

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting,**  
**November 18, 2025**

**Members Present:**

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

**Members Absent:**

**Approve September Minutes:**

**First:** Bill Podway

**Second:** Tom Brady

**Vote:** 6-0-2

Abstain: John Bauer, Dave Abrams

**Chairperson's Report:**

**Gary Pence Retirement:** Gary Pence, our main contact at the City of San Diego is retiring at the end of the year. His replacement unknown, but he or she will be selected through the merit promotion process.

**Allen Field Crosswalk:** The request for a crosswalk on Torrey Pines Road between Glenbrook and La Jolla Village Drive was denied by the city. However, the city will add road paint to the existing crosswalk at Torrey Pines Road and Glenbrook.

**Ragnar Running Relay:** Event scheduled for April 10-11, 2026, running from Imperial Beach to Huntington Beach, including a stretch through La Jolla. No street closures in or around La Jolla, but increased runner traffic on streets and sidewalks is expected.

**Torrey Pines Road Guardrail Project:** Construction start delayed to Q3 2026. Expected to last several months into 2027. Updated traffic control plan received and being reviewed.

## Public Comments:

**COMMENT 1:** Sally Miller - Via Capri/LJ Scenic Drive South merge onto Eastbound LJ Parkway/SR-52

### The Problem

Sally described several safety challenges at this merge point:

1. **Very short merge lane:** The merge area is extremely brief
2. **Uphill grade:** The merge is uphill, making it "hard to accelerate"
3. **Lack of protection:** Unlike other merges in the area, there's no protected lane with solid white lines to keep through-traffic separated from merging traffic
4. **Comparison:** She referenced the merge "down at the throat" (another location) that has a solid white line protecting merging vehicles

### Her Request

Sally wants a **protected merge lane** installed - specifically:

- Longer stretch of road designated for merging vehicles
- Solid white line separating through-traffic from the merge area
- Protection similar to what exists at other freeway on-ramps in the area
- Safety improvement so she can "merge more safely in that area"

### Current Construction

- The area is currently **under major reconstruction**
- Sally emphasized this makes it "a really good time" to add the protected lane
- She has requested this improvement before during previous construction and "never had it happen"
- She's asking again because of the active construction work

## Board Discussion

### Jurisdiction question:

- Board members discussed whether this is **City of San Diego** or **Caltrans** jurisdiction
- Initial assessment: Probably Caltrans since it involves SR-52
- However, further discussion clarified the jurisdictional boundary:

## Outcome

- No formal motion was made (public comment period, not an action item)
- Board acknowledged the validity of the concern
- Chair will presumably follow up with the city given the jurisdictional clarification

COMMENT 2: Mike McCormick - Multiple Items

Mike raised three separate issues:

### Comment 2A: Appreciation for Allen Field Crosswalk Decision

**Context:** Referenced the chair's earlier report about the denied crosswalk request at Allen Field on Torrey Pines Road

#### Mike's comment:

- He "really appreciates" the **HAWK light** (High-Intensity Activated crossWalk beacon) at Princess Street and Torrey Pines Road
- The HAWK light "really helps with safety"
- **Implication:** While he wouldn't "totally eliminate" a crosswalk at Allen Field as a possibility, he understands it's about money

### Comment 2B: Missing Curb Ramp on Horizon Way

#### Specific Location:

- Horizon Way heading up to La Jolla Shores Drive
- Area passing student housing on the right (UC San Diego housing)
- Just past the tennis courts
- Part of what is essentially the **Coastal Trail**

### **The Problem:**

- There's a **missing curb ramp** for pedestrians
- Currently has a "step-down curb" that is "not friendly at all"
- Heavy pedestrian traffic from UC San Diego students using this route
- Mike rides through the area all the time and observes many pedestrians

### **His Assessment:**

- "Glaring omission for the type of traffic, walking traffic"
- Particularly problematic given it's part of the coastal trail system
- High pedestrian volume warrants proper accessibility infrastructure

### **Mike's Actions:**

- He has **already submitted a request** to the city to get it done
- Plans to bring it up as a formal **agenda item at the next meeting**
- Wants the board to consider recommending a pedestrian curb cut be added at **Horizon Way and La Jolla Shores Drive**

**Board Response:** No immediate response recorded, but Mike indicated he'll formalize this as an agenda item in December.

### **Comment 2C: La Jolla Shores Drive Stop Sign Plan**

**Location:** La Jolla Shores Drive, west of Torrey Pines Road

**The Question:** Mike wants to know if the City of San Diego has a **comprehensive plan** for stop signs in this area.

### **Background Context:**

- This area has been discussed extensively in past meetings
- There are concerns about stop sign compliance and safety
- Mike emphasized: "At all the stop signs, people coming through at 25 [mph]"

### **Safety Concerns:**

- **Even in a car, it's dangerous:** "You start getting in the intersection. You're supposed to have right-of-way. If you're in the intersection, these cars can fly by you."
- Drivers with legal right-of-way are at risk from speeding traffic
- Stop sign compliance appears to be poor

### Timing Issue - Upcoming Repaving:

- "At some point in the next few months to several years, we're going to get it repaved there"
- Mike believes **repaving is the ideal time** to make stop sign changes
- Easier and more cost-effective to implement comprehensive changes during street reconstruction

### His Request:

- Mike wants to know **what the city's plan is** for this area
- Is there a comprehensive approach to stop signs planned?
- If so, what is it and when will it be implemented?
- He'd "love to know what the plan is"

### Agenda Item 1: La Jolla Bike Path Safety Improvements (Action Item):

Request to add green bike-crossing paint and a wider ramp where the bike path crosses La Canada. Plus add back the stop sign for bikers at Via Del Norte and bike path.

**Requestor:** Alex Quick/Erik Gantzel

### Background

The La Jolla bike path runs from Nautilus Street (by the fire station) along what was originally planned as Fay Avenue, continuing all the way to Via Del Norte, then behind La Jolla Methodist Church, ending at Camino de la Costa.

### 2016 Agreement

In 2016, the La Jolla Traffic and Transportation Board considered a comprehensive set of safety improvements for the La Jolla bike path. The city agreed to implement several measures at street crossings:

- **Red curbs** to create space between crossing areas and parked cars (improving visibility)
- **Signage** alerting drivers to bicycle and pedestrian crossings
- **Green paint** on street pavement to highlight crossing areas
- **Ramps** for accessibility

## Implementation Issues

While improvements were made at some crossings, the La Cañada crossing was inexplicably neglected:

- **Via Del Norte crossing:** Received green paint (visible in presentation photos)
- **La Cañada crossing:** Never received the agreed-upon improvements

## Current Problems at La Cañada

### 1. Missing Green Paint

- Other crossings have green paint clearly visible on the street pavement
- La Cañada has no such markings, despite the 2016 agreement
- This makes the crossing less visible to drivers

### 2. Inadequate Ramp

- The current ramp is only approximately 18 inches wide
- Yellow paint marking the ramp is mostly worn away and no longer visible
- The ramp appears to be a DIY/neighbor installation, not a professional city project
- In contrast, the Via Del Norte ramp is 10-15 feet wide
- Narrow ramp is dangerous when children ride side-by-side from nearby schools (New Orleans and La Jolla)
- One child could hit the curb while another hits the narrow ramp

### 3. Missing Stop Sign

- There was previously a stop sign for cyclists on the bike path at Via Del Norte
- This sign directed cyclists to stop before crossing the street
- The stop sign has disappeared and needs to be replaced
- Board member's brother received a ticket for rolling through the intersection when the sign was present
- Without signage, cyclists may not know they need to yield to vehicle traffic

## Cost Considerations

- **Green paint:** Relatively inexpensive and easy to justify
- **Widening the ramp:** More expensive, city may be less likely to approve due to cost
- **Stop sign replacement:** Standard signage installation

## Safety Concerns

The La Cañada crossing is the only street crossing on the bike path without proper safety markings, creating an inconsistent and potentially dangerous situation for:

- Children riding to/from schools
- Regular bike path users
- Pedestrians and strollers
- Cyclists unfamiliar with the area

## **Vote to request markings and reimplementation of stop sign**

First: Jason Peasley

Second: Bill Podway

Count: 9-0 to approve request

## **Agenda Item 2: Coast Walk/Torrey Pines Road Intersection (Action Item)**

Proposal to add a No Left Turn sign at the exit of Coast Walk onto Torrey Pines Road.

**Requestor:** Glen Rasmussen/Erik Gantzel

### **Location Details**

- **Specific location:** Where Coast Walk meets Torrey Pines Road
- **Visual markers:** "Keep Clear" signage is painted on the street pavement at this intersection
- **Road configuration:** There is a center median/lane that allows drivers to turn halfway into traffic, then merge into the downhill lane once traffic clears

### **Glenn's Safety Concerns**

The primary concern raised was that making a left turn from Coast Walk onto Torrey Pines Road is dangerous for:

- Traffic coming uphill on Torrey Pines Road
- Traffic coming downhill on Torrey Pines Road
- The driver attempting to exit Coast Walk

### **The Traffic Pattern Issue**

Coast Walk is frequently used by drivers who:

1. Mistakenly turn onto the street thinking it leads to the seals/cove
2. GPS systems incorrectly direct people to Coast Walk when searching for "the cove"

3. Realize it's a dead-end and turn around to exit
4. Most turn right (uphill) to continue on Torrey Pines Road
5. Some make the more difficult left turn (downhill)

## Comparison to Princess Street

Glenn pointed to Princess Street as a precedent:

- Princess Street is the next intersection downhill on the same side of Torrey Pines Road
- Princess Street **does have** a "no left turn" sign
- However, board members noted that visibility at Princess Street may be worse than at Coast Walk (you cannot see downhill traffic as well from Princess)

## "Keep Clear" Pavement Markings

The existing "Keep Clear" markings on Torrey Pines Road at Coast Walk are significant:

- These markings are specifically designed to leave space during traffic backups
- They enable drivers to pull out into the median/center lane safely
- This suggests **intentional city planning** to facilitate left turns at this location
- When traffic is backed up and stopped, making the left turn is actually easier and safer

## Strong Opposition from Coast Walk Residents

**Resident testimony** (multiple Coast Walk residents spoke):

1. **Usage patterns:**
  - Approximately 10 homes and 20+ residents on Coast Walk
  - Residents use the left turn frequently (at least once daily for some)
  - Left turn is essential for normal daily access
  - Making residents turn right and navigate through two traffic lights would add 10+ minutes to every trip
2. **Traffic timing:**
  - Left turns are only problematic during certain peak traffic times
  - Rest of the day, the left turn is easy and safe
  - A blanket "no left turn" restriction would penalize residents 24/7 for a part-time problem
3. **Enforcement concerns:**
  - Residents strongly doubted the sign would be enforced
  - Compared it to red curb violations (double parking) that receive zero enforcement



- "Who's going to enforce it? The same people enforcing the red striping out there?"
  - Without enforcement, the sign would be ignored but residents would technically be breaking the law
4. **Existing traffic management techniques:**
- Experienced drivers know to turn into the center median lane only
  - Proper technique makes the turn safe and manageable
  - Residents have been doing this safely for years
5. **GPS misdirection problem:**
- GPS systems frequently direct people to Coast Walk incorrectly
  - This causes congestion at the top of the street
  - Residents sometimes get out of their cars to direct confused tourists
  - The real problem is GPS accuracy, not the left turn itself

## **Lack of Supporting Data**

Critical weakness in the request:

- **No accident history** was provided
- The city had not provided any collision data for the intersection
- Without evidence of actual accidents or safety problems, the request lacked justification
- When asked if there had been accidents from left turns, residents said there had been none
- One resident joked: "We've had as many left turn accidents as we've had people flying over the hill and landing on our houses" (referencing at least two instances of cars going airborne, but zero left-turn accidents)

## **Visibility Considerations**

### **Advantages of Coast Walk over Princess Street:**

- From Coast Walk, you **can see** downhill traffic approaching
- From Princess Street, you **cannot see** downhill traffic as well
- This makes Coast Walk's left turn potentially safer than Princess Street's (which already has a no-left-turn sign)

## **Impact of Future Guardrail Project**

Question was raised about whether the upcoming Torrey Pines Road guardrail project (scheduled for Q3 2026) would affect visibility:

- Residents confirmed it would **not impact visibility**

- The guardrail is far enough from the intersection (closer to Prospect Street)
- New guardrail will actually be **open design** (vs. current solid concrete), potentially improving visibility

### **Right Turn Option**

Board members noted that anyone uncomfortable with the left turn has the option to:

- Turn right (uphill) onto Torrey Pines Road
- Navigate through regular traffic patterns
- Nobody is forced to make the left turn

### **Board Discussion**

The consensus among board members was:

1. **Insufficient data:** No accident history to justify the restriction
2. **Resident necessity:** Left turns are essential for daily access
3. **Context matters:** Can't consider this intersection in isolation from the entire Torrey Pines Road corridor
4. **Existing safety features:** The "Keep Clear" markings and center median already provide safe turning infrastructure
5. **Alternative exists:** Drivers uncomfortable with left turns can turn right

### **Vote: Motion to deny request for right hand turn only sign**

First: Dave Abrams

Second: Bill Podway

Count: 9-0-1 to deny request

Mary Soriano abstained due to not being present for topic

### **Rationale for Denial**

- No accident data supporting a safety problem
- Strong opposition from affected residents
- Left turns are essential for resident access
- Existing infrastructure (Keep Clear markings, center median) already supports safe left turns
- Problem is primarily GPS misdirection, not inherent danger of the turn

- Restriction would be inconsistent with other similar intersections on Torrey Pines Road
- Enforcement would be minimal or non-existent

### **Agenda Item 3: Multicultural Festival by the Sea (Action Item)**

Request for temporary closure of Draper Avenue (between Kline Street and Prospect Street) and Cuvier Street (South of Prospect Street) for November 22, 2025, festival presented by La Jolla Town Council.

**Requestor:** Mary Soriano

Event features:

- Performers from various cultures (Burmese, Nepalese, Latin, Korean, Polynesian, Filipino, Japanese)
- Activities: martial arts, aerial yoga, skate ramp, petting zoo, cultural dancing
- Free admission
- Time: 11:00 AM - 5:00 PM (street closures 9:00 AM - 7:00 PM for setup/cleanup)
- Parking available at Bishop School for \$5

#### **Street Closures Requested:**

- Draper Avenue from Prospect Street to Kline Avenue (entire block)
- Cuvier Street cul-de-sac area near rec center
- 20-foot fire lane required for emergency vehicles

All permits approved by: San Diego Fire Department, MTS, SDPD, San Diego Parks, Special Events Committee, Orleans Hotel, and Women's Club.

### **Vote to approve permit requests**

First: Tom Brady

Second: Bill Podway

Count: 9-0 to approve

**Agenda Item 4:** Gillispie School Expansion (Discussion Item)

Presentation regarding expansion of Fielden Hall on Girard Avenue.

**Requestor:** AJ Remen

**Summary:** Gillespie School presenting plans for Field Hall expansion:

- Second floor addition (less than 10% increase in building area, less than 2% campus-wide)
- No increase in enrollment or staff
- Construction timeline: Summer 2026 (beginning of summer session)
- Parking lot will be used for staging and material storage
- No crane anticipated
- No construction planned on Sundays (avoiding Farmers Market impact)
- Materials delivered during normal windows
- Minimal impact on Girard Avenue traffic

**No vote required.** Informational only.

## **Agenda Item 5:** La Jolla Coastal Conservancy Update (Discussion Item)

Introduction of La Jolla Coastal Conservancy and permit boundary issues.

**Requestor:** Brenda Fake

The permit covers:

- Area from Coast Walk/Torrey Pines Road to Whale View Point
- Coast Boulevard to the ocean (not including sand)
- Joint oversight between Transportation and Parks & Recreation departments

### **Upcoming Projects:**

- Post and chain project at Whale View Point (6-8 months, pending funding)
- Lifeguard tower polishing (December 2025)
- Canary palm removal at Cave Store on Coast Boulevard
- South Casa beach stairs repair
- The Cove landscape improvements
- Whale View Point stairs repair

The Conservancy will continue providing updates to the board for projects impacting transportation.

**Decision:** Informational only, no vote required.

**Meeting adjourned at 5:06pm**

**Next meeting:** Tuesday, December 16, 2025

**Respectfully submitted:** John Bauer