

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Monthly Meeting: August 19th, 2025

The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

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

Members Absent:

Approve Minutes of July 15th, 2025:

First: Bill Podway

Second: Ross Rudolph

Abstain:

Note: Tom Brady not present for minutes approval

Vote: 9-0-1 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 on its consent agenda. From there, they go to the City for consideration.

Torrey Pines Road Slowing

- We are currently experiencing a dress rehearsal week (Monday-Friday) for the upcoming Torrey Pines Road (TPR) guardrail project, with single lane traffic due to preliminary post-holing.
- Actual TRP guardrail construction expected to begin between late November and January
- Project will last multiple months with significant traffic impacts
- We expect that only one uphill lane will be available during construction period

Update on residents paying for City approved projects but not funded

- City confirmed residents cannot pay the city directly to install speed signs
- Residents must obtain permits and hire approved vendors/contractors themselves
- Speed signs on approved but unfunded list can be installed privately

Speed bump/ road humps – costs for installation

- Road humps cost approximately \$9,000 each
- Installation requires traffic engineering evaluation, fire department approval, and resident support

Public comments

LI bike paths:

Key Issues Raised:

- The Fay Avenue extension/bike path has dramatically increased in popularity over 4 years
- City posts directional signs to the path via Beaumont Avenue and residential streets
- Path is classified as Class 1 or 2, but **no regulatory signage exists** indicating rules
- Off-road e-bikes "that are effectively motorcycles" use the path daily

Specific Problems:

- Documented incidents of excessive speed
- Harassment and intimidation of walkers
- Off-roading on sensitive surrounding slopes
- Enforcement is difficult without clear posted laws
- Safety concerns for all users

Bureaucratic Challenge:

- City says a study is needed for updated signage and speed limits
- There are questions why a study is needed if the path already operates as Class 1 or 2
- California laws for Class 1 and 2 paths already exist but aren't posted

Board Response:

- Erik observed police presence that day: two officers on quads at the bottom of the big hill near the bridge, apparently waiting for students from La Jolla High
- Multiple members confirmed most incidents occur after school (4-6 PM) and on weekends
- Erik said he would check with Gary Pence at Traffic Engineering about signage requirements

People Living in Vans

- Multiple vans parked on Coast Blvd South
- Showed photos to board
- Confusion about enforcement:

- Initially told it's only illegal if people sleep in vans
- Clarified that 72-hour parking limit applies regardless of occupancy
- Barbara reluctant to check at midnight if people are sleeping in vans

Construction Parking at Coast Boulevard South

- 42 luxury condos under construction across from Casa De Mañana
- Contractors have "stanchioned off" parking for their trucks
- Casa De Mañana residents can't find parking
- Casa De Mañana staff also can't find parking
- No permit signs posted for the reserved construction parking
- Contractors posted "bogus handicap sign" directing people to cross the street instead of walking where they're parked

Board's Guidance:

- Call non-emergency police number for 72-hour violations
- Use "Get It Done" app (though acknowledged as often ineffective)
- Contact new Community Relations Officer: **Jessica Dishman**
- Check if construction company has parking permits through Development Services
- Erik offered to email Barbara full contact list with all relevant departments

La Jolla Shores Promenade

Core Complaint - "Theft of Public Resource":

- Promenade received permanent approval
- Originally needed 20+ replacement parking spaces, now reduced to 11
- Red curbs were found to be "inappropriately painted" (illegally)
- These illegal red curbs were then unpainted and given to promenade for their parking count

Mike's Arguments:

- Someone illegally painted red curbs (perpetrator unknown)
- This was "theft" of public parking
- City then "gave" these stolen spaces to the promenade project
- Reduces parking access for residents "east and even on the hill"
- Characterized as "handout to merchants that want to use our streets"
- Concerns about social equity and fairness

Context:

- Board had previously voted against promenade using right-of-way along La Jolla Shores
- This forced them into "general space" requiring replacement parking
- Mike referenced an article written about the issue
- Only 11 spots shown on construction drawings along La Jolla Shores parking lot

Board Response:

- Confusion about which specific red curbs were involved
- Erik indicated this would likely be on a future agenda for replacement parking discussion
- Mike insisted "it needs to be because you wrote an article on it, and it's wrong"

Action Item: La Jolla Art & Wine Festival 2025

Request to close streets and parking spaces for annual festival scheduled for October 10th at 3pm through October 13th at 6am, on Girard between Torrey Pines and Prospect. Also, asking for closures on Silverado St between La Jolla Cove (alley between/parallel to Girard & Herschel) and Drury Lane and Wall St between La Jolla Cove and Girard Ave.

Presented by: McFarlane Promotions

- No changes from previous year's successful format
- Street closures requested from October 10 (Friday) at noon through October 13 (Monday) at 6 AM
- Affects Girard Avenue (Torrey Pines to Prospect), Silverado, and Wall Street areas
- Event raises approximately \$1.5 million for five public schools
- Features 170+ artist booths, wine/beer garden, pet adoptions (100 pets adopted last year)

Vote: Approve the request to close streets and parking spaces for annual festival scheduled for October 10-11, 2025

First: Ross Rudolph

Second: Bill Podway

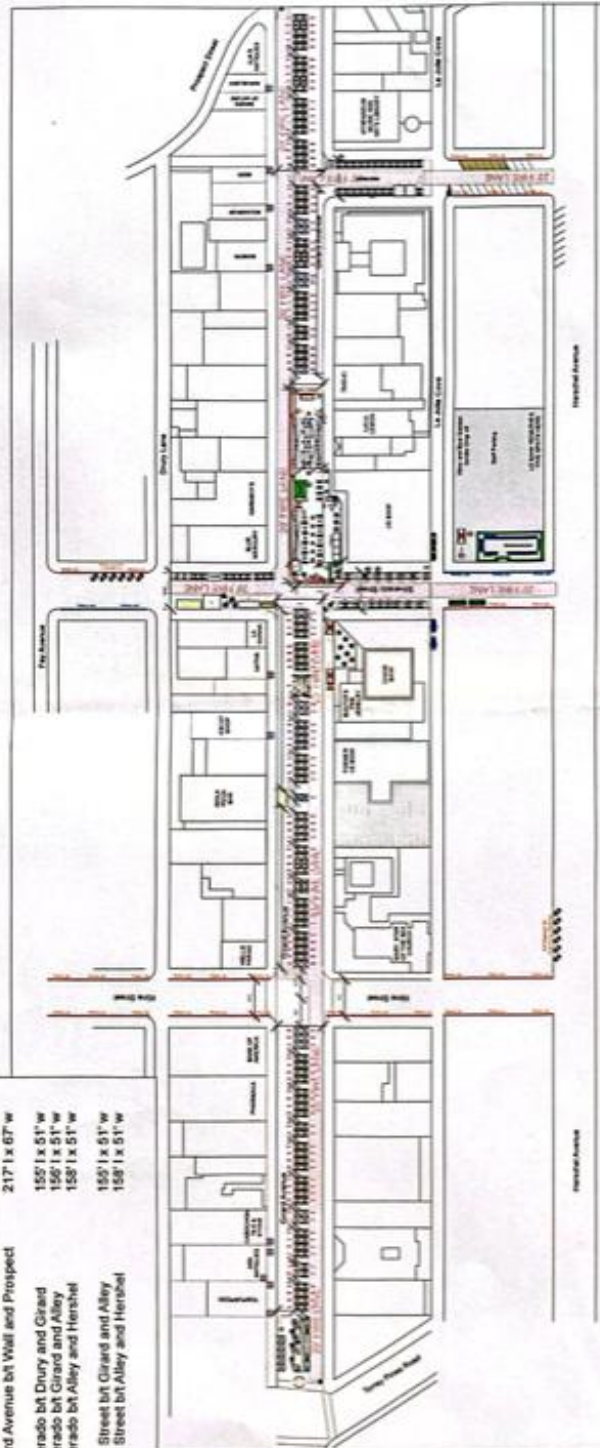
Vote:10-0 Approved request.

STREET LENGTHS AND WIDTHS

Girard Avenue bt Toney Pines and Kline	513' x 67' w
Girard Avenue bt Kline and Silverado	507' x 67' w
Girard Avenue bt Silverado and Wall	528' x 67' w
Girard Avenue bt Wall and Prospect	217' x 67' w
Silverado bt Doury and Girard	155' x 51' w
Silverado bt Girard and Alley	156' x 51' w
Silverado bt Alley and Herchel	158' x 51' w
Wall Street bt Girard and Alley	155' x 51' w
Wall Street bt Alley and Herchel	158' x 51' w

Festival Site

1



LA JOLLA
ART + WINE
FESTIVAL

1. Booth spacing between groups is 7 or 8 feet, as marked.
2. Fire lanes are 20', unless otherwise marked.
3. Booths 239 - 242 are Pop-Ups and must be installed Saturday AM.
4. Booths S1-S24 are designated for Saturday load in only.

Booth Type	Booth Size	Booth Count	Booth Location
Food Booth	10' x 10'	10	Booth 239 - 242
Sponsor Booth	10' x 10'	10	Booths S1-S24
Pop-Up Booth	10' x 10'	10	Booths S1-S24
Pop-Up Canopy	10' x 10'	10	Booths S1-S24
Portable Restroom	6' x 6'	10	Booths S1-S24
Accessible Restroom	6' x 6'	10	Booths S1-S24
Handwashing Sink	6' x 6'	10	Booths S1-S24
Handwashing Station	6' x 6'	10	Booths S1-S24
40 Yard Dumpster	6' x 6'	10	Booths S1-S24
Scaffolding Tower	6' x 6'	10	Booths S1-S24
Belly Bar (30')	6' x 6'	10	Booths S1-S24
Belly Bar (30')	6' x 6'	10	Booths S1-S24

Discussion Item: Coast Walk Bridge Repair Project

Update regarding improvements to & repair of the Coast Walk Trail, including the Coast Walk Bridge.

Presented by: Brenda Fake

Project Background and Timeline

- **Friends of Coast Walk** has been working with the city for over 15 years to maintain and improve this coastal trail
- Total fundraising over 15 years: **\$750,000**
- Current bridge repair is the largest project to date at **\$150,000**
- Permitting process began in 2022, permit issued July 2025
- Construction started August 3rd with off-site pre-construction
- On-site repair began August 18th

Current Bridge Repair Details

- **Closure Period:** August 18 - September 5, 2025
- Working to keep trail open on weekends due to heavy traffic
- Trail ambassadors stationed at closure points to redirect visitors
- Staging area at overlook with limited parking for volunteers and city inspectors
- Only performing "in-kind repairs" - decking and railings only, not touching the structure
- Bridge structure deemed sound after multiple reviews by city and independent contractors

Project Requirements and Challenges

- Required Class A contractor (partnering with San Diego Mountain Bike Association and Schneider Construction)

- Leveraged 1993 engineering documents to avoid need for new engineering studies
- Tagged onto existing CDP (Coastal Development Permit) from previous trail realignment
- No permit fees charged as it's public asset repair
- Required formal city inspections (paid by Friends group)

Funding Sources

- San Diego County neighborhood improvement grant: \$20,000
- La Jolla Sunrise Rotary: \$5,000
- Three large donors: \$50,000
- Legacy wall plaques: Over 100 sold (ongoing fundraising source)
- Annual benefit event fundraising

Future Plans

- La Jolla Coastal Conservancy to be unveiled
- City offered five-year permit to fix entire coastal area
- October fundraising event "Cocktails off Coast Walk" at Historical Society
- Featured entertainment: Grammy-winning banjo player Allison Brown
- Event tickets: \$200 per person, table of 10 for price of 8

Next steps: None

Discussion Item: Speed Limit on Prestwick Drive

Discussion regarding the speed limit on Prestwick Drive, which currently is 30 MPH, and whether it should and can be lowered to 25 MPH.

Presented by: Erik Gantzel/Laura Eaton

Location and Current Status

- **Street:** Prestwick Drive between Torrey Pines Road and Calle de Oro
- Connects through Dunaway Drive (starts at Torrey Pines near Allen Field)
- Functions as secondary arterial road to La Jolla Shores
- **Current speed limit:** 30 mph
- **Previous limit:** 25 mph (confirmed in 1980s)
- **Prima facie speed limit** for residential zones: 25 mph

Traffic Study Data

June 2024 Study (24-hour):

- Total vehicles: 1,774

June 2025 Study (7-day average):

- Daily average: 2,898 vehicles
- Significant increase of over 1,100 vehicles per day in one year

May 2025 Speed Data (8-day study):

- 157 vehicles exceeded 51 mph
- 85th percentile speed: 37-38 mph
- Substantial number of vehicles traveling 40-75 mph

Historical Context

- **2015:** City proposed raising limit to 35 mph based on speed survey
- Rationale: Too many speeders made 30 mph "unenforceable" by radar
- La Jolla Shores Association and T&T Board opposed the increase
- City never implemented the 35 mph change

Enforcement Challenges

Police Resources:

- Only 2 motorcycle officers for entire Northern Division
- Officers prioritizing other violations (like "daylighting" parking violations)
- No regular speed enforcement on Prestwick
- Limited enforcement even on known problem streets

Legal Issues:

- California law allows radar enforcement only if 85% of drivers comply with posted speed
- Current 85th percentile (37-38 mph) makes 30 mph technically unenforceable by radar
- Lowering to 25 mph would further reduce legal enforceability
- Vicious cycle wherein the lack of enforcement leads to higher speeds, which reduces enforceability

Proposed Solutions Discussed

Immediate Actions:

1. **Petition Campaign**

- Need 75% of affected residents to sign
- Start with immediate neighbors, expand to full corridor
- Include YMCA families and broader community
- Clear, unambiguous language about requesting 25 mph limit

2. **Speed Feedback Signs**

- Already approved but unfunded by city
- Residents must:
 - Obtain permits
 - Hire vendors
 - Install and maintain
- Challenge: No HOA or legal entity to collect or manage funds, or manage project

3. **Speed Cameras**

- State pilot program available but San Diego opted out
- Would allow issuance of tickets & small fines without insurance/driving record impacts
- Captain's Advisory Board exploring strategic placement
- No timeline for implementation

Long-term Solutions:

- Traffic calming measures (chicanes, roundabouts, speed humps)

- Road narrowing
- Physical changes to make speeding uncomfortable
- Speed humps cost \$9,000 each but require city and fire department approval

Key Arguments in the Debate

For Reducing to 25 mph:

- Matches comparable streets like Jutland (Regents to Morena)
- Psychological impact - may reduce speeds by 5-10 mph
- Statement of principle about safety
- Police aren't enforcing anyway, so enforceability is moot
- Safety of pedestrians, cyclists, and residents is paramount
- Recent single-car accident caused fire and property damage

Concerns About Reduction:

- Further reduces already minimal enforcement possibilities
- Won't stop extreme speeders (those going 50-75 mph)
- Without enforcement, signs alone have limited impact
- Modern cars feel safe at higher speeds, encouraging speeding
- May give false sense of security without actual safety improvement

Resident Testimonials

- UPS delivery drivers struggle to cross street safely
- Increased traffic volume year over year
- Regular speeds of 40-75 mph observed
- Comparable to other La Jolla streets with similar safety issues
- Previous pedestrian death on La Jolla Shores Drive heightens concerns

The discussion revealed this is a microcosm of La Jolla-wide traffic safety issues, with no easy solutions given limited enforcement resources and competing priorities.

Next Steps

Immediate Action Items for Residents (Laura Eaton leading):

1. Develop and Circulate a Petition
 - Erik Gantzel committed to finding sample petition templates for Laura
 - Petition must have clear, unambiguous language requesting speed limit reduction to 25 mph

- Start with immediate neighbors on her block, then expand outward
 - Target getting 75% of affected residents to sign
 - Consider asking initial signers to take petition pages to help gather more signatures
- 2. Geographic Scope for Petition**
- Start with immediate block
 - Expand from Torrey Pines Road to as far down as possible
 - Include full corridor from Dunaway through Prestwick to Calle de Oro for maximum impact

Board-Level Actions:

- 1. Future Board Consideration**
- If petition achieves strong support (75% suggested threshold), bring back to T&T Board
 - Board indicated likely support if strong community backing demonstrated
 - Would then forward recommendation to CPA and City

Ongoing Exploration:

- 1. Speed Feedback Signs**
- Continue investigating how to implement despite lack of HOA
 - Consider forming legal entity to manage installation and maintenance
 - Work with city on permit and vendor requirements
- 2. Long-term Traffic Calming**
- Continue advocating for physical traffic calming measures
 - Investigate funding sources for speed humps (\$9,000 each)

Information Gathering:

- 1. Contact City Officials**
- Erik will continue checking with Gary Pence at Traffic Engineering
 - Investigate requirements for speed studies and sign changes

The conversation ended with the understanding that **Laura would lead the grassroots petition effort** as the critical first step, with **Erik providing support** through templates and guidance. The board indicated this would likely return as an agenda item once community support is documented.

Election of Officers: Election of officers nominated at July 2025 meeting.

Presented by: Erik Gantzel

Nominee from last meeting outlined below

Chairperson: Erik Gantzel

Vice Chairperson: Dave Abrams

Secretary: John Bauer

Vote: 10-0 nominees approved

Adjournment: 5:30pm

Next Meeting: September 16th, at 4pm

Respectfully Submitted: John Bauer, Secretary