

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting, May 19, 2026

The Riford Library

7555 Draper Ave La Jolla, CA

Members Present:

Erik Gantzel (Chairperson), BRCC

John Bauer, LJTC

Tom Brady, LJCPA

Bill Podway, LJVMA

Ross Rudolph, LJSA

Mike McCormack, LJSA

Jason Peasley, LJVMA

Patrick Ryan, BRCC

Absent from meeting

Dave Abrams, LJCPA

Mary Soriano, LJTC

Approve March 2026 Minutes:

First: Bill Poway

Second: Tom Brady

Vote: 6-0-2

Abstain: Patrick Ryan and Jason Peasley as they were not present last meeting

Note: Adjustment made to meeting notes to include Mary Soriano as present at March meeting.

Chairperson's Report:

1. Speeding Crisis Across La Jolla The board has been receiving a high volume of speeding complaints from residents across the community. Gantzel characterized it as a widespread problem — not unique to La Jolla but citywide, statewide, and likely national. He noted that a substantial portion of drivers are exceeding posted limits by 10–20 mph. Two key remedies — police enforcement and physical infrastructure — are both effectively off the table for different reasons:

- Police enforcement: The department lacks the officers to dedicate to traffic enforcement, and the board has had little success pushing for it.
- Physical calming (speed bumps, roundabouts, road narrowing): Effective, but the city has no budget to fund them.

2. Tides of Creativity – Urgent Date Change The board had already voted in March to support this La Jolla Shores event. A date change from May 9 to June 20 justifying a formal vote, which Gantzel flagged as an urgent add-on item due to event timing.

Public Comments (Non-Agenda Items):

Comment 1 – Karen (East Roseland Drive area) In 2017, Karen successfully obtained a "no parking / fire lane" designation on one side of her street (identified as East Roseland). However, the enforcement infrastructure has deteriorated: half the required no-parking signs are missing (they must be posted every 100 feet), and the curb has never been painted red. She submitted a request through the city's "Get It Done" app two years ago with no response. Chair Erik Gantzel redirected her toward a formal **Traffic Service Request**, which includes options for specifically requesting curb color and signage issues, and offered to help her submit it or submit it on her behalf.

Comment 2 – Andres (Draper Avenue) Andres, a tennis player at the adjacent rec center, reported two parking spaces on Draper Avenue had been improperly eliminated by overpainted red curbs. Under the California daylighting law, intersections require 20 feet of red curb on the inbound approach only — not both sides. However:

- At Draper near the tennis court entrance, a parking space was eliminated on what he believed was the wrong side.
- At Draper and Genter Street, the curb was painted **40 feet** instead of the required 20, wiping out another parallel parking space.

Costa characterized this as "random acts of idiocy." Gantzel offered to personally inspect both locations and follow up with Traffic Engineering to determine whether the extra painting was intentional or an error.

Comment 2a – Daylighting Law Discussion (Multiple Speakers) This prompted a broader debate. One board member noted that due to the daylighting law, **33 parking spaces** were lost in La Jolla Shores between Princess Street and the Scripps Institution — a significant impact in an area with chronic parking pressure. A physician in attendance asked whether anyone had compiled before/after accident statistics to measure the law's benefit, noting that as a doctor he wanted to see data on lives saved. **Michael Sachs**, president of California Walks, responded that New York City — which inspired the California legislation — found that daylighted intersections reduce accidents by approximately 80% depending on implementation. He pointed attendees to available NYC data. Pedestrian safety was affirmed as the primary rationale, with parking reduction acknowledged as a consequence.

Comment 3 – Mike (Cyclist, Torrey Pines Road) A cyclist described riding on Torrey Pines Road and finding that a recently repaved section had been left without lane markings. On a road where cars regularly travel at 50+ mph, the disappearance of lane lines pushes vehicles into the bike lane. He emphasized that pedestrians are not safe even on sidewalks, citing driveways and cross-streets where cars cut across. He described a near-miss with a head-on collision and stressed that Vision Zero — the city's pedestrian safety program — needs to produce tangible results. Gantzel acknowledged the complaint and noted that the cyclist's issue (Torrey Pines Road lane striping) would also be relevant to a later agenda item about speeding enforcement.

ACTION ITEM: La Jolla Christmas Parade – Request for temporary street and parking closures for annual parade and festival scheduled for December 6, 2026 from 8am until 5pm.

Requestor: Eric Fletcher & Ann Kerr

For more information about the parade go to www.LJparade.com

History & Theme The 2026 parade theme is "*A Village Christmas – Celebrating 70 Years of Tradition.*" Ann provided historical context: La Jolla's first Christmas celebration was in 1922, when Ellen Browning Scripps organized a tree at the Cove. The Rec Center opened in 1923 and became the central venue. After World War II, a man named John Barrymore (president of the La Jolla Historical Society and the International Classic Cars club) revived the parade with decorated classic cars. The event went through various names and interruptions until parents in the village restarted it in 1982. The Foundation was formally incorporated in 2011.

Route & Footprint No changes to the parade footprint, which has remained stable for approximately 20 years.

Key Logistical Change – VIP Vehicle Staging The U.S. Bank parking lot, previously used for VIP vehicle staging (costing the Foundation ~\$1,000/year), is now closed due to construction on the site. VIP vehicles have been relocated to **Silverado Street**, with the same route through the alley behind Chase Bank to merge into the parade. No other changes to the route.

Holiday Festival Relocation Post-COVID, the Festival's Santa visit area had been moved to Wall Street. It is now returning to its original home at the **Rec Center**, running 1–5 PM. The entire back of the Rec Center will be configured as a **German-style Christmas market** with vendors and kids' project displays.

Tow Times

- **8:30 AM:** Towing begins in parade assembly no-parking areas. Ann warned attendees to be out by 8:00 AM, as officers have been known to start issuing tickets at 8:25 AM.
- **11:30 AM:** Towing of illegally parked vehicles begins along the parade route itself.
- The 8:30 AM start time was moved up from the previous 9:30 AM start in a prior year; last year confirmed it at 8:30 AM.
- **Registration** Opened in April. Legacy entrants (kids' floats, returning groups) received a 4-day early registration window. General registration closes **June 24, no exceptions.**

Vehicle Exhaust Concern A resident relayed a request from another community member to reduce exhaust from slow-idling vehicles in the parade, particularly vintage classic cars. Ann acknowledged this is a recurring issue, specifically with the Corvette Club. She described an incident from last year where a hot rod driver (transporting a Navy admiral) kept revving his engine and ran out of gas mid-parade, requiring the admiral to help push the vehicle.



Vote

Motion to approve: Jason Peasley

Second: Patrick Ryan

Vote: 8-0

ACTION ITEM: Concerts by the Sea – Request for the temporary use of parking spaces on Coast Blvd., adjacent to Scripps Park, for concerts to be held in Scripps Park on July 12, 19, and 26, and August 2, 2026.

Requestor: Howard Zatkan

The Concerts by the Sea series was a 40–50 year La Jolla tradition that ended in 2016. Zatkan revived it in 2022.

Format Four Sunday afternoon concerts: three in July, one in August. Concerts run 3:30–5:30 PM. Bands and sound equipment need load-in access from 1:00 PM; spaces are held until 7:00 PM for breakdown.

Parking Request Zatkan requested permission to use **6 designated parking spaces** adjacent to the stage near the Cove for the duration of each concert day. The stage is approximately 30 feet from the load-in area, making proximity critical for heavy equipment. Police department approval is obtained separately.

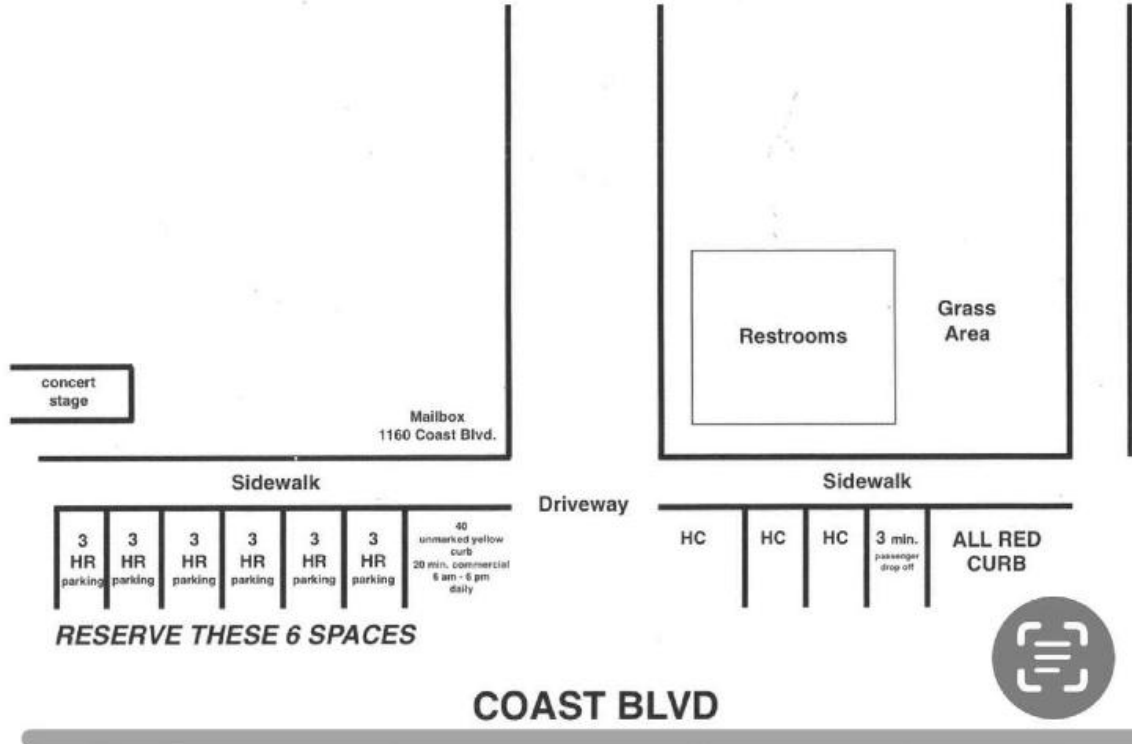
2026 Lineup

- Week 1: Motown band
- Week 2: Beatles tribute (returning from 2025)
- Week 3: Bruce Springsteen cover band
- Week 4: Rolling Stones cover band

It was noted that all bands have been together approximately 20 years, are highly professional entertainers, and consistently draw over 100 dancers per show. The dance area had to be expanded after the first year due to unexpectedly large participation.



La Jolla Kiwanis Concerts by the Sea



Vote

Motion to approve: Ross Rudolph

Second: Jason Peasley

Vote: 8-0

ACTION ITEM: Request for a letter to support a proposal for a Turnaround on Coast Walk – Proposal to reconfigure part of Coast Walk (the street, not the pedestrian path to include a turnaround area for vehicles.

Requestors: Melinda Merryweather

Background – The Physical Problem: Coast Walk is a narrow residential road off Torrey Pines Road that dead-ends at a bluff overlooking the ocean. The road, in many sections, is only 13–15 feet wide — far narrower than its actual right-of-way of 35 feet, much of which has been encroached upon over decades. At the bluff end, there are currently two parking spaces. Visitors who drive to the end and find no turnaround area often attempt to back out onto **Torrey Pines Road**, where traffic moves at 45–50 mph — a genuinely dangerous situation. Melinda requested that one of the two parking spaces be converted into a turnaround area, supported by a petition signed by 12 residents. A city engineering drawing with an \$80,000 budget allocation had apparently been produced approximately 10 years ago but never implemented.

The Legal Complication A neighboring property owner has purchased **six parcels** along Coast Walk, consolidated under an LLC, and is currently **suing the city** to claim ownership of the public right-of-way in front of his properties, across Coast Walk, down the cliff, to the mean high tide line. If he prevails, it would severely constrain the city's ability to maintain or widen the road, reroute the coastal trail, or respond to cliff failures. Brenda Fake argued that the board should send a letter to the city urging it not to give up the public ownership in any settlement. A case management conference (likely a scheduling conference, not a substantive hearing) is coming up in June.

Fire Safety Concern Kristen Churchill has reviewed the lawsuit and noted the property owner is not disputing the public right-of-way on the existing asphalt, but is contesting the total width of the easement. She had personally spoken with the **fire marshal**, who confirmed he will not take fire apparatus (trucks) down Coast Walk in its current state due to the road's width and condition. Cliff rescue operations (helicopters, rope teams) occur roughly once a year. She supported the turnaround as a safety measure but emphasized the fire code minimum of 20 feet of road width as the critical standard, and she personally favors eliminating parking rather than preserving the two spots.

Parking Disagreement Melinda, who fought 40 years ago to create the existing public parking on Coast Walk and considers them an important community asset, disagreed with eliminating both spaces. She proposed retaining one space while using the other for the turnaround. The board ultimately agreed that the question of how many spaces to retain was a design matter best left to city engineers rather than a condition of the board's vote.

Board Discussion Summary

- Multiple residents confirmed the turnaround is urgently needed; the problem worsens significantly in summer months.
- The right-of-way litigation should be handled as a separate future agenda item rather than delaying action on the turnaround.
- The board focused its vote narrowly: support the concept of a turnaround, leave design and parking tradeoffs to the city.

Vote

Motion in favor of a turnaround: Ross Rudolph

Second: Tom Brady

Vote:8-0

ACTION ITEM: Tides of Creativity – Request for date change for event and associated parking restriction requests, already approved, – from May 9th to June 20th

Requestors: John Pierce/Erik Gantzel

NOTE: Adding to this agenda: Need 2/3 vote. 8-0 vote passed to add to agenda

This event in La Jolla Shores had been approved by the board in March. The organizer (John Pierce) appeared to request formal approval of a date change from **May 9 to June 20** (the day before Father's Day). The event involves:

- Closing one block of **Avenue de la Playa**
- Keeping open the intersections at Paseo del Ocaso and El Paseo Grande
- Maintaining alley access behind the kayak rental operations so the businesses can continue operating

Police had been briefed and approved the site plan. The board first voted (two-thirds majority required) to add this as an agenda item, then voted to approve the date change.

Vote

Motion to approve: Bill Poway

Second: Patrick Ryan

Vote: 8-0

DISCUSSION ITEM: Traffic Calming on East Roseland Drive – Continuing discussion regarding how to slow down and/or discourage short-cut drivers on East Roseland Drive.

Requestor: Karen Marshall

East Roseland Drive is a residential street that has increasingly become a cut-through route for drivers bypassing congestion on Torrey Pines Road, including traffic from Calle de la Plata to Hidden Valley Road and then to the freeway or Mount Soledad. The problem has worsened significantly since a recent fatal accident closed Torrey Pines Road for several hours, introducing many new drivers to the route.

Resident Testimony

- **Karen (23-year resident):** Described the volume and speed as dramatically worse than when she moved in. She has written to Councilmember Joe LaCava's office requesting permanent closure of the East Roseland/Torrey Pines intersection. She noted cars making U-turns mid-intersection, creating unpredictable hazards. She has tried to personally confront speeders and received hostile responses.
- **Pediatrician neighbor (12-year resident):** Described the problem as three-fold — volume of cut-through traffic, complete disregard for the 25-mph speed limit, and construction trucks narrowing the road to a single lane. Yesterday he had a near head-on collision with a driver going well over the speed limit. He called for speed humps or bumps and police enforcement.
- **35-year resident:** Confirmed the problem has escalated. The recent Torrey Pines Road fatality was a turning point — overnight it publicized the cut-through route to thousands of additional drivers.

Why Prior Remedies Failed

- **Speed humps/road humps:** Rejected by the fire department in 2017. The board noted this review used data from speed sensors positioned near a natural road dip, which artificially suppressed measured speeds. The city agreed to redo the study, but there was no follow-through.
- **No right turn from Torrey Pines onto East Roseland:** Rejected by residents at that intersection who would face significantly longer trips to access their homes.
- **No left turn onto East Roseland from westbound Torrey Pines, just past the top of Calle de la Plata:** Proposed during the meeting as a way to reduce traffic coming from La Jolla Shores; not yet formally explored.

New Option: Speed Lumps One board member introduced the distinction between **speed humps** (rejected by fire) and **speed lumps** — narrower, channel-shaped devices that allow wide emergency vehicles to straddle them while still forcing passenger cars to slow down. Cost is approximately \$3,000 per lump. The City of San Diego's own Traffic Calming Program documentation lists speed lumps as an approved

measure with roughly 27% speed reduction. Crucially, the board noted that **speed lumps are already in place on Draper Street** between Genter and Nautilus — installed by the city. The fire department's 2017 rejection predates this option or may not have considered it.

Key Suggestion on Google Maps / Waze An attendee pointed out that much of the increased volume is algorithmically driven — Waze and Google Maps route drivers through East Roseland because it is genuinely faster. The best long-term solution is making the road slower in practice so the algorithm stops recommending it, not signage alone (which apps ignore). Physical calming measures would accomplish this.

Board Outcome The board agreed to bring this back next month as a formal **action item**, focused specifically on **traffic calming measures that can pass fire department review** (i.e., speed lumps rather than humps), keeping it narrowly scoped to maximize the chance of approval. Chair Gantzel cautioned against bundling multiple proposals (no left turn, street closure, speed lumps) into a single request, as this would likely doom the effort.

DISCUSSION ITEM: AB 645 – Discussion of pilot program involving the use of speed cameras to issue “speed tolls” to registered owners whose vehicles are observed speeding.

Requestor: Mike McCormack

What AB 645 Does Signed into law in October 2023, effective January 2024, AB 645 authorizes a pilot program for automated speed cameras in six California cities: Los Angeles, San Francisco, Oakland, San Jose, Long Beach, and Malibu (added via SB 1297, which specifically addressed state highways like PCH that cities don't control). The program runs through 2032.

How the Cameras Work

- Cameras photograph only the **rear license plate** of speeding vehicles — no facial recognition, no front-of-car imagery.
- Citations are civil infractions, not criminal violations.
- **No DMV points** assessed. **No insurance reporting.**
- Fines scale by speed over the posted limit: \$50 (11–15 mph over), \$100 (16–25 mph over), \$200 (26+ mph over), \$500 (100+ mph over).
- Income-based fine reductions are available for lower-income drivers who petition.
- Revenue generated must be directed back into traffic calming infrastructure within the city.
- Strict data retention limits and public use policies are required.

Early Results

- **San Francisco:** In the first month of operation, 13 cameras (out of 33 planned) recorded **31,000 violations** while still in the warning phase (no fines issued yet).
- **Philadelphia** (a longstanding program): Speed cameras on Roosevelt Boulevard reduced speeding at camera locations by **95%**, fatal and serious injury crashes dropped **21%**, crashes involving pedestrians fell nearly **50%**, and the program is estimated to have saved approximately one life per month.
- **New York City:** The original inspiration for California's legislation; daylighted intersection + camera data consistently cited as reducing accidents significantly.

Why San Diego Is Not Participating Two structural barriers were identified:

1. **San Diego TRUST Ordinance** (Article 10, Municipal Code – Transparent and Responsible Use of Surveillance Technology): This ordinance explicitly prohibits the use of ALPR (Automated License Plate Reader) technology for traffic enforcement. Ironically, the same technology is approved for criminal surveillance via Flock cameras.
2. **Mayor's position:** When raised with the mayor a few months prior, he was reportedly unresponsive, citing concerns about speed cameras from an older generation of technology (1990s programs that did affect driving records and

insurance). The board noted that modern AB 645 cameras are fundamentally different.

It was also noted that Councilmember **Joe LaCava** was reportedly unaware this law even existed when it was raised with him a month ago.

Notably, **Del Mar** — less than five miles from La Jolla — already posts signs reading "speeds monitored by cameras."

Board Debate – Key Points

- **Strong support (Ross, John)** : Called it a "no-brainer." Police can't enforce speed. Cameras work. Revenue cycles back into safety infrastructure. Anything is better than the status quo.
- **Concern about "pay-to-speed" (Patrick, Tom)**: Without DMV points or insurance consequences, wealthy drivers can simply absorb fines as a cost of speeding. In countries with effective speed camera programs (Australia, UK, Denmark), fines are tied to license points or scaled to income, creating equal deterrence across socioeconomic levels. Patrick raised the concern that La Jolla — one of the wealthiest ZIP codes in the country — could end up with a de facto "pay-to-speed" program for Ferrari owners.
- **Counter-argument**: AB 645 does include income-based fine reductions. Police can still issue point-bearing citations to drivers they physically observe. The perfect should not be the enemy of the good. Any deterrence mechanism is preferable to none.
- **TRUST Ordinance workaround**: Board members noted that if San Diego joins the state pilot program, state law likely supersedes the municipal ordinance. The city may need state legislative allies (Assemblymember Tasha Boerner, Senator Catherine Blakespear) to push San Diego's inclusion. SB 720 (signed last year) was also mentioned as broadening the program's scope.
- **Camera placement**: The program targets high-injury corridors, school zones, and documented speeding areas — not highways. Locally relevant candidates mentioned included Torrey Pines Road, La Jolla Boulevard, Nautilus Street (especially the downhill stretch near three schools), Prestwick Drive (where speeds of 70+ mph have been reported), and Via Capri.

Board Outcome Strong consensus to bring AB 645 back as a **formal action item** on a future agenda, with the goal of submitting a formal letter to the city requesting San Diego's participation in the pilot program. The board also discussed whether to separately request that the city address the TRUST Ordinance as a prerequisite.

Meeting adjourned at: 6:00pm

Next Meeting: Tuesday, June 16, 2026 at 4pm — La Jolla Library

Respectfully submitted: John Bauer