: "And then doesn't that negate having it in the first place? Just, if it's open, it's open, if it's not, it's not"

Final Decision Rationale

1. **Developer responsibility:** The landlord should fulfill their original obligation to provide 6 commercial spaces
2. **Community precedent:** Concern about repeatedly giving up public parking for private commercial use
3. **High demand:** The street already faces significant parking pressure from multiple sources
4. **Available alternatives:** Suggestion that working with the landlord could resolve the issue without impacting public parking

Vote: To deny the request for conversion of one parking space on Eads Avenue along the west side of the building at 801 Pearl Street, to a 20-minute zone to facilitate urgent pet drop-offs at new animal hospital.

First: Jason Peasley

Second: Bill Podway

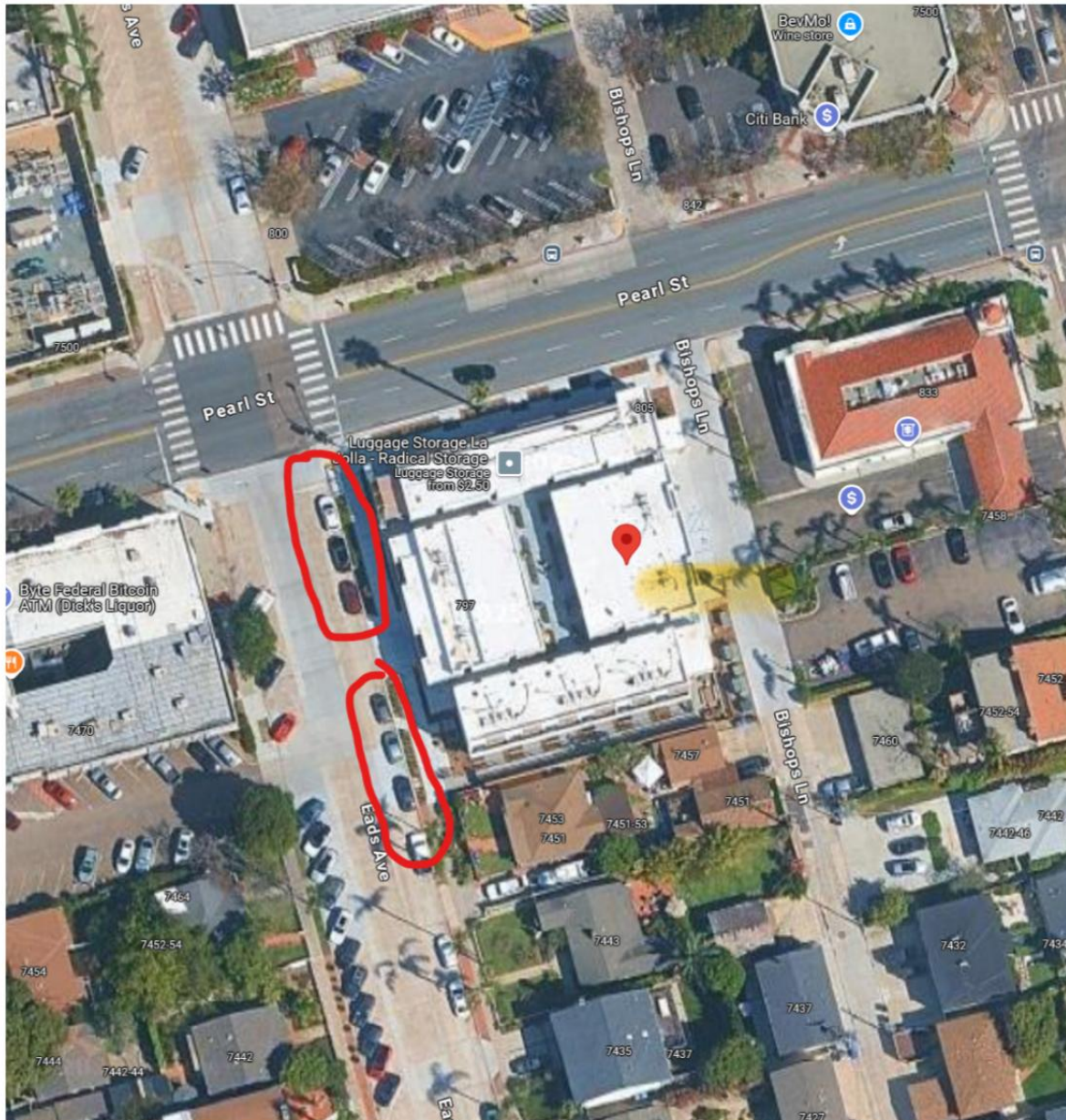
Vote: 7-0-2 to deny request

Abstain: Ross Rudolph and Mary Soriano as they want more information about the outcome of conversation with the developer and the assigning of commercial parking spaces

However, **the denial came with encouragement to return after addressing the landlord issues**, indicating the board wasn't completely opposed to the concept but wanted the proper parties to take responsibility first.

11/25, 3:21 PM

Yahoo Mail - Fw: Inquiry regarding changes to loading area / 20 minutes



Discussion Item: Torrey Pines Road Guardrail Project

Discussion regarding the traffic control plan to be implemented during the construction of a permanent guard rail on Torrey Pines Road, between Coast Walk and Prospect Place.

Presented by: Erik Gantzel

The discussion centers on a construction project that will significantly alter traffic patterns on Torrey Pines Road between Prospect Street and Coast Walk. The project is scheduled for winter through spring (potentially October through May), though specific start and end dates haven't been finalized.

Summary of areas discussed

Lane Closures:

- The bike lane will be completely closed during construction
- One vehicle lane will be closed, leaving only a narrow lane (approximately 9-11.5 feet wide) for uphill traffic
- Both vehicles and bicycles will need to share this single remaining lane

Pedestrian Management:

- Plans include directional signage to route pedestrian traffic onto Coast Walk
- However, Coast Walk presents accessibility challenges due to stairs and bridge structures
- There are concerns about Coast Walk's current condition (potholes) and its ability to handle increased foot traffic

Bicycle Safety:

- Major concern about forcing bicycles to share a single narrow lane with vehicle traffic
- Discussion of a proposed 5-foot-wide cycle track with water-filled barriers, which some participants view as potentially creating a "cycle trap"
- Debate over whether barriers make the situation safer or more dangerous
- Alternative suggestion to completely detour bicycle traffic via Hillside Drive and Soledad Avenue.

Traffic Flow Issues:

- Funneling effect expected as two lanes of traffic merge into one
- Coast Walk (a dead-end street) may experience significant traffic increases as drivers seek alternatives
- Particular concerns about summer traffic volumes

No Perfect Solutions in Constrained Environments

- All stakeholders (drivers, cyclists, pedestrians) will face significant challenges during construction
- Geographic constraints make it impossible to satisfy everyone's needs
- The community has accepted this as a "shared sacrifice" situation

Draft Plans Don't Mean Flexible Plans

- Despite being labeled "draft," the fundamental constraints (regulatory requirements, engineering standards, timeline pressures) severely limit what can actually be changed
- Community review window prior to the meeting was extremely narrow - plans received less than an hour before the meeting

Safety vs. Mobility Tradeoffs

- Physical protection (water-filled barriers) vs. user autonomy (cyclist's right to "take the lane")
- Experienced users prefer flexibility to make their own safety decisions
- Engineering solutions may create new hazards while solving
- Diverting pedestrians to Coast Walk shifts problems rather than solving them
- Coast Walk has its own infrastructure deficits (potholes, accessibility issues)
- One-way streets can't handle diverted traffic volumes

Everyone Will Find Workarounds

- Cyclists plan to use buses, walk bikes on sidewalks, or take longer detours
- People adapt behavior (timing, routes, transportation modes) rather than simply comply with plans
- Local knowledge and flexibility often matter more than official guidance

Timeline Compression Hurts Everyone

- Rushed planning creates suboptimal solutions
- City staff struggled to meet community demands for information
- Late information sharing prevents meaningful community input

Overarching approach and mindset

- The group plans to provide consolidated feedback to the city, emphasizing the need for specific, non-conflicting comments to avoid overwhelming city planners with too much input.

Procedural Process: Nomination from the floor for Officers for La Jolla Traffic and Transportation Board – Chairperson, Vice Chairperson and Secretary

Nominations from the floor for positions of Chairperson, Vice Chairperson and Secretary.
Election of officers to take place at the meeting in August.

Presented by: Erik Gantzel

Nominations:

Chairperson: Erik Gantzel
Vice Chairperson: Dave Abrams
Secretary: John Bauer

First: Bill Podway
Second: Tom Brady

Next Steps: Voting for these nominees will happen at the August Traffic and Transportation Meeting.

Adjournment: 5:30 pm
Next Meeting: Tuesday August 19th at 4pm
Respectfully Submitted: John Bauer, Secretary