

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting, September 15, 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

Members Absent:

Fatimeh Muhareb, LJVMA
Mary Soriano, LJTC

Approve August 2026 Minutes:

First: Patrick Ryan

Second: Tom Brady

Vote: 6-0 Minutes approved (Mike McCormack not present for vote)

Chairperson's Report:

[**Torrey Pines Road Guardrail Project**](#)

No update from the City, but Kathleen Neil noticed that physical survey stakes have been placed along the edge of the existing sidewalk.

[**Fatal accident on Torrey Pines Road.**](#)

Yesterday's fatal car crash on Torrey Pines Road between Prospect and Coast Walk reportedly involved a driver attempting a U-turn on Torrey Pines Road. If that attempted U-turn caused the crash, it's not clear what, if anything, can be done to the road to prevent drivers from repeating the action. If anyone has ideas, we would be happy to hear them at future meetings.

[**Fatal e-bike accident in Pacific Beach.**](#)

The recent e-bike accident involved a 14-year-old boy. Boys that age are not known to exercise good judgment, so it's up to adults, including parents, to try setting guardrails to prevent e-bike accidents.

[Potholes and poor street conditions.](#)

The board has received requests regarding potholes and cracked pavement on streets throughout La Jolla. This is a city-wide problem and everyone who uses the roads should be familiar with it. LJT&T is not the place to come for help filling potholes. The Get-It-Done app should be used to report potholes, as the problem is too widespread for LJT&T to address any particular pothole or other street condition problem.

Public Comments (Non-Agenda Items):

[Fred Duval regarding Virginia Way.](#)

Virginia Way resident Fred DuVal addressed speeding on Virginia Way and the high volume of traffic during rush hour due to drivers bypassing Torrey Pines Road. San Diego Mayor Todd Gloria recently visited the street to observe the volume and speed of traffic. A roundabout is approved but the City doesn't have the funds to build it. Road humps may be the solution. LJT&T agreed to provide Mr. DuVal with a copy of the City of San Diego's road hump petition form, which should accompany any request for road humps.

[Susie McKean regarding yield sign on Hillside Drive at Amalfi Street.](#)

Susie McKean reported that the yield sign on Hillside Drive at Amalfi Street is useless because drivers coming up Hillside cannot see the traffic to which they would need to yield. Stop signs on Amalfi may be a solution. Mike McCormack noted that he treats all intersections as though they have yield signs because he wants to avoid colliding with other vehicles entering the intersections.

[Ian Hambree regarding bicycle safety training by San Diego Bike Coalition](#)

Ian Hambree followed up on the discussion regarding the death of a young e-bike rider in Pacific Beach by noting that the San Diego Bike Coalition offers bicycle training. Kathleen Neil suggested that LJT&T could host such training.

[Mike McCormack regarding plastic speed bumps](#)

Mike McCormack commented that plastic speed bumps being used in La Mesa cost approximately \$4,000 each, and City of San Diego residents may be interested in raising money for them in their neighborhoods and then asking the city for permission to install them. He also encouraged the city to pursue the use of speed cameras authorized by AB645, and issuance of "toll-like" fines against speeders.

[Harry Bubbins regarding efforts to improve safety for cyclists and pedestrians](#)

Harry Bubbins expressed his appreciation and support for efforts to make area roads safer for cyclists and pedestrians.

1. ACTION ITEM – BirdStock – Request for temporary street and parking closures for annual event scheduled for September 19, 2026.

Requestor: Arianna Opsvig

T&T chair noted that the City, after issuing a permit for this event, asked the organizers to present the street closure to LJT&T. Ms. Opsvig explained that the event is scheduled for September 19, and that it will include music, food, children's activities, dog activities, and a skateboard half pipe. Musical performance stages, the halfpipe, and other structures will be set up on LJ Blvd. The street closure will begin at 5 am for setup, and the street will reopen by 11:59 pm. There was a discussion regarding alternate routes during the street closure.

Motion by Tom Brady to recommend approval of the requested street closure.

2nd: Ross Rudolph

Vote: 7-0 in favor.

2. ACTION ITEM: Bikeshare – Request for support of docked bikeshare in San Diego.

Requestor: Ian Hembree and Quincie Bump, San Diego Bicycle Coalition

Mr. Hembree and Ms. Bump described how bike sharing works, generally, and the docked bike sharing program proposed for San Diego. Mr. Hembree stated that at least 403 cities in North America had bike share or scooter share systems in 2025, and that San Diego is the second largest U.S. city (after Houston) without bike sharing. Small communities such as Valentine, NE, Shasta, CA, and Clemson, SC, have bike share programs. Bikeshare in the U.S. is growing, with a 5% increase in trips from 2024 to 2025. Mr. Hembree noted that bike share users report reduced reliance on personal vehicles, and a majority use it to connect to public transit. A study of bike sharing in Dublin, Ireland, revealed that bike sharing increased economic activity, and 70% of businesses stated that bike sharing is good for business; only 20% of businesses reported negative impacts. Studies indicate that bike share users are less likely than private bike users to be injured while riding, and that bike share cities enjoyed lower overall cycling injuries.

Mr. Hembree provided a history of bike and scooter sharing in San Diego, including the Discover Bike docked bike share system. He stated that electric bicycles, additional stations (docks), and lower costs to users (through subsidies) make the current proposal more likely to succeed. Further, bike sharing could help San Diego meet its climate action goals, provide an affordable means of transportation to those who cannot afford or don't have a place to store their own bike, reduces traffic congestion and parking demand, and help expand access to jobs, education, and medical care. Many local organizations support the reintroduction of bike sharing in San Diego. Mr. Hembree noted that San Diego Bicycle Coalition is seeking support for docked bike

share, but that the details of any bike share program, including the location of docking stations, would have to be developed through a collaborative process involving the bike share operator (TBD), local government officials, and other stakeholders.

According to Mr. Hembree, the proposed bike share program would not compete with bike rental shops because bike share provides a single size/type of bike and is targeted towards short rides; bike rental shops typically rent a variety of bikes that are rented for longer periods.

Several issues were raised by board and audience members. One question was how the program would deal with rain or other inclement weather. Bikes can be ridden in the rain, and many bike share programs operate successfully in rainy climates. Another question concerned what a bike share user would do with the bike if they made a stop to shop or carry out other activities during a ride. The answer is that they can park the bike just like any other person using a bike. Also, the bikes are to be available only to adults, and one way to enforce this is by requiring a credit card and a bike share membership to use the bikes. Regarding the Dublin bike share study, a meeting attendee asked what specific concerns were raised by the cited 20% of business owners who reported negative effects. Such details were not available, but it is believed that one concern was the loss of parking from installation of docking stations.

Motion by Ross Rudolph to support the concept of bikeshare in San Diego.

2nd: Jason Peasley

Vote: 7-0 in favor

3. ACTION ITEM: No Left Turn from Little Street to Torrey Pines Road.

Requestor: Susie McKean

The requestor had to depart the meeting prior to this item being called. Patrick Ryan asked whether T&T members were interested in discussing and voting on the no-left-turn proposal despite the absence of the requestor. A discussion was held and it was decided to table the issue because, among other things, there was no information regarding whether residents in the vicinity of the intersection supported or opposed it.

4. DISCUSSION ITEM: Torrey Pines Road Traffic Calming

Requestor: Parnaz Seddighrad

Ms. Seddighrad discussed the speeding problem in the vicinity of 2610 Torrey Pines Road. She explained that she has repeatedly asked the City of San Diego for a traffic study, but a 2017 study indicated (via the so-called 85% speed measurement) that drivers were not driving fast enough to justify traffic calming measures. In 2020, a fatal accident occurred, prompting the City to agree to another study. Ms. Seddighrad is

asking for the City to not focus on the 85% measurement, but instead on how anyone is expected to safely enter or cross Torrey Pines Road. She noted that multiple car crashes have occurred there, including on the Saturday prior to the meeting, and that signage is failing to resolve the problem. Speed enforcement by police is sporadic, at best, and insufficient to deter dangerous speeding. Ms. Seddighrad expressed her concern that area residents, including her parents, will be hit by vehicles speeding past her residence. She also stated that a parking garage in her condominium complex has been closed for years, forcing some residents to park on the east side of Torrey Pines Road. These people risk their lives while crossing Torrey Pines Road before and after their driving trips.

Board members asked Ms. Seddighrad what sort of traffic calming measures she was proposing, and an audience member noted that residents seeking help with speeding problems on their streets generally are not traffic experts, so they should not be expected to know which traffic calming measures are appropriate. Rather, the board should help identify possible solutions and/or ask the city to propose viable options. Board members agreed.

Joaquin Quintero from Council President LaCava's office stated that Ms. Seddighrad's traffic service request is currently under consideration. A board member opined that the only solution to speeding on Torrey Pines Road is police enforcement, but an audience member disagreed, stating that speeding can be successfully addressed through a variety of approaches. Other board members pointed to the need for San Diego to adopt speed cameras authorized by AB 645. Mike McCormack noted that his son recently received an AB 645 speed camera-generated ticket while driving in Oakland.

The board will await the City's action on the pending Traffic Service Request. Depending on the outcome of that process, this issue may be placed on a future agenda.

5. DISCUSSION ITEM: Tour Buses in La Jolla

This item was pulled from the Agenda at the behest of the requestor.

6. DISCUSSION ITEM: Cardeno Drive Traffic Calming.

The requestor did not appear at the meeting, so this item was not heard.

Meeting adjourned at: 5:50 pm

Next Meeting: Tuesday, October 20, 2026, at 4pm — La Jolla Library

Respectfully submitted: Erik Gantzel