

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting, August 18, 2026
The Riford Library
7555 Draper Ave La Jolla, CA

Members Present:

Erik Gantzel, Chair, BRCC
David Abrams, Vice Chair, LJCPA
Tom Brady, LJCPA
Patrick Ryan, BRCC
Jason Peasley, LJMVA
Ross Rudolph, LJSA
Mike McCormack, LJSA
Mary Soriano, LJTC

Members Absent:

Fatimeh Muhareb, LJVMA

Approve July 2026 Minutes:

First: Patrick Ryan

Second: Dave Abrams

Abstain: Jason Peasley, Tom Brady & Erik Gantzel, not present at July meeting

Vote: 5-0 Minutes approved

Chairperson's Report:

[Torrey Pines Road Guardrail Project](#)

The City has advised that the construction phase will not start prior to October 2026.

[John Bauer has left the T&T board.](#) A new representative from La Jolla Town Council is pending.

Public Comments (Non-Agenda Items):

[La Jolla Shores Assn.](#)

Janie Emerson of LJSA noted that the monthly LJSA meeting will be held tomorrow at 6 pm at the Martin Johnson House, Scripps Institution of Oceanography. She encouraged interested La Jolla residents to attend.

[MTS Bus Occupancy](#)

Michael Sacks reported that he took the bus to the T&T meeting, and the bus was full. He noted that full buses equate to less car traffic.

Speeding on Torrey Pines Road

Parnaz Seddighrad commented on cars speeding in the vicinity of the 2600 block of Torrey Pines Road. The issue was to be on the agenda for today's meeting, but was inadvertently omitted by the chairperson. This area of Torrey Pines Road has been the scene of serious accidents due to excessive speed, and it will continue to see serious traffic accidents unless something is done to address the speeding problem. She is hoping the T&T board and the City will support enforcement and/or traffic calming measures. This issue will be on the agenda for the next T&T meeting.

Speed Enforcement Cameras

Mike McCormack commented that the City should take steps to be included in the State's speed camera enforcement pilot program.

Cars and Bicycles – Safe Coexistence

Mike McCormack commented about interactions between cars and cyclists at certain intersections.

1. ACTION ITEM – Trunk or Treat Fall Festival – Request for temporary street and parking closures for event scheduled for October 28, 2026.

Requestor: Lizzet Fitz (La Jolla Presbyterian Church)

Lizzet Fitz explained that this is the second annual Trunk or Treat Fall Festival, and the event footprint and timing are the same as last year. She requested the street closure from 3pm to 8pm. Patrick Ryan asked about City permitting and compliance with advance notice through installation of no-parking signs in advance of the closure, and Ms. Fitz confirmed that she was working with the City and already acquired the required no-parking signs. She also confirmed that the two other businesses fronting the section of street that will be closed - Orli Hotel and La Jolla Women's Club - support the event.

Motion by Patrick Ryan to recommend approval of the requested street closure.

2nd: Ross Rudolph

Vote: 8-0 in favor.

2. ACTION ITEM: East Roseland Drive Traffic Calming – Request for speed lumps or similar structures and a 15 mile-per-hour speed limit

Requestor: Riad Mardoum

Dr. Riad Mardoum, a long-time resident of East Roseland Drive, stated that speeding on that road has gotten much worse. He stated that signs stating “drive like your kids live here” seem to cause drivers to drive even faster. He has collected signatures from

approximately 90% of East Roseland Drive residents, supporting the installation of “speed lumps” or “speed cushions,” as well as lowering the speed limit to 15 MPH. He noted that the sharp curve on East Roseland Drive currently has a sign stating that the speed limit through the curve is 10 MPH. He requests a total of 4 or 5 speed lumps/speed cushions along the length of East Roseland Drive.

Regarding the City’s past denials of speed bump/road hump requests, Dr. Mardoum referenced a City publication which states that speed lumps are compatible with emergency vehicle responses. There was a discussion regarding whether the SDFD would agree that speed lumps could be installed on East Roseland Drive, with some audience members asserting that the City’s guidance assured that speed lumps would be acceptable, while board members noted that the city’s guidance is general and doesn’t indicate that approval is likely.

Dr. Mardoum also discussed the possibility of adding a stop sign to slow traffic, but he is not proposing one to the T&T board today. Patrick Ryan pointed out that stop signs are generally not designed to slow traffic, but instead to control right-of-way at intersections.

Motion by Ross Rudolph to recommend that the City add speed lumps and lower the speed limit to 15 mph.

2nd: Tom Brady

Vote: 8-0 in favor

3. ACTION ITEM: Traffic Calming on Prestwick Drive and Calle del Oro.

Requestor: Laura Eaton

Prestwick resident Laura Eaton presented a proposal to add a speed lump on the 8500 block of Prestwick Drive and two speed-displaying (aka v-calm) signs on Calle del Oro. Specifically, one speed-displaying sign facing uphill traffic between 2471 and 2485 Calle del Oro, and the other sign facing downhill traffic across from 2595 Calle del Oro. She also noted that she is pursuing a stop sign at Prestwick and Glenwick Place, but that she is not asking LJT&T to review it at this time.

Ms. Eaton noted that Prestwick Drive and Calle del Oro consist of approximately 1.6 miles of road with no stop signs and no crosswalks. This section of road is a popular bicycle route, and it also features heavy pedestrian traffic at the far east end during soccer season at Allen Field, and on Calle del Oro during busy days at La Jolla Shores beach. Further, large sections of Calle del Oro have no sidewalks, so beach parkers are forced to walk in the street while cars speed by in both directions.

Ms. Eaton shared speed data gathered by SDPD “speed trailers” along Prestwick Drive. This data reflects that during a one-week period in May 2026, over 700 drivers exceeded 40 mph, while 244 drivers exceeded 45 mph, 80 exceeded 50 mph and 20 exceeded 60 mph.

Mike McCormack noted that speed humps are very effective at slowing traffic along Pico St in Pacific Beach. He noted that those speed humps do not feature gaps that allow cars and emergency vehicles to straddle the humps, and he urges installation of the same variety of humps elsewhere.

Michael Sacks noted that people drive fast because the road is wide and straight, and that narrowing the road is more likely to slow traffic. Other commentators agreed but noted that such changes are too costly to be installed in the foreseeable future.

Ms. Eaton has not yet circulated a petition to neighbors along Prestwick, but she will do so. There was some discussion regarding how many signatures are needed, and how far from the speed lump would be considered “affected” by the speed lump, and the consensus among commentators is that the petition should be circulated among those who live in close proximity to the speed lump, not all residents of Prestwick, and not residents or other streets in the area. It was noted that a petition is not needed for speed-displaying signs.

Motion by Patrick Ryan to recommend installation of the requested speed lump upon Ms. Eaton’s submission to T&T, a completed petition form, and also to recommend installation of the two speed-displaying signs on Calle del Oro. Ms. Eaton will submit the completed petition to T&T chairperson.

2nd: Tom Brady

Vote: 8-0 in favor

4. ACTION ITEM: Fay Avenue Bike Path / Alta Way

Requestor: Debbie Adams

Debbie Adams, who helps maintain the Fay Avenue bike path and its extension to Camino de la Costa, explained that the City of San Diego has determined that the path between Via del Norte and Camino de la Costa does not meet the criteria for a Class 1 bike path. The path in question runs behind Via del Norte Park and La Jolla United Methodist Church and through the church parking lot before crossing La Canada and continuing along a City easement known as Alta Way. The path terminates at Camino de la Costa, where City-installed signs and road paint indicate that the path is a formal bike path. The City plans to remove these signs and road paint because they are inconsistent with the path’s actual status. Signs also currently indicate that the bike route turns on Camino de la Costa to Beaumont Street, which ultimately intersects the Fay Avenue bike path at Via del Norte. Beaumont Street is the formally-recognized bike route between Camino de la Costa and Via del Norte, so signage should direct bicyclists to that route.

Furthermore, the City will replace a stop sign that previously faced the southbound Fay Avenue Bike Path where it meets Via del Norte.

Board and audience members discussed the nature of the easement known as Alta Way, and whether the changes to the bike path could result in the easement being vacated, with the land where the path sits then becoming part of the private lots on either side of the path. Ms. Adams stated that the land is City property and would not become private property due to the bike path-related changes.

Kathleen Neil and Patrick Ryan discussed whether the path in question is included in the City of San Diego's Bicycle Master Plan Update. Upon reviewing the City's website regarding the update, they reported that the path is not referenced in the plan. Thus, the update apparently recognizes that the path is not technically a bike path.

Motion by Dave Abrams to support the City's planned removal of bike path-related signs and road paint along the section of path that does not meet the criteria for a bike path.

2nd: Ross Rudolph

Vote: 7-0-1 in favor. (Patrick Ryan abstained.)

5. ACTION ITEM: No Left Turn from Little Street onto Torrey Pines Road

No presenter/requestor appeared at the meeting, so the no-left-turn issue was not discussed.

6. DISCUSSION ITEM: The Bishop's School Student Parking Proposal

Presenter: Hritika Hosalkar

Ms. Hosalkar, a sophomore at The Bishop's School, noted that while Bishop's administrators support her parking proposal, she is presenting it only on her own behalf. She explained that student parking is an issue because a majority of Bishop's families (67%) live outside La Jolla and commute into the community every day. That amounts to approximately 536 students. Walking or biking to school is not an option for these students. About 20% of the student body receives financial aid and many families make significant financial sacrifices to send their children to the school. The fact that Bishop's is a private school should not automatically disqualify students from the proposed parking arrangement.

Ms Hosalkar provided information regarding how and where Bishop's students park, explaining that most of the spaces in the Bishop's parking garage are reserved for staff, with only small number of spaces reserved for students (seniors) who obtain permits through a lottery. Thus, the vast majority of Bishop students who drive to school park in public parking spaces in the vicinity of the school, and many of those spaces are time-limited. Students who park in time-limited spaces must leave campus throughout the morning and afternoon to move their vehicles before citations are issued, creating extra traffic in the area. Students often exchange parking spots with friends or search for

newly available spaces, creating a cycle of traffic and congestion. Her proposed permit system does not create new demand for parking, as Bishop's students already occupy these spaces today.

The proposed solution to the Bishop's student parking situation is a school-issued parking placard system that grants students an exemption from timed parking restrictions during school hours. Students would purchase a semester-based parking placard through Bishop's, with 100% of placard proceeds being transferred to the City. The placards, registered with the City, would be valid 8 am – 2 pm, Monday – Friday, August – May, i.e., when school is in session. Regular parking turnover would proceed after 2 pm, preserving customer access during many peak commercial periods. The locations proposed for inclusion in the program are Draper Ave. between Silverado St. and Pearl St., Eads Ave. between Kline St. and Pearl St., Cuvier St. between Prospect St. and Pearl St., and Silver St. between Draper Ave. and Eads Ave. These streets feature some parallel parking without marked or defined spaces, but it is estimated that the area to be included in the program has 195–235 parking spaces

Regarding the financial impact of the proposed parking program, Ms. Hosalkar explained that Bishop's has a total enrollment of 405 sophomores, juniors, and seniors, and that approximately 70% of these students – 285 students – drive to school. If, for example, students are charged \$500-\$750 each semester, that would amount to \$285,000 - \$427,500 in revenue annually. These funds could be used to repair potholes, streetlights, and other road infrastructure in La Jolla, thereby benefitting all of La Jolla, not just Bishop's and its students.

Meeting attendees compared the proposed system to resident parking systems in San Diego and Los Angeles. Kathleen Neil noted that such systems in San Diego, particularly in North Park, have been plagued by problems. Meeting attendees also pointed out that revenue from the proposed system would likely end up in the City's general fund, not directed to projects in La Jolla. There was also a discussion regarding nearby businesses and their employees and customers who use time-limited parking in the proposed zone.

Patrick Ryan calculated the rough monetary value of the 235 parking spots in the area covered by the program: Assuming the parking spaces are worth approximately \$2 per hour and used by students 6 hours per day for 200 days per year, the value would be over \$500,000 per year.

Mary Soriano pointed out that parking garages throughout La Jolla are underutilized, and it might be worthwhile for Ms. Hosalkar to approach a parking management company like Ace regarding a possible parking arrangement for Bishop's students.

7. DISCUSSION ITEM: Election of Officers - Chairperson, Vice Chairperson and Secretary.

Requestor: Erik Gantzel

At the July 21 meeting, Erik Gantzel was nominated for Chairperson, Dave Abrams was nominated for Vice Chairperson, and Fatmeh Muhareb was nominated for Secretary. **MOTION** by Ross Rudolph to accept the slate of Officers

2nd: Tom Brady

Vote: 8-0 in favor.

Meeting adjourned at: 6:10pm

Next Meeting: Tuesday, September 15, 2026, at 4pm — La Jolla Library

Respectfully submitted: Erik Gantzel