

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting, February 17, 2026

Members Present:

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

Approve January 2026 Minutes:

Motion to approve the January 2026 minutes as written.

A correction was noted regarding the Valet Parking Zone vote at 776-6 Girard Avenue: a motion for two parking spaces failed, a subsequent motion for three spaces passed 5-3-1.

John Bauer abstained as he was out of the country during the January meeting.

First: Bill Podway

Second: Patrick Ryan

Vote: Approved 9-0 with abstention

Abstain: John Bauer

Chairperson's Report:

Muirlands Middle School Update: The city rejected the previously discussed pedestrian scramble but agreed to implement four pedestrian safety improvements at this intersection:

- Extended pedestrian walk signal interval to allow students more time to cross — expected within 90 days (programming change only)
- Leading pedestrian intervals — will give pedestrians a head start before vehicle traffic is released
- Illuminated no-right-turn sign — similar to those on Girard/Torrey Pines, activates when pedestrian walk sign is on; special order, no timeline confirmed
- Yellow crosswalk paint to replace faded existing markings — expected within 90 days
- Accessible Pedestrian System — audible notification when pedestrian button and walk sign activate; no timeline confirmed

Muirlands Middle School – Bus Drop-Off Zone: The city is in meetings with Muirlands Middle School officials to implement the previously discussed bus drop-off zone on Nautilus. The chair noted this isn't a complex lift and a timeline is not yet available.

Tour Bus Parking Zone – Scripps Park / Coast Boulevard: A new tour bus parking zone is coming soon adjacent to Scripps Park on Coast Boulevard. The zone was requested by park rangers who observed tour buses idling near restrooms or parking in unsuitable locations. Traffic Engineering approved the concept. Details on exact placement, signage, number of spaces, and whether existing parking will be displaced are not yet confirmed. The chair noted this decision was made without board input and may warrant discussion at the La Jolla CPA.

A board member raised the question of whether commercial tour operators should bear the cost.

Commercial Film Shoot – Coast Boulevard near MCASD: A commercial is scheduled to film all day (6 AM–8 PM) on Coast Boulevard behind the Museum of Contemporary Art, with multiple production trucks parked on Coast Boulevard and brief traffic stops for equipment and crew movement.

Originally scheduled for Monday, March 23; a last-minute notification indicated it is likely to be pushed to Thursday, March 26.

Comprehensive Speed Management Plan – February 2026: The City of San Diego released its 135-page Comprehensive Speed Management Plan this month. Speed limits are scheduled to be reduced on certain streets within safety corridors, high pedestrian/bicycle activity corridors, business activity districts, and school zones. The chair flagged an inconsistency between two lists in the plan (Attachment S vs. the series of tables), making it unclear which streets are definitively slated for reductions. Streets of local interest noted include Nautilus Street (currently 40 mph above Muirlands Drive), Loy Boulevard south of Colima, and Pearl Street.

A board member suggested inviting a city representative to explain the plan to the community.

Draft Speed Management Plan

<https://sandiego.hylandcloud.com/211agendaonlinecomm/Documents/ViewDocument/30055%20-%20Comprehensive%20Speed%20Management%20Plan%20Draft%20020326%20ALL.pdf.pdf?meetingId=6871&documentType=Agenda&itemId=255686&publishId=1064294&isSection=false>

Public Comments (Non-Agenda Items):

COMMENT 1: Tom Fetter – Country Club Heights / Country Club Drive Safety & Development

Background

Tom Fetter, a resident of Country Club Heights since 1962, presented concerns about the safety of Country Club Drive, a roughly 20-foot-wide road with no sidewalks that serves as the sole access and egress for approximately 250 homes (an estimated 500+ vehicles). The road narrows to effectively one lane in sections where street parking eliminates through-traffic clearance, creating hazardous conditions at the steep lower section where pedestrians and cyclists also travel.

Development Concern

A development application filed with the city in July proposes to demolish the historic Copley Mansion (approximately 7 acres at 7007 Country Club Drive) and construct 13 new homes averaging 12,000–13,000 sq. ft. each. Access would be via an existing private driveway already serving approximately nine homes. Tom estimated this would add approximately 39 vehicles, further straining the already constrained single access road. He requested the Traffic and Transportation Board recommend to the Development Permit Review (DPR) board that traffic impacts be seriously considered before any approvals.

Fire Safety Concerns

Following the Pacific Palisades fires, the San Diego Fire Department has conducted a fire risk assessment of Country Club Heights, which sits adjacent to a 42-acre natural park and an 11-acre perpetual natural vegetation reserve on the windward side, as well as a steep hillside adjacent to I-5. The fire department is pursuing city council action to exercise a 30-day notice provision from a 1982 agreement with Doug Manchester to remove locked gates on Upper Hillside Drive, which was built to city specifications as part of that agreement and is shown on city maps. The intent is to open this route as an emergency egress.

Board Discussion

Board members raised concerns that opening the Upper Hillside Drive gate without first improving the narrow lower section of Country Club Drive could be dangerous, routing additional traffic through an already inadequate bottleneck. A suggestion was made to evaluate a gate at the far end of Country Club Drive near Fairway as a potential emergency egress alternative.

The chair noted this topic may be brought back as a future agenda item and may be raised with the La Jolla CPA.

COMMENT 2: Mike McCormick – Bicycle Mirrors and Road Safety

Mike observed that the proliferation of e-bikes and e-motorcycles has changed the dynamics of cycling on La Jolla streets, yet cyclists are not required to use mirrors. He described two instances on his drive along Torrey Pines Road: a cyclist without a mirror merging from a designated bike lane into a car lane amid backed-up traffic near the guardrail project, and two young cyclists riding without mirrors. Mike argued that mirrors are an essential safety tool when cyclists need to merge into high-speed traffic lanes and called for cyclists to adopt mirror use as a best practice, connecting this to the broader safe streets conversation.

He also noted that the city's Comprehensive Speed Management Plan appeared to overlook La Jolla Shores Drive — a high-pedestrian corridor with families, children, and equipment — as a candidate for speed reduction to 15–20 mph. He stated he would raise this in a city call the following day.

COMMENT 3: Yield Sign Concern on Hillside Drive

On behalf of Susan McCain, the chair relayed a concern about a yield sign recently installed on Hillside Drive where the road forks at the junction of Amalfi, Sierra and Hillside Drive (just off Torrey Pines Road).

Susan reported that the current placement makes it impossible for drivers to see approaching vehicles from certain directions due to brush and terrain. She requested that a yield sign be added facing drivers coming up Amalfi to warn them of vehicles approaching from the other fork.

A board member confirmed the intersection is hazardous for cyclists as well, noting it requires acute awareness due to unexpected vehicle arrivals. The chair agreed to connect Susan with the board for follow-up.

Action Item – Agenda Item 1: Concours d'Elegance – Temporary Street Closures and No-Parking Zones

Request for approval of temporary street closures and no-parking zones associated with the La Jolla Concours d'Elegance event.

Requestor: Kevin (Concours d'Elegance representative)

Event Overview

The Concours d'Elegance is a multi-day automotive event centered around Scripps Park, presented by events.com (which acquired the event from the La Jolla Historical Foundation). The event is partially open to the public with a ticketed component and is described as the second-largest event of its kind nationally. The 2026 event, including set-up and take-down, will run Wednesday, April 22 through Sunday, April 26.

Street Closures and No-Parking Requested

- No-parking zones on Coast Boulevard and adjacent streets: Wednesday through Sunday
- New tour stop closure: Churchill Street, Prospect Street, and Cave Street
- Porch display on Prospect Street (near Sotheby's): Saturday only; no street closure required, parking impacts included in permit

No changes from the prior year's setup. The event organization has streamlined enforcement procedures, prioritizing vehicle-owner contact and delayed towing over immediate removal.

Vote

First: Tom Brady

Second: Bill Podway

Vote: 10-0 in favor of approval

Action Item – Agenda Item 2: Pedestrian Safety Improvements – Eads Avenue and Pearl Street

Request to recommend specific signal timing changes at the intersection of Eads Avenue and Pearl Street to improve pedestrian safety.

Requestor: John Bauer

Original Proposals

John proposed three changes based on real-world experience at this intersection and data from San Francisco and Del Mar red light/speed camera studies:

- Longer yellow light: Extend the duration of the yellow signal phase before red; San Francisco research showed this reduces pedestrian incidents.
- Immediate pedestrian crossing activation outside peak hours: When the walk button is pressed during non-peak hours, the pedestrian signal activates promptly rather than waiting a full cycle.
- Leading Pedestrian Interval (LPI): Walk signal activates 3 seconds before vehicle greens, giving pedestrians a head start into the crosswalk before cars begin moving.

Board Discussion

Board members broadly supported the intent but raised concerns about unintended consequences of specifying signal timing changes without input from Traffic Engineering. It was noted that the four signalized intersections on Pearl are likely coordinated, meaning changes at one affect the whole corridor. T

The recent Nautilus submission was cited as a model — the board submitted goals, and the city responded with four feasible improvements.

Patrick Ryan suggested framing the request around desired outcomes (allowing pedestrians more time, reducing vehicle/pedestrian conflicts) rather than prescriptive methods, leaving Traffic Engineering to identify compliant solutions.

John agreed to this approach.

Amended Motion

The action item was amended from specific signal changes to a motion to submit a letter to Traffic Engineering requesting a dialogue on pedestrian safety options at Eads and Pearl, stating goals rather than specifying methods.

Vote

First: John Bauer

Second: Dave Abrams

Vote: 10-0 in favor

Discussion Item – Agenda Item 3: Torrey Pines Road Guardrail Project – Traffic Control Plan Review

Presenter: Kathleen (community reviewer) and Erik Gantzel

Project Status

The traffic control plan has been reviewed and stamped by a licensed engineer. Construction is still in the bid process — no contractor has been selected yet, though funding is confirmed and expected to be fully secured before work begins. The project remains on track for a Q3 2026 start (July–September). Nighttime construction hours will be 9 PM to 5 AM.

Key Traffic Control Plan Details

- The right-hand (north side) sidewalk will be closed between Coast Walk and Prospect for the duration of the project.
- A water-filled barrier will be placed in the bike lane on the downhill (south) side of Torrey Pines Road, beginning just before the sidewalk ends north of the HAWK crossing. This creates a protected walkway for pedestrians in lieu of the closed sidewalk.
- Pedestrians will be directed to cross at the HAWK crossing (installed at the board's prior request) to access the protected walkway uphill.
- The uphill right turn lane approaching Prospect will be eliminated for the full duration of construction.
- During nighttime construction, the right uphill traffic lane will also be closed, leaving one lane for uphill traffic between Coast Blvd and Prospect; mobile lit units will be deployed.
- The existing bike lane on Torrey Pines Road will be closed during construction. Cyclists will need to ride in the vehicle travel lane.

Board Concerns and Requests

- Bike lane closure signage location: The sign closing the bike lane should be moved closer to the Prospect Street intersection so cyclists can make an informed decision about alternate routes before they have already passed their last turnoff. As currently placed, a cyclist would have already passed Prospect by the time they see the closure sign.
- Water barrier width: The 5-foot-wide protected pedestrian path created by the water barrier may be insufficient given that cyclists will also likely use it (despite being directed to the travel lane). Adding one foot of width was suggested.
- Coast Walk concerns: Residents of Coast Walk expressed significant concern about increased vehicle diversion onto their dead-end street as traffic backs up on Torrey Pines Road. No additional signage specific to Coast Walk is in the current traffic control plan beyond existing dead-end signs, which are routinely

ignored. Residents requested direct engagement with Traffic Engineering, noting they have never received a site visit despite being the most affected residents.

- Noise: Coast Walk residents requested that the city consider temporary noise abatement barriers, given that construction from 9 PM to 5 AM will have a major impact on homes above the project site for up to 8.5 months. The chair agreed to connect residents with the Traffic Engineering contact.
- Coast Walk road condition: One resident (asphalt industry professional) recommended the city repair Coast Walk potholes and apply a one-inch overlay before construction begins, noting that increased pedestrian and diverted vehicle traffic will make the current deteriorated surface a significant liability.

Community Outreach Plan

The project team will prepare a flyer for broad community distribution prior to construction start. Distribution targets include: local hotels that rent bicycles (including Hotel La Jolla/Hilton), UCSD Guardian newspaper, La Jolla Light and other local media, bike shops, and Bird Rock residents (potential door-to-door).

Board members were asked to review and supplement the outreach contact list.

No vote required. Discussion and coordination item.

Discussion Item – Agenda Item 4: Temporary Speed Humps – La Mesa Pilot Program

Presenter: Erik Gantzel

Overview

The City of La Mesa is piloting a program using temporary, prefabricated rubberized speed humps (also marketed as "speed cushions") on residential streets near City Hall (Date Avenue). These are installed without permanent asphalt work, can be tested for effectiveness, and removed easily if results are unsatisfactory. Racine, Wisconsin has also implemented a similar pilot program.

Rationale for La Jolla

There are multiple locations in La Jolla where residents have sought speed humps for years. The standard process requires a 75% resident petition, city approval, and permanent asphalt installation — which is costly, slow, and irreversible.

Temporary humps could allow effectiveness testing before committing to permanent infrastructure. The chair noted that speed humps on Linda Rosa Street in Bird Rock were installed years ago but later removed after they redirected traffic onto parallel streets rather than reducing overall speeding.

Board Discussion

- **Cost:** Prefabricated humps may have similar installation costs to permanent asphalt ones, since crew mobilization and signage are required either way. Patrick Ryan flagged this and noted the noise issue: prefabricated humps that are not bonded to the road surface produce a loud clacking sound with each vehicle pass, which may be unacceptable in residential neighborhoods.
- **Community funding:** A board member raised the possibility of community-funded installation via approved third-party vendors, referencing a prior conversation about streamlining this process (also relevant to the speed-indicator sign installations on La Jolla Scenic South and Prestwick). The process for community-funded city infrastructure is not clearly defined and was flagged as worth clarifying.
- **Fire department opposition:** The chair noted that fire department objections have been a recurring obstacle to permanent speed humps, though designs with a center gap (allowing fire apparatus to straddle the hump) have been accepted in some cases (e.g., Draper Street).
- **Petition:** A community member noted that organized homeowner petitions are an effective tool for accelerating city action on speed humps, referencing the multi-year wait on Draper Street as a cautionary example.

No vote required. Chair to follow up with more information on program specifics, costs, and city process.

Meeting adjourned at: Approximately 7:00 PM

Next Meeting: Tuesday, March 17, 2026 — Same location, same time

Respectfully submitted: John Bauer