

La Jolla Traffic and Transportation Board meeting
Regular Monthly Meeting
La Jolla Riford Library
January 20, 2026

Members Present:

Tom Brady, LJCPA
Mike McCormack, LJSA
Ross Rudolph, LJSA
Erik Gantzel, BRCC (Chairperson)
Bill Podway, LJVMA
Jason Peasley, LJVMA
Mary Soriano, LJTC
Patrick Ryan, BRCC
Dave Abrams, LJPCA (Vice Chairperson)

Members Absent:

John Bauer, LJTC (Secretary)

Approve Minutes of November 18, 2025:

First: Bill Podway

Second: Ross Rudolph

Vote: Approve 9-0

Chairperson's Report:

1. Stop signs on LJ Scenic South at La Pintura. Some residents, concerned about the difficulty of turning from La Pintura onto La Jolla Scenic South, requested installation of stop signs on LJ Scenic South at La Pintura. Currently, the only stop sign at this intersection is located on La Pintura where it meets LJ Scenic South. The request was submitted to the City of San Diego Traffic Engineering Dept, which is evaluating whether additional stop signs would be appropriate.
2. AB645 is a new law that permits select cities to implement automatic speed enforcement systems that will issue speeding "tolls" to registered owners of vehicles observed speeding. The toll amounts are tied to the mph over the posted speed limit. There will be no effort to identify drivers, and first, low level speed limit violations will result in a warning. This is a pilot program to run through the year 2032, and it is limited to LA, Oakland, San Francisco, San Jose, Long Beach, and Glendale. Glendale apparently was included in the pilot program because the law was sponsored by an assembly member from Glendale.

3. Google maps is directing drivers to avoid Prospect Street backups by using Park Row to leave La Jolla. Drivers following these directions end up facing a left turn from Park Row onto eastbound Torrey Pines Road, a difficult and dangerous option. A resident of the Park Row neighborhood submitted a complaint/request to Google, asking for the maps algorithm to stop presenting Park Row as an alternate route.

Public Comments:

Comment 1: Kathleen Neil explained that the City of San Diego is working on a proposal that would eliminate the requirement that replacement parking be found for parking spaces lost to streetaries, active sidewalks, outdoor dining on private property and promenades. The city has indicated that such a change would be in compliance with state law, specifically AB2097. This could result in significant parking impacts in La Jolla.

Comment 2: Sally Miller commented on the condition of La Jolla Village Drive between I-5 and Torrey Pines Road. She requested advice on how to get the city to fix that section of road, as well as other pothole-riddled roads around La Jolla. Suggestion was to use the city's Get It Done app, with the more people submitting requests, the better.

Comment 3: Mike McCormack spoke regarding the city's failure to install stop signs in La Jolla Shores, repave La Jolla Shores Drive, and the loss of parking in the coastal areas. He supports maximizing parking for visitors to La Jolla Shores. As an example, an ADU was just built across the street, but it is not accompanied by any new parking, leaving less parking for visitors. Mike also mentioned that on February 12, 2026, an independent budget analyst, Charles Maducca, will present the fiscal year 2027 budget outlook. It is very important to attend and make your voices heard regarding increases in utility rates.

Agenda Item #1: Valet parking zone at La Jolla Cove Hotel & Suites during hotel renovations, which will involve temporary closure of the hotel's parking garage.

Presented by: Cody Asselin, the hotel's general manager.

Extensive renovations over the next 18 months, during which the hotel will not have any onsite parking for guests. They propose a valet parking zone located 20 feet south of the marked crosswalk in front of the hotel. The valet zone would be 44 feet long, where the curb is currently painted red. The City of San Diego has expressed its support for the valet zone in this location. Once renovations are complete, the parking garage will reopen and the valet zone will be eliminated.

Board members questioned whether it is legal to put a valet zone along a red curb. The response was that the city has already indicated that the location is acceptable.

Discussion regarding the location(s) cars will be parked. Cars will be parked at the Wells Fargo building, and valet drivers will follow a route that avoids the busy traffic zones.

Discussion of potential traffic problems caused by valet stand, specifically cars approaching the turnaround just north of the valet zone and crosswalk. Speakers pointed out that without the valet stand, hotel guests would be parked to unload passengers and baggage, creating a situation that's likely to be worse than any traffic flow problem caused by the valet stand.

Mike McCormack questioned whether the city will charge the hotel a fee to operate the valet stand, and the response was that there will be no fee. Mike pointed out that the city is losing a red space without any compensation, and that it makes sense that the hotel should pay a fee for using a public resource.

Patrick Ryan discussed how valet parking is a "parking multiplier." In this case, a valet zones that occupies space for two cars allows the hotel to park 50 cars. And, those 50 cars are being parked in spaces that are otherwise unused, i.e., parking garages.

A participant asked about whether construction would proceed through the summer construction moratorium, and the answer was that the moratorium has been eliminated. Also, the former moratorium applied to city projects, not private construction.

Discussion of valet parking fees. Fees will be \$45 per night. The current fee to park at the hotel is \$30.

The valet stand will operate 24/7.

Motion to approve the valet stand request:

Motion: Dave Abrams

Second: Bill Podway

Board Discussion: Ross Rudolph indicated that the valet zone has his support only due to the fact that no parking spaces – only red curb – will be lost to the valet zone.

Vote: 8-0-1 (Patrick Ryan abstained because he works for a parking company)

Agenda Item #2: Valet parking zone at 7766 Girard Avenue, where Roseacre Restaurant will open soon.

Presented by John Prusinovski, General Manager of Roseacre.

Roseacre will be opening in April 2026. Requested 4 parking spots after 5 pm. Expects the valet zone to make a 17.5 times return on investment, meaning the 4 parking spaces would make up for 50-70 spaces that guests would otherwise occupy in the vicinity of the restaurant. The building will be a "multi-venue" space shared with a sushi restaurant and coffee shop. Expecting up to 250 guests per night and wanted to alleviate the street

parking issues and traffic congestion caused by guests circling the area in search of parking. Haven't decided on fees but not looking to make money on the valet service.

The valet service will be open to anyone, not just Roseacre guests. The restaurant will not be open for breakfast or lunch, but the coffee shop will be.

Regarding adjacent businesses, The Ascot Shop and Ace Hardware have expressed support for the valet stand. Roseacre is willing to work with local businesses on a parking voucher-type program for customers who use the valet stand.

Board members expressed concerns about using 4 parking spaces for the valet stand, and Roseacre explained that the size is based on the expected customer volume.

Regarding where cars will be parked, 4-6 nearby parking garages will be used, depending on demand at the valet stand.

Board members asked what would stop valet parking employees from parking cars on the street. The response was that such employees would be fired.

Signs facing vehicles at valet stand parking spaces would state that prior to 5 p.m., the zone is 2-hour parking.

Discussion regarding where employees will park. Roseacre indicated that paid parking would be provided, and audience member expressed doubt that any employees would pay for parking.

Patrick Ryan explained that employees will park around La Jolla regardless of existence of valet stand, and the issue is that cars parked by valet will be off the street, in garages that are otherwise not used.

Audience member expressed concern about Athenaeum guests losing parking to the valet stand.

Jason Peasley stated that parking in La Jolla after 5 pm is not as impacted as the discussion would suggest.

Mary Soriano pointed out that a food hall is proposed for the U.S. Bank, and that the valet stand may hurt parking for a future food hall.

Motion to approve 2 parking spaces for valet zone:

Motion: Mary Soriano

Second: Dave Abrams

Discussion: Tom Brady expressed support for 2-3 spaces but stated that 4 is too many.

Mike McCormack supports 3 spaces to allow valet parkers to move cars while a car or two waits, thereby avoiding the situation where cars block the street.

Vote: 3-5-1. (Motion fails) (Patrick Ryan abstained)

Motion to approve 3 parking spaces for valet zone:

Motion: Tom Brady

Second: Bill Podway

Vote: 5-3-1. (Motion passes) (Patrick Ryan abstained)

Agenda Item #3: Muirlands Middle School pedestrian safety.

Presented by: Shauna Wills.

Muirlands Middle School recently worked with Circulate San Diego to come up with solutions to traffic & pedestrian safety concerns. Coming to T&T regarding possible improvements to pedestrian safety during student drop off and pick up. Currently 3 school staff and 2 community volunteers are assigned to help control the scene, which is chaotic. Idea #1 is to convert crosswalk at Nautilus & Ave. Mirola into a “pedestrian scramble.” This would allow pedestrians to cross straight or diagonally while all vehicle traffic is stopped. It can be timed so that it’s in effect only during certain times, i.e., student drop off and pick up times.

The pedestrian scramble idea is currently under consideration at the city’s traffic engineering department. Similar pedestrian scramble near SDSU reportedly cost \$40K. This is not on the agenda, so no vote is appropriate.

Idea #2 is to move the bus loading/unloading zone on Nautilus. The bus zone is currently on Nautilus, just west of Ave. Mirola. Many cars transporting students from upper reaches of Mt. Soledad drop off students on Nautilus, just east of Ave. Mirola. The proposal is to move the bus zone to the east side of Ave. Mirola. That would open up Nautilus west of Ave Mirola to private cars dropping off students.

Idea #3 is to add stop signs on Nautilus at Ave. Manana. This was presented as a “back-up” option after Circulate San Diego meetings. It should be submitted to the city for consideration. Note that stop signs generally aren’t appropriate for traffic calming, but for right-of-way.

Discussion regarding bus zone. Safety is improved if private cars pull over to drop off students after passing the traffic light, and are able to wait for red light to stop downhill traffic to allow a safe pull-out.

Motion to recommend moving bus zone:

Motion: Ross Rudolph

Second: Dave Abrams

Vote: 9-0 in favor.

Agenda Item #4: Torrey Pines Road Guardrail Project.

Item #4 was not discussed because the board's time to use the meeting room expired. This item will be added to the agenda for February 17, 2026, meeting.

Agenda Item #5: Temporary Speed Bumps.

Item #5 was not discussed because the board's time to use the meeting room expired. This item will be added to the agenda for February 17, 2026, meeting.

Meeting adjourned at 5:35 p.m.

Next meeting – February 17, 2026.

Respectfully submitted: Erik Gantzel, Chairperson