

MEETING MINUTES

Pacific Beach Planning Group: Streets and Sidewalks Committee

Date:

Wednesday, December 4, 2025

Time: 6:00 pm (Called to order at 6:03)

Location: PB Taylor Library - Community Room, 4275 Cass Street, San Diego CA 92109

Attendees Board: Ryan Stock, Greg Daunoras, Eve Anderson, Gordon Froehlich
Public: David Cuthell

I. Call to Order and Administrative Items

The meeting was called to order at 6:03 pm. The current agenda was approved unanimously. Introductions were made, including David, who was noted to have attended PB Town Council meetings, is a member of beautifulPB and formerly served on the parking board.

II. Non-Agenda Public Comments

A rumor was shared that people are unhappy with the roundabout because it is "not big enough". The discussion turned to the Bird Rock Maintenance Assessment District (MAD), which charges \$110 annually, noting this is significantly less than the residential garbage pickup fee of \$540. This \$110 data point was considered useful.

III. Parking and Transportation Survey (Follow-up Discussion) (Item 5)

Summary of Discussion:

The committee discussed the follow-up to the digital PB Parking Survey 2025. The survey had previously been sharpened up, and the updated version received **25 additional responses**.

A concern was shared that residential streets adjacent to the business district are not properly considered when setting policy within the business district. Parking meters causing adjacent residential streets to be more heavily parked as a prime example.

Key Decision / Action Items (Informal Movement):

The committee decided to implement a final push for survey responses:

- A **cutoff date for survey responses** was set for **January 25th**. This timing will allow for full results to be prepared for the subsequent Streets and Sidewalks meeting on January 28th.
- The [survey link](#) should be publicized through the Town Council, the Planning Group agenda, the January issue of *PB Monthly*, and the *Beach and Bay Press* to reach residents who do not attend meetings.
 - *Note: This was an informal movement, as Item 5 was not listed on the agenda as an action item requiring a formal motion/vote.*

IV. Ingraham Speed Limits Discussion (Committee Action Item) (Item 6)

Summary of Discussion:

The committee reviewed [current speed limits and collision data \(2015–2022\)](#) along Ingraham Street. Key issues included varying speed limits, signs that are difficult to see, and dangerous speeding, particularly where the road widens near Crown Point. The 35 mph zone was noted to have the vast proportion of accidents, aside from a spike coming over the bridge. A **uniform speed limit of 30 mph** was generally supported, coupled with traffic calming or street design changes.

Key Decision / Action Items (Motion to Full Board):

A motion was developed to bring the following recommendations to the full Planning Board:

1. **Standardize Speed Limits within PB:** Recommend standardizing the speed limits to **30 miles per hour (maximum)** on Ingraham Street (existing **25 mph school speed zones** continue to be adhered to during their operational hours).
2. **Traffic Calming Measures:** Recommend the installation of a **radar speed feedback sign** at the pedestrian crossing at **3888 Ingraham** (at the crossing in front of Bay and Ava complexes) for design to reinforce lower speed limit.
3. **Speed Limit Reevaluation:** Request the traffic division to re-evaluate the 45 mph speed limits in the area crossing the bridge south of Crown Point toward Vacation Isle/Paradise Point, where data indicates a spike in accidents.

V. PB Counts - Info Item (Item 7)

Summary of Discussion:

Beautiful PB released its [2025 traffic study \("PB Counts"\)](#), which was enhanced this year using continuous automated traffic counters. The report is a 60-plus page document available on the beautifulpb.com website. The counters provide valuable data separated by traveler type (pedestrian, car, bike). The equipment was purchased using a County Grant. The counters can be deployed in other locations if private infrastructure (with appropriate height and power access) is available.

Key Findings from Traffic Counter Locations:

- **Shore Club (Ocean Boulevard):** Consistently low car volume, but when pedestrian traffic spikes (e.g., on weekends), people often spill into the road, leading to close calls with cyclists and cars.
- **Felspar and Ingraham (Art Center):** An **alarming number of cars exceed the speed limit**, with some traveling over 50 mph in zones designated for 30 mph (or 25 mph school zones).
- **PB Drive (Marsh/Rose Creek Bridge):** This location sees solid cycling traffic, as it connects to the boardwalk. The study recommends removing the limited parking on the marsh side to install a **bi-directional bike path** and implementing diagonal parking on the residential side to maintain the current number of spaces.

The committee expressed interest in deploying counters at other high-traffic spots, such as the intersection of Garnet and Mission.

VI. Adjournment (Item 8) The meeting adjourned at 6:52pm.