

**LA JOLLA TRAFFIC AND TRANSPORTATION BOARD**  
**Regular Meeting: March 21 2023**

**Members Present:** Brian Earley Chairperson LJSA, Dave Abrams Vice Chairperson LJCPA, Tom Brady LJCPA, Donna Aprea LJTC, Nancy Warwick LJTC, Bill Podway LJVMA, Natalie Aguirre LJVMA, Erik Gantzel BRCC, Patrick Ryan BRCC, Ross Rudolph LJSA

**Members Absent** None

**Approve Minutes of February 15 2023: Podway, Second: Gantzel 8-0-0 (Rudolph, Aprea not available to vote)**

**Chairperson Report:** Thank you to the Riford Library for Hosting our Meeting. Acknowledges that there is a DPR Meeting taking place at the same time as this one and some people do like to attend all of the La Jolla Meetings but this is the best that we could do to for right now.

**Public Comments:**

**Anne Parode Dynes-** here to acquaint us with a project of the La Jolla Music Society. When The Conrad was built by the La Jolla Music Society at 7600 Fay Ave the zoning requirements required very subtle signage. So everyday thousands of people go by that Building not appreciating that they have an 85m fully paid for state of the art performing art center. The same could be true of The Lot across the street. The CEO of the Music Society would like to create a crosswalk that will highlight the performing arts at this location. The crosswalks are very attractive and it would be a great asset for La Jolla. It will be unusual to do it in the middle of a Block but it will calm traffic. She has agreed to take on this project. She spoke to Councilmember Joe LaCava and he will support it if the Community supports it so she is here to get community support.

There are two problems with this project. One is the condition of the Street. The street is in total disrepair on that one block. It needs to be redone in concrete. Underneath all that asphalt the street is concrete; she has pictures of it. Kline is asphalt and that block would nicely intersect with Kline. We need to get the City to bring this up on the concrete resurfacing list. The second problem is getting a crosswalk in the middle of a block but there is one on Girard. She would need the Board's endorsement for the concept. The crosswalk would need to be more on an angle because of a fire hydrant and the parking area. She needs some feedback; everyone who has seen it thinks it's a cool idea.

**Brian** will put it on a future agenda as a Discussion item.

**Guy Langman** is here for another agenda item but speaking as a La Jolla Resident and the City's filming program manager he is giving feedback. That crosswalk screams TikTok video with people running in and out to take videos to post on the social platform. It will highlight the community but is something to be aware of.

**Suzanne Baracchini** - has lived in Windansea for five years. She is a Trustee for the La Jolla Community Planning Assn and for La Jolla Town Council. About two years ago along with other residents in the neighborhood they formed a Group called Preserve Windansea Beach Assn. She is requesting that she be added to the April Agenda to expand on some traffic issues in the area. She has also requested that as an LJCPA and LJTC Trustee she be considered for a Seat on the Board when one becomes available.

**Patrick** - he can comment because an Item that was supposed to be on this Agenda will be on the next one. It concerns the changing of the parking time limit around The Cottage. When a document is provided to local residents it comes from the perspective of the person submitting it or showing it to the residents to sign. One of the issues discussed on this Board is that when we raise the amount of time on a parking space, we reduce the number of vehicles that can be in that parking space. While that may make sense to us a lot of people who are looking at that document do not know that and they will be like this is great let's sign it. How do we get to a state where those things that have a pro and a con, an upside and a downside, be voted on. **Dave** responded by putting it on the Agenda for the public to discuss it openly. Patrick agreed but the public does not really know the consequences behind it when they sign a petition; only 51% are needed to sign a petition and they do not know if they sign this- then that happens. **Brian** noted this is why the Board is fortunate to have him on it.

**Natalie**- over the years we have discussed the different streets that have different parking times; some streets have 90- minute parking, some have 2- hour parking, some have 1- hour parking. It would be nice to see a map of the different parking times. **Brian** responded that he had asked the city for a map of the different parking time zones in La Jolla and they did not have one.

**Agenda Item 1: La Jolla Half Marathon/La Jolla Shores 5k 2023**- Request for Temporary Street Closures and No Parking in conjunction with this annual race proposed for Saturday May 20 2023 (Bart Calame, Kiwanis of La Jolla) **Action Item**

Bart Calame is the Kiwanis Club President this year but has been Director of the Half for around 8 years. This is the 2018-2019 recipe for the Race that was working just fine before the pandemic. They are expecting a normal turn-out of Runners this year and it is also in May; they decided to move out of April, it moves them out of the way of Easter and The Concours d'Elegance. Otherwise, it is the same exact course. They expect 5000 Runners. This is their major fundraiser for Charity; they give all of their net proceeds from the Race to Charity. He is hoping for proceeds of around \$250k.

The 13.1-mile course starts at the Del Mar Fairgrounds. At Mile 10, which is the top of La Jolla Shores Dr, is where the 5k starts. Both races start at 6:30 and end at the Cove, Scripps Park.

**Del Mar Start 6:30 –**

Del Mar Fairgrounds access road 420' north of Del Mar fire station heading south Left onto Jimmy Durante Boulevard - entire street

Left onto Via De La Valle - entire street

Left onto Camino Del Mar - southbound lane only

Right onto Coast Boulevard – entire street

Left onto 13th Street – entire street

Right onto Pacific Lane – entire street

Right onto 12th street – entire street

Left onto Stratford Court – entire street

Left onto Del Mar Heights Road – entire street

Right onto Camino Del Mar – southbound lanes

**San Diego-Torrey Pines State Reserve**

Continue onto North Torrey Pines Road – southbound lanes only

Right onto Torrey Pines Park Road – entire street

Right onto North Torrey Pines Road – southbound lanes only

Right onto La Jolla Shores Drive – southbound lane only

Right onto El Paseo Grande – southbound lane only  
Right onto La Vereda / La Jolla Shores boardwalk – entire boardwalk  
Left onto Avenida del la Playa – entire street  
Right onto Calle de la Plata – southbound lane only  
Right onto Paseo Dorado – westbound lane only  
Continue onto Spindrift Drive – southbound lane only  
Continue onto Princess Street – southbound lane only  
Right onto Torrey Pines Road - #2 southbound lane only  
Right onto Prospect Place - #2 westbound lane only  
Right onto Cave Street – entire street  
Continue onto Coast Boulevard – entire street  
Finish – Ellen Browning Scripps Park at La Jolla Cove Page

The following streets in the City of San Diego will be closed to vehicular traffic for the locations and times noted on May 20, 2023. North Torrey Pines Road southbound from South Camino Del Mar at Carmel Valley Road in Del Mar to La Jolla Shores Drive from 6:30 am to 9:00 am.

Torrey Pines Park Road both directions from North Torrey Pines Road (north connection) to North Torrey Pines Road (south connection) from 6:30 am to 10:00 am.  
La Jolla Shores Drive southbound from North Torrey Pines Road to El Paseo Grande from 6:00 am to 10:00 am.  
La Jolla Shores Drive northbound from El Paseo Grande to Azul Street 6:00 am to 8:30 am.  
El Paseo Grande from La Jolla Shores Drive to Avenida de la Playa southbound 6:30 am to 11:00 am.  
Avenida de la Playa from La Vereda Boardwalk at Kellogg Park to Calle de La Plata both directions from 6:30 am to 11:00 am.  
Calle de la Plata from Avenida de la Playa to Paseo Dorado both directions from 6:30 am to 11:00 am.  
Paseo Dorado from Calle de la Plata to Spindrift Drive southbound from 6:30 am to 11:00 am.  
Spindrift Drive from Paseo Dorado to Princess Street southbound 6:30 am to 11:00 am.  
Princess Street from Spindrift Drive to Torrey Pines Road southbound from 6:30 am to 11:00 am.  
Torrey Pines Road from Princess Street to Prospect Place one southbound lane from 6:30 am to 11:00 am.  
Cave Street from Prospect Place to Coast Boulevard southbound from 4:30 am to 11:30 am.  
Prospect Place from Torrey Pines Road to Cave Street southbound from 4:30 am to 11:30 am.  
Coast Boulevard from Cave Street to Girard Avenue in both directions from 4:30 am to 11:30 am.  
Girard Avenue from Coast Boulevard to Prospect Street northbound 6:30 am to 11:30 am.  
End of Street Closure.

**Nancy** – The Secret Garden Tour is also on Saturday May 20 but should not have an impact on the Race. **Brian** mentioned they wanted to get some of his Runners over to the Boutique. Bart offered to put out something to his Runners if they sent him contact information. Brian lives with one of them; he will pass that on. Bart said they try to encourage the Runners to stick around and not all leave at the same time to avoid flooding Torrey Pines Rd.

**Brian**- asked if they have had any issues with towing or the general Public. **Bart** responded it is the same Group of Police Officers monitoring the race conditions and they are pretty well dialed in. There was some towing the night before the Race but the Police managed that. He oversees the conditions at the Cove on Race Day; Police manage to prevent vehicles from coming down Girard and it has always worked itself out. **Brian**- signage is out 48 hours ahead of the Race and Bart responded yes.

**Tom-** great Event and happy it will be in May. He asked Bill Robbins, who is in the audience, if he ever had any problems with this Group. **Bill** responded they work well together. There were some issues with the sign company but that was worked out; nothing that a magic marker couldn't fix. He looks after those signs at the Cove for 3 days ahead of the Race.

**Bill-** on behalf of the Merchants Assn thanks for changing the Race Day to May; it gets more people into the Village. What is the approximate finish time; the time that the last runners come into Scripps Park. **Bart** responded they have to be off the course by 10:30 those are the rules but they are off well before then. They start breaking down the course close to 11. They want to finish by noon and make it look like they were never even there. Bart clarified that as soon as that last Runner is off the Course the police open it up again.

**Brenda Fake-** That Half Marathon is run like a well-oiled machine but did tell Bart his Runners cannot cheat on the Coast Walk Trail. She did mention someone was there to make sure that doesn't happen.

**Motion to Approve La Jolla Half Marathon/La Jolla Shores 5k 2023- Request for Temporary Street Closures and No Parking in conjunction with this annual race proposed for Saturday May 20 2023**  
**Abrams, Second: Brady 10-0-0**

**Agenda Item 2: Special Event and Filming Dept City of San Diego-** In regard to recent street closure on Neptune Pl at the Windansea Beach for Film Company. Discussion to cover on site footprint of future filming requests and notification of local impacted Residents.  
(Guy Langman, Filming Program Manager, City of San Diego) **Discussion Item**

*Regarding a situation that occurred on Thursday Mar. 16<sup>th</sup> where a film crew set up on Neptune Pl. for most of the day. The Special Events and Film Dept. in the city does not have to go through our Board for street closures for these "filming" events nor do they give notice to the residents and homeowners in the area. Brian thought it a good opportunity to invite Guy Langman, Filming Program Manager for the City of San Diego, to explain these processes more in depth.*

Brian made a correction to the Agenda Item Summary. Neptune Pl was not a street closure on Thursday March 16 2023.

Guy Langman is the Filming Program Manager for the City of San Diego. He is a Retired US Coast Guard Waterways Specialist Marine Event and Filming Permit Coordinator, Sr Manager Govt and Community Relations for Paramount Productions, and Paramount Pictures.

The City itself does not have a filming ordinance. A filming ordinance actually allows the film crew to supersede certain policies; like they can take vehicles onto the Beach or have bonfires or they can play loud music at 3am. The City does not have that so the film crew has to play in the same sandbox as everyone else but it creates a gray area. The filming moves very fast. Film crews come in 3 days which is like 3 months for them. The City has a policy of 4 work days to submit a request to film so pieces start moving very fast. He will get the request for City streets or sidewalks in the public right of way or to City Park & Rec for Beaches and Parks. He starts reaching out to other Departments if posting needs to go up for filming. Posting No Parking signs is allowed because of the equipment involved that you have to get close to the location or the area has to be cleared for a picture piece. It might be a period piece or La Jolla might be doubling for Santa Monica or Miami so they have to clear vehicles out of the way. No Parking signs have to go up 72 hours in advance and they have just 4 days; so it is not something they

can bring to LJ&T for evaluation because it is just too fast. One thing they have discussed moving forward is reaching out to the Community to inform them that this is coming our way. The City and County in general have been promoting San Diego and La Jolla by default as a filming destination. He referenced Top Gun: Maverick; what the City and County saw is how filming could help promote San Diego and the economic benefits of that; hotel stays, catering, vendors, restaurants. As a result the City is becoming very proactive about filming and inviting more filming down to San Diego. He is glad last weeks' situation at Windansea happened so they can have this discussion because filming is going to increase regionally and sorting out the issues now is very helpful.

A lot of times certain equipment does not work for certain streets especially in La Jolla with some of the narrow streets by the Beach; so instead of bringing in these large honey wagons or a pop out motor homes the city will allow pop up tents to be placed in the posted zone where they can take care of the activity, like hair and make up, that they would have had to use the motor home for; but they have to remain in that posted zone so it is still a drivable street. They do not typically close a street unless there is activity in the street. Their first option is ITC Intermittent Traffic Control- vehicle and pedestrian traffic is held up for three minutes while they get their shot then they go back let traffic flow for several minutes and then do it again. If it's going to involve pyrotechnics, vehicle chase or prop weapons, that is when they do a street closure and that is when they push everyone out for safety. That did not happen last week because none of that was going to take place.

For filming if they are taking any parking there is a good neighbor outreach form that goes out and in Windansea's case that form went on neighbors doors. Any filming taking place in front of the home they made sure the homeowner was ok with it. Even though the City can allow it La Jolla is a little more sensitive-it's a different vibe- and when they have to park a production truck in front of a Home people start asking questions; that is known as a direct neighbor contact when there is a parking situation.

**Tom-** is there a Fee paid to the City. Guy responded that currently the city has no permit fee or application fee and this is the driving force of bringing filming to the area. An application fee in the City of Los Angeles can be \$900.00 for one location for a day. Because San Diego does not have a film ordinance, they do not have the fees. Additionally, San Diego does not have Sound Stages so to get filming production to come down here; no fees and ease of permitting is that vehicle. It is seen as an overall economic and tourist benefit to have the filming here so there are no fees. Obviously if they need lifeguards, police, fire, street closures they have to pay fees' for those personnel or if they are at a Park and use Park facilities such as restrooms, buildings, office space there are facility fees for each part for these locations.

**Nancy-** is there a limit to how long filming can go on. **Guy** responded there is not a limit but if it's more than five days there needs to be a bigger discussion because at that point it's a long-term shoot. Since he has been here, he has not seen any shoots longer than two days. They have 2 filming authorizations: a single day and a multi-day. If it's a multi-day he brings them in for a conversation at which point he requires a survey where they have to go to impacted residents or businesses and check in with them. As far as filming goes San Diego is not opening up the floodgates with a come on down mentality. It is not like Los Angeles here. They are testing the waters; opening up the spigot very slowly and if it becomes overwhelming they push back and tick the spigot again more slowly. They do not want it to get rampantly out of control.

**Dave-** right now there is not a filming ordinance; is there anything being developed? **Guy** responded they are currently talking about that. It is something he has been pushing for and there is a discussion on it.

**Bill-** any difference between daytime filming and nighttime filming. When you post to the neighbors will they know when filming starts and stops, also, is there any restrictions when it comes to rush hour traffic aka Neptune Place. **Guy** responded they do not allow night-time filming without that community survey showing that 80% of the neighbors are ok with it otherwise filming ends at 10pm. As far as the restrictions each authorization has to be checked by SDPD through the special events branch. There are areas such as High Schools, Elementary Schools, areas with speed restrictions, too narrow to park, all of those are vetted before the approvals are given.

**Nancy-** how often does the community reject the idea. **Guy** responded that the only community that he is aware of rejecting a film project is Chicano Park and that is just because of its history.

**Melinda-** has worked in the film business most of her life. She is astonished that San Diego does not charge for filming at Parks & Beaches. They do in Coronado and Del Mar and these communities use those fees for maintenance for their Parks & Beaches. She would hope this city will take a second look at this. It will not hurt the film business that much and it would be a smart thing for the City to do.

**Guy** responded- there are people at very high levels who brought up the same thing and it is being discussed. One thing Melinda did many years ago was to prevent a shoot inside The Shack at Windansea.

Guy affirmed that both he and Parks & Beaches advise them they cannot go inside it or even near it to film.

**Guy** advised the Board and the Audience that production staff oftentimes engage in "buying a little love" by supporting a non-profit that is supporting the area they are filming in. He specifically mentioned the Windansea Beach Assn. If he has the tax id numbers, he can advise the production staff of any donations that are being accepted for the area organization.

**Suzanne-** asked Guy to explain why this happened on March 16 at Windansea:

*Dear Andy*

*I find it hard to believe that the City of San Diego would issue a permit to a movie crew to film adjacent to a City tagged emergency failed storm drain, sidewalk, bluff and fencing.*

*This is an extremely dangerous situation for the movie crew not to mention the public on foot, in cars and on bikes. People are having to walk in the street next to the two-way traffic.*

*People are watching the film crew leaning on the broken fence above the failed bluff beneath.*

*They have pop up tents set up in the street at the junction of Nautilus and Neptune creating a major traffic hazard. I would like to know if the City issued a permit for this event? Who in the City is responsible for issuing Special Event Permits?*

*Suzanne Baracchini*

**Guy** – the city had a request for a small independent feature. Everyone is probably aware Richard Dreyfuss was the main Star. For this particular request it came in 2 parts. One part was to request filming at Windansea which went to Park & Rec, the other part was to film from up on the sidewalk- across the street on Neptune- looking across the street but also have a posting for the equipment-- that part was his. They worked with Park & Rec for this request; made sure the Homes in the parking zone on

Neptune had signed off on the equipment, and that the good neighbor letter notification went out to everyone in the immediate impact zone. What they did not realize, and Suzanne eloquently informed them of, was a safety issue not far off from where the cameras were on the Bluff with a failed drain pipe and bluff erosion. What happened was because this was a larger film shoot they got “lookies”. People are looking, they see Richard Dreyfuss and they put it on Facebook, Twitter, TikTok. Suddenly there was a mass of people which spilled into the unsafe area. Because of the intersection at Neptune and Nautilus there was already tight traffic and people were now jumping out of cars to snap a photo. It created a situation and based on that, having looked at it in hindsight, they should have had more Security. They should have had an SDPD Traffic Control Officer there because of the lookie loos and the traffic; and they should have reached out to LJT&T to inform them that this was coming up- even though they would not have been able to attend a Board Meeting. Now that they know this and have seen how everything came together and what it could do, they are going to be much more careful about that area at Windansea. The filming created a lot of issues so moving forward they are not going to let that happen again.

**Suzanne** thanked Guy and Natasha for their fast response when she alerted them to what was happening at Windansea. She asked about their liability insurance. If something did happen there on that day who would have been liable for damages. **Guy** responded that the insurance required for a production site is one to two million dollars. That is to protect city property, but he could not say who would have been liable for damages.

**Nancy**- if we go to the website can the general public know ahead of time if there is going to be a filming. **Guy**- No, unfortunately with the nature of the business of filming they do not want people to know because of the paparazzi, and they could get a car commercial and they do not want the public to know what car it is, things of that nature. However for La Jolla if a filming comes up that will impact traffic or pedestrian impacts they will, from now on, let us know about it and if they know 60 days out that this will happen he will appear at our Board Meeting.

**Agenda Item 3: Coast Walk Request to Advocate for Study**- Concern for adequate emergency access. (Melinda Merriweather) **Discussion Item**

**Melinda** is here to ask the Board, to ask the City, to do a long overdue Study of Coast Walk. Over thirty years ago she was serving on La Jolla Parks & Beaches and they submitted a Letter asking that the width of Coast Walk be looked at. She is looking at the situation in the name of safety. What is happening on Coast Walk is there are places where it is just 2’ from the Bluff; a Bluff that is collapsing. In many places It is only 11’ wide and even an ally has to be 20’. Many places are impassable for drivers coming and going. A small area like that should be 30’ wide. She believes a fire engine needs 24’ and the ability to turn around. There is no turn- around on Coast Walk so drivers are backing out and she has seen it happen when a tour bus was backing out on Torrey Pines Rd with passengers in the back seat screaming. Drivers just do not know how to get out of there.

She also recently found out that Trash Trucks apparently stop traffic on Torrey Pines Rd to back in on Coast Walk. In the name of safety because we do not have a turn- around we need a Study. We almost had a turn around six years ago. This Board asked the City for one and she still has the \$170k in the Bank with the City which they could use for the Study. The street needs to be looked at and it needs to be widened.

**Brian** noted for the Minutes that he received Letters of Support for the Study from Kathleen Neal and Glen Rasmussen, who could not attend the meeting but wanted their support reflected in the Minutes.

**Brenda Fake** -lives on Coast Walk. While this is an important topic around the safety of that Road she wants to first start off with some background. She moved here going on fifteen years. Her first initial introduction to this challenge from Melinda has now been on going to the point where the residents on the Street are feeling harrassed. The safety and the width of the Road is adequate and it works. The service vehicles that come down for the trash have been coming down Coast Walk for decades and they do back in. They start at 7:00am; they are very fast and efficient. They have been doing it for years. They all know how to drive that Road. She wants to be very clear that the road is a single lane road and it has recently been re-painted because the paint was fading. There is No Parking on Coast Walk except for a designated area.

There was an attempt to try to get a turn- around down there but it was an attempt to go into the homeowners' private right of way. That has been resolved; up to and including a Study, paid for at the request of people in the Community to the tune of \$60-70k for a survey that was never completed or filed with the city or county nor will it ever be because the individual companies that had done that did not take it to the full extent. They would have had to look at City Records in City Hall and verify data and it was never done. So that survey has not been accepted. The City Attorney came down and said the only parts of the Street that can be repaired or worked on by the City are from the center of the street to the edge. They are not interested in widening it. The right of ways that are along that area are private.

**From:** Pence, Gary <[GPence@san Diego.gov](mailto:GPence@san Diego.gov)>

**Sent:** Tuesday, February 1, 2022 1:48 PM

[EXTERNAL] FW: Coast Walk Encroachments

*Hi – Sorry for the delay on this but we wanted to make sure we conducted an extensive search and review of all available maps, records, and other documents related to property boundaries along Coast Walk before proceeding any further. The documents reviewed include Ordinance 565, Map 352, Civil of Service Code Procedure 771.010, previous records of survey, and previous court cases related to subdivision acceptance and map dedications. Ordinance 565 cannot function as a formal acceptance of the dedications of map 352 because it does not appear to have ever been recorded, and it also doesn't mention anything specific to map 352, any of the rights of way, or any detail to what property it applies to. We believe there is an implied acceptance of portions of Coast Walk, but only those portions that the public has been using, and the city has been maintaining . So, our final conclusion at this point is that the available public right-of-way for construction purposes is limited to the existing paved roadway only. Therefore, moving forward I think our best option for obtaining a turnaround area is to remove one of the existing two parking spaces facing the bluff, and designating that space as a no parking turnaround area, and not construct anything outside the current paved area. GP*

**Brenda-** The community that works on the Trail has done everything they can to improve that Trail at the front end of their Homes and they are making it accessible because the people who live there want other people to enjoy it. There are only ten houses on that quiet street and they are paying for their own pothole repairs because their potholes are as bad as everyone else's are. They have proven to be good citizens in this community and they are asking our Board to let this thing die; no more studies and no more wasted money; use that money for pothole repairs.



**Donna** - With all due respect to Melinda's efforts, several years ago this Board asked the City to do a Traffic Study at The Throat and it never happened (*June 2020*) . The time, effort, money it takes; the City just does not do Studies. She would be disinclined to Vote for another one. **Melinda** responded we can at least try.

**Dave**- this discussion is about safety issues. Is there some documented history of accidents or a record of problems that have occurred over the many years. **Melinda** responded that two cars went off the Bluff onto the Beach.

**Natalie**- on her way to the Meeting she saw two out of state cars on that street; she looked up and saw the La Jolla Cove sign and she was thinking drivers come up Torrey Pines and they see that green sign and they think the Cove is there and they turn in to the street. She thinks that little sign needs to move up about 4-5' and in a more south- west direction.. That sign needs to be moved. When she thinks of the safety of Coast Walk and the busloads of people she thinks of that secret swing which is an accident waiting to happen. That swing is hanging off a Palm Tree. Someone will eventually die there and hopefully will not be recording it live when it happens. That will be a liability for the City.

She has been one of the people who has volunteered on Coast Walk and raised money for the Trail. She does agree that there are parts of that Road that need attention. There were two tourists cars stuck in that little area trying to back out. The signage should be better and the La Jolla Cove sign needs to be moved and that is an easy fix for the city.

**Melinda**- in some places it is only 2' from the Bluff which is even less now after the Rains. There will be a time when Coast Walk will have to be widened because it is just going to fall off into the ocean. Now is a good time to look at it. The width is ridiculous for a street that has that much traffic. She is sorry the turn around did not make it- they were really close. The city said yes we could put them on the inside which is where the coastal commission wanted them but at the last minute the City Attorney said no they cannot be put on the inside.

**Michael Palamary**- He is an Engineer and has been working on Coast Walk for forty years. There is a lot of misunderstanding over that Street. At one time or another he has represented every single property owner on that street. There is a lot of gross misunderstanding and misconceptions to Melinda's points. It is not a completely dedicated right of way. The only dedication is to the extent that the road has been paved. There has been two major lawsuits one had to do with Coast Walk in 1993 and the other one was at the end of Virginia Way across the street. He was the expert witness in both of them. What Melinda is promoting is false and it is erroneous. He wants to caution everyone here of one important point; perhaps the biggest threat to Coast Walk is what Melinda is doing. To promote the notion that there is a safety issue could create a problem for those homeowners who are trying to get homeowners insurance and that becomes a problem because it is private property. The City does not own anything on Coast Walk. It has been to Court; it was settled; and he encouraged the Board to stay away from this.

**Suzanne**- agrees with Donna. The City is broke and our infrastructure is broken. We have incredible problems in the City and we should not have people here finding little nitwit projects for them to focus on and waste taxpayer money. The city does not have money for anything let alone a Study. Please, no more unnecessary projects.

**Ross**- needs clarification from Mr. Palmary- are you saying that the City does not own that Street? Its private property that was built on? **Mr. Palmary** responded yes. The underlying fee goes all the way to

the mean high- tide line; as a matter of law; that is a common occurrence in La Jolla. The city's interest is only as an easement, it is not ownership and the city has never paved it any wider. **Melinda** responded the city didn't pave it- a neighbor paved it with no permit. The city has no record of paving that Road. The city maintains part of it- they take the trash and they have parking signage.

**Brenda** -it is an unpermitted road. It was put in in an effort to save the area as people were building homes towards the end of that street otherwise trucks would have been stuck in mud; that much is true. She wants to address the number of people who show up on Coast Walk because it is being made a concern. The foot traffic is because Friends of Coast Walk Trail cleaned it up. Coast Walk Trail was in decay and they had people walking it. During Covid when everyone shut down; the only thing the City opened up was Coast Walk Trail and another Park somewhere in La Jolla. They had so many people down there and social media can sometimes be a double edge sword. They had people from TikTok on the Bridge and Swing. Their Secret Swing is now on a google map. When it is just our own Community that is Ok but because of the social media platforms they have no idea where people are coming from.

**Tom**- we should put on the Agenda for the next meeting to get that La Jolla Cove Sign moved. Donna is right the City does not have the money for a Study and the City would end up litigating the issues that are raised by Michael and Melinda.

**Melinda**-there is 170k in the Bank that could be used for the Study. She feels now is a good time to do it. Three houses on Coast Walk will be renovated all at the same time; they will have to go before Community Planning; maybe once and for all we can get the property lines.

**Brian**- if the City or Emergency Services had problems getting down there or if environmental services for trash pick up had problems getting their trucks down there something would have happened by now. What do we want- a larger street for more cars to drive down or a smaller street where more people could walk down.

**Suzanne** – addressed Melinda. Is that 170k in the Bank your money or the city's money. **Melinda** responded it is being held by the city; it was the money that was going to be used for the turn around.

**Brian**- the City could go ahead with that Study without Board support. **Ross** that 170k could go to fix potholes.

## **Letters of Support for the Study:**

Dear Chairman of Traffic and Transportation,

I am writing my comments for the record regarding Agenda Item #3, Coast Walk Request to Advocate for Study scheduled for the meeting of March 21, 2023 as there is the possibility I may be unable to attend in-person due to a conflict. My comment follows:

Coast Walk has become much better known throughout San Diego and the country since the publicity surrounding improvement to the conditions of the trail. I support Brenda Fake in this and her efforts are much appreciated. Along with the improvements have come increased visitors accessing the trail by driving onto Coast Walk from Torrey Pines Road, adding to the already congested traffic situation due to weekly City of San Diego trash collection and normal access activity. Residents have necessarily found the need to park vehicles on Coast Walk also. Many Mondays I have witnessed trash collection trucks blocking two lanes of traffic on Torrey Pines Road as the truck attempts to back into Coast Walk from Torrey Pines Road. As is often the case, vehicles are parked along Coast Walk making this extremely difficult. As undesirable as it is for trash collection vehicles to block Torrey Pines Road, looking at the narrowness and lack of turn-around on Coast Walk, it becomes clear why trash collection trucks need to do this. Narrow roads such as this exist throughout La Jolla, but fortunately not often configured in this way on such a highly used access to the Village. As the City institutes additional collection routes to accommodate the State's composting requirements, the volume of truck traffic will increase. Note that often other narrow roads such as this are private and therefore City of San Diego trash collection vehicles would not be collecting there. Due to the high volume of traffic and the unique dynamic at the intersection of Coast Walk and Torrey Pines Road, this situation warrants the attention that a study would give it. For that reason, I support a Study of Coast Walk. Thank you, Kathleen Neil

## Glen McFadden Rasmussen

PO Box 89, La Jolla, CA 92038

Email: [glen@glenras.com](mailto:glen@glenras.com)

State Bar # 117334

Mr. Brian Earley, Chair  
La Jolla Traffic and Transportation Joint Committee  
Via Email Only

3-20-2023

Re: Coast Walk; Request for Better Public Access from Torrey Pines Road

Dear Mr. Earley and Committee:

As a private citizen, I request the Committee to look at, and to urge the City of San Diego to consider widening Coast Walk from Torrey Pines Road. In most locations, the width is less than 12'. As a result of the physical constraints of the asphalt curbs and posted signage, this public right of way appears as if it is intended to serve only as a driveway for the residences on the south side of the road, across from the bluffs and the City-maintained dirt pedestrian path and benches on the north side looking over Devils Slide and Charlotte Park, a magnificent view of pristine coastline.

There are several signs posted by someone that warn: "No Turn Around;" a standard City sign stating "No Parking 10PM to 6AM" (thereby regulating public vehicular access) and, at 1597 Coast Walk, signs that reads "Do Not Block Any Part of the Driveway," whereas the "driveway" is in fact two public parking spaces, which the owner appears to be usurping. There are 2 obvious perpendicular public parking spaces on the bluff side and two existing parallel spaces on the south side of the road, for a total of 6 public parking spaces that require a turnaround to access; necessitating public use of residents' driveways, which I am sure they do not appreciate.

The City has approved and funded a plan to convert the two bluff-side spaces to a "hammerhead-type" turnaround to resolve this access problem. To do this, the Coastal Commission requires those two parking spaces to be replaced, if anything

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is done to remedy this access problem. Additionally, the roadway is so narrow that 2 cars cannot pass unless one reverses either to the west downhill (dangerous), or uphill onto Torrey Pines Road (really dangerous)!

A fire truck would have a very difficult time getting out of there. The trash trucks apparently use the driveways to navigate—what happens when they, or anyone else, meets a car coming when there is “No Turn Around?”

The endorsement of this Committee is requested to support widening the road for safety reasons or at least, if necessary, to STUDY the situation to determine a solution, to accommodate public and private access and to reasonably assure the safety of both.

Very Truly Yours,



Glen Rasmussen

**From:** Melinda Merryweather mbeherenow@gmail.com  
**Subject:** Coast Walk  
**Date:** February 17, 2023 at 5:16 PM  
**To:** Melinda Merryweather mbeherenow@gmail.com



I wanted to share with you the requests for a study of Coast Walk over the years that I am following up on.

The first was from Parks and Beaches, Jan 29 1993, it was for 4 things the only one left not completed is to check on the width and see if is more than a fire lane.

The second one is from Parks and Beaches, September 15th 2015 asking 3 things the first 2 have been done, geological study, bluff stability and drainage analysis was one request that was done 4 years ago and the second was map the lines of Public Right of Way that was done last summer. The 3rd is for what I am asking for "An analysis of traffic safety and fire department access issues of potential parking arrangements". ( to get the 2 cars off the bluff and on the east side of the road, that is also a request of the Coastal Commission)

It goes on to say "The request for these studies was initiated by LJP&B, reviewed and approved by La Jolla community groups and supported by the association of neighboring residents in 2011-12 we would like to see these studies included the next years City budget"

Patti Boekamp, Deputy Director  
Traffic Engineering Division  
City of San Diego  
San Diego, CA 92101

January 28, 1993

Subject: Coast Walk Parking and Encroachments

Dear Ms. Boekamp,

Sorry for the delay in response to your October 22 letter to Gayle Pate, Chairman of the La Jolla Town Council Parks and Beaches Committee. That letter did not arrive in the Town Council Office until Dec. 8, 1992! This was too late to take to committee until our upcoming January meeting. However, on my behalf, Melinda Merryweather called to inform you that a letter would be forthcoming stating that the response from your department was not understandable, nor acceptable.

We repeat our request:

- Conduct an engineering survey of the area;
- Restore the 7-8 parking spaces (according to a Los Angeles Times story removed by a neighbor without city permission);
- Determine extent of encroachments into public right of way along Coast Walk (Park and Recreation, after investigation, reported to us that Coast Walk was neither repaved nor recurbed by the City nor had permits been granted to do so. We agree with the request made by the Community Planning Association that the city ask the property owners to delineate their property lines so that any encroachments could be identified and cleared up. They could be asked to provide maps showing surveyed property lines by a certified surveyor. The "irregular nature of the property line" is neither a reason nor an excuse for not finding property lines. The legal descriptions are available in the County Recorder's office and survey monuments should exist in the area.

Coast Walk is a public right-of-way, <sup>5 ft</sup> a public street. It is to be hoped that with identified encroachments removed, the 7-8 parking spaces could be returned and that the public street, Coast Walk, would be of sufficient width to be used by the public which pays for it and not designated only as a fire lane. We are aware of other instances where public property has been misappropriated for private use; subsequently, on identification, these properties were required to be returned to public use. Examples are on Coral Lane and at the "V" of Torrey Pines Road and Amalfi.

For your information, we enclose a copy of an article in the LOS ANGELES TIMES, 3/8/91, a copy of a more recent article from the LA JOLLA LIGHT, and a copy of a portion of the La Jolla Town Council minutes of March 12, 1992 showing the relevant motion passed.

Coast Walk is one of La Jolla's most wonderful assets and we ask that your department act on behalf of all of the city's residents by returning this area to its earlier state so that a publicly-owned open space is more accessible to public use.

Sincerely,

Louise Arnold, Chairman  
Parks and Beaches Committee

(PARKS AND BEACHES COMMITTEE)

✦ LA JOLLA PARKS AND BEACHES, INC. ✦  
lajollaparksandbeaches.org

15 September 2015

Mr. Herman Parker, Director  
Park & Recreation Department  
City of San Diego, MS 37C  
202 C Street  
San Diego CA 92101

Ms. Kristy Reeser, Deputy Director  
Transportation and Storm Water Dept.  
Street Division  
City of San Diego  
2781 Caminito Chollas  
San Diego CA 92105

Subject: Coast Walk

Dear Mr. Parker and Ms. Reeser:

LJP&B renews its request for the project "Coast Walk Feasibility Studies" which continues to be one of our high priorities. This concerns the paved section of Coast Walk, east of the footbridge to the intersection with Torrey Pines Road. (See attached/enclosed November 2011 letter.)

Specifically there are three studies: 1. A bluff stability and drainage analysis to determine the geological constraints, 2. Map of the lines of the public right-of-way, and 3. <sup>DONE</sup> An analysis of traffic safety and fire department access issues of potential parking arrangements.

The request for these studies was initiated by LJP&B, reviewed and approved by La Jolla community groups and supported by the association of neighboring residents in 2011-12. <sup>DONE</sup> We would like to see these studies included in the next year's City budget.

The above position was voted at our August 2015 meeting by a vote of 12-2-1.

Yours sincerely,



Dan Allen  
President, LJP&B

cc: Mayor Kevin Faulconer  
City Council President Sherri Lightner  
Dan Daneri, District Manager, Shoreline Parks



**Adjournment: 5:25pm**

**Next Meeting – April 18 2023**

**Respectfully Submitted: Donna Aprea, Secretary**