

**MINUTES OF A
REGULAR MEETING OF THE
CITY COUNCIL
OF THE
CITY OF CORONADO/
THE CITY OF CORONADO ACTING AS THE SUCCESSOR
AGENCY TO THE COMMUNITY DEVELOPMENT AGENCY
OF THE CITY OF CORONADO
Coronado City Hall
1825 Strand Way
Coronado, CA 92118
Tuesday, June 2, 2015**

CALL TO ORDER / ROLL CALL

Mayor Tanaka called the Closed Session meeting to order at 3:18 p.m.

Councilmember Downey was absent at roll call.

ANNOUNCEMENT OF CLOSED SESSION

- 1. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL –
EXISTING LITIGATION**
AUTHORITY: Pursuant to Government Code Section 54956.9(a)
NAME OF CASE: James Blinn v. City of Coronado
WCAB No. ADJ6870801
- 2. CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATOR**
AUTHORITY: Government Code Section 54957.6
CITY NEGOTIATORS: Blair King, City Manager; Johanna Canlas, City Attorney
EMPLOYEE ORGANIZATION: Executive Employees
- 3. CLOSED SESSION: PUBLIC EMPLOYEE PERFORMANCE
EVALUATION**
AUTHORITY: Government Code Section 54957(b)
TITLE: City Manager and City Attorney
- 4. COMMUNICATIONS – ORAL: None**

The meeting adjourned to Closed Session at 3:19 pm.

Councilmember Downey joined the Closed Session meeting at 3:20 pm.

The meeting reconvened at 4 p.m. Mayor Tanaka announced that direction was given and there was no reportable action.

Mayor Tanaka called the regular meeting to order at 4 p.m.

1. ROLL CALL:

Present: Councilmembers/Agency Members Bailey, Downey, Sandke, Woiwode and Mayor Tanaka

Absent: None

Also Present: City Manager/Agency Executive Director Blair King
City Attorney/Agency Counsel Johanna Canlas
City Clerk/Agency Secretary Mary Clifford

2. INVOCATION AND PLEDGE OF ALLEGIANCE. Floyd Ross provided the invocation and Mayor Tanaka led the Pledge of Allegiance.

3. MINUTES: Approval of the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of May 19, 2015.

MSUC (Downey/Bailey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of May 19, 2015, as submitted. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.

AYES: Bailey, Downey, Sandke, Woiwode, Tanaka

NAYS: None

ABSTAINING: None

ABSENT: None

4. CEREMONIAL PRESENTATIONS: None.

5. CONSENT CALENDAR: The City Council approved, adopted and/or accepted as one item of business Consent Agenda Items 5a through 5j.

Councilmember Downey asked a question on Item 5e. This project came up while she was not on the City Council. The staff report says it is all being paid by insurance. Why is insurance covering this?

City Manager Blair King explained that except for a small deductible, insurance is covering it as a claim against the condition of the roof as a defect.

Harold Myers commented on Item 5h. The last time this was up it had to do with the monies for moving the railcar. He does not know if that is what this is about. There is no way for him to know whether this is the topic or not. The wording is insufficient. It does not specify what the two grants would be for. If the two grants are not related in any way, they should be separate agenda items. He asked that the item be removed from the meeting today completely and be noticed properly for the next meeting.

Mayor Tanaka asked the City Attorney if she believes that Item 5h is properly noticed and agendized.

City Attorney Johanna Canlas responded that in this particular case it is sufficient to know that there is going to be an application to the County and that is what the agenda item is asking the Council to authorize. The staff report provides that it is in fact for the 125th Anniversary Celebration and the Silver Strand State Park fencing project.

Mr. Meyers again stated that is not on the posted agenda.

Mayor Tanaka asked the City Attorney, in light of Mr. Meyers' comments, whether she believes this is or is not properly noticed.

Ms. Canlas responded that it is sufficient to inform the public what is being considered. It is properly noticed.

MSUC (Downey/Sandke) moved that the City Council approve the Consent Calendar Items 5a through 5j.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

5a. Approval of Reading by Title and Waiver of Reading in Full of Ordinances on this Agenda. The City Council waived the reading of the full text and approved the reading of the title only.

5b. Review and Approve that the Warrants, as Certified by the City/Agency Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2014-2015. The City Council approved payment of City warrant Nos. 10106959 thru 10107175. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Filing of the Treasurer's Reports on Investments for the City and the Successor Agency to the Community Development Agency for the City of Coronado for the Quarter Ending March 31, 2015. The City Council examined the quarterly Reports on Investments and ordered them filed.

5d. Award of a Janitorial Services Contract to Aztec Landscaping, Inc. for a Maintenance Base Bid of \$324,000, Authorize the City Manager to Execute the Contract, and Authorize the Use of up to 75% of the Bid Savings to Enter into a Professional Services

Contract for Quality Assurance/Quality Control (QA/QC) Consulting Services for the Janitorial Services Contract. The City Council: 1) authorized the City Manager to execute a janitorial contract with Aztec Landscaping, Inc. for a maintenance base bid of \$324,000 and competitive hourly rates for additional services, on an as-needed basis, for most City facilities; 2) authorized staff to allocate funds for Quality Assurance/Quality Control (QA/QC) professional services to provide janitorial contract performance oversight; and 3) awarded a QA/QC one-year base contract, with four option years, at no greater than \$75,000 to the most qualified contractor.

5e. Accept the Coronado Golf Course Cart Barn Truss Repair Project and Directed the City Clerk to File a Notice of Completion. The City accepted the Coronado Golf Course Cart Barn Truss Repair project and directed the City Clerk to file a Notice of Completion.

5f. Adoption of a Resolution of the City Council of the City of Coronado to Establish Prequalification Procedures for the Senior Activity Project; Approve the Form of a Prequalification Questionnaire; Adopt a Uniform System of Rating Bidders; Create an Appeal Procedure; and Approve such other Documents as Necessary to Comply with State Law. The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO TO ESTABLISH PREQUALIFICATION PROCEDURES FOR THE SENIOR ACTIVITY CENTER PROJECT; APPROVE THE FORM OF A PREQUALIFICATION QUESTIONNAIRE; ADOPT A UNIFORM SYSTEM OF RATING BIDDERS; CREATE AN APPEAL PROCEDURE; AND APPROVE SUCH OTHER DOCUMENTS AS NECESSARY TO COMPLY WITH STATE LAW. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8746.

5g. Adoption of a Resolution Authorizing a Lump-Sum Payment of \$5 Million to CalPERS toward the Accrued Liability for the City's Safety Employee Retirement Plan. The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING A LUMP-SUM PAYMENT OF \$5 MILLION TO THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM TO REDUCE LIABILITIES ASSOCIATED WITH THE CITY OF CORONADO SAFETY PLAN, ID# 1057970246. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8747.

5h. Adoption of a Resolution Approving the Filing of Two Applications from the City of Coronado for Grant Monies from the County of San Diego Neighborhood Reinvestment Program and, if Awarded, Authorize the City Manager to Execute the Grant Agreements. The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, APPROVING THE FILING OF TWO APPLICATIONS FOR GRANT MONIES FROM THE COUNTY OF SAN DIEGO NEIGHBORHOOD REINVESTMENT PROGRAM. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8748. The City Council authorized the City Manager to execute the Grant Agreements.

5i. Approval of a July Fourth 2015 Glorietta Bay Coast Guard Demonstration. The City Council approved the Coast Guard Demonstration as proposed.

5j. Authorize the Selection of Bonnie Neely of Nossaman LLP for As-Needed Coastal Commission Representation and Consulting. The City Council authorized the City Manager to engage Bonnie Neely of Nossaman LLP on an as-needed basis to provide occasional representation to the California Coastal Commission.

6. ORAL COMMUNICATIONS:

- a. **Bill Hiscock** spoke on behalf of an exercise class of some 60 members at the Roeder Pavilion three times a week for the last 25 years. Suddenly it looked like they weren't going to be able to continue that exercise class. Some of the members are present today. He sent an email to the City Council outlining their problem and asking for some help. Since sending the email, he has already had responses and it looks like the problem will at least be worked on and hopefully solved. He asked those from the class to stand up. He also said how lucky they all are to have a Mayor, City Council and City Manager who respond to the citizens' problems so quickly.
- b. **Gary Gorkin** talked about the proposed Caltrans speed increase. He finds it very disturbing that emotions have run as high as they have on this, including his own. He would like to understand how anyone in this room can explain 1.5 million cars traveling on this island and 17 speeding tickets being issued. He would also like to compare the daily commute in and out of this island being larger than a San Diego Chargers football game. The City of San Diego Police have a force there to prepare the community and safely move that traffic in and out. There is no evidence, and it has been proven over and over again, that the City of Coronado and the Coronado Police Department, for whatever reason, have ignored this problem. There has been incessant, no conclusion reached, talks forever. It is just unfair. We have people in the community, the young and the elderly, that need to be looked after. We are ignoring our responsibility. It is not fair for a young boy to be hit and an elderly man to be struck down and killed and have people be despicable enough to start making excuses like the old man had dementia. That is shameful. We are better than that as a community. He feels a compelling urge to speak out. The citizens of Coronado deserve to be protected and served by our elected officials and police department. It is absolutely unacceptable the speeds that are being maintained now and the proposed limit is absolutely unconscionable. This rage has gone on social media and on the eCoronado site forever. All there has been is talk with no action. He wants to hold his elected officials accountable. His vote is going to be on who is going to take care of those who need help. The elderly and the children need to be helped by this community and he needs to have an explanation as to why this problem continues to be ignored.
- c. **Jennifer Ellis, a national advocate for the Wounded Warriors and Veterans**, discovered from news reporter John Soderman on KUSI Channel 9 news that the Coronado City Council is planning to remove the memorial of Ensign Van Andrew Wilson. She is speaking to oppose that. This is a park and should remain a park. To desecrate it and make it a trolley bus stop here is a sacrilege to our military and the memory of this brave, young Navy SEAL.
- d. **Councilmember Downey** greatly appreciated Mr. Hiscock thanking the City for trying to work to find a solution for their lack of their aerobics class but for the public that doesn't

know, this is a class that was run through the extension program through CUSD. It was not a class that the City was offering that it was trying to cut. The solution everyone is working on is trying to find a way to continue a service that it had not offered before. She also reported that she attended the South County EDC meeting to hear COMNAVBASE San Diego speak about all of the plans for the future and how San Diego anticipates growing large enough to take over the position of the largest Naval installation in the world. Norfolk has always been number one. They are expecting that we will have an increase in commands and personnel in the region. He included Naval Base Coronado and the new Coastal Campus and suggested there will be an increase in citizens which is not what we have heard before so she asked for a copy of the PowerPoint presentation for the City's review and to discuss that further. If we are going to have a great many more activities, commands and personnel in the region that is all the more reason we should get hopping on the mitigation they discussed on alternate transportation plans to try to encourage more carpooling.

7. CITY MANAGER/EXECUTIVE DIRECTOR:

7a. Presentation of Certificate of Achievement for Excellence in Financial Reporting from the Government Finance Officers Association. City Manager Blair King wanted to take this opportunity to present to the Council that the City has been notified by the Government Finance Officers Association that our comprehensive annual financial report for fiscal year ending 2014 was awarded a certificate of achievement for excellence in financial reporting. That certificate of achievement is the highest form of recognition that the GFOA provides. It is a significant accomplishment. He thanked Leslie Suelter and her team for the work that she has done. The recognition by the GFOA and the AAA credit rating that the City has are a testimony to our financial recording, our financial record keeping, our transparency. As a public agency, unlike a private agency, it is difficult to tell where we are. We don't have a bottom line or a profit and loss statement to show how we are doing. We rely upon proxies, whether they be accreditations, certificates, customer satisfaction surveys. In these ways, we can tell if we are achieving what the public wants and so this recognition from the GFOA falls in that category of letting us know how well we are doing. Mr. King also announced that the Summer Shuttle Service begins this Sunday.

8. PUBLIC HEARINGS:

8a. Public Hearing: Approval of a Resolution Adopting a Mitigated Negative Declaration for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project (City of Coronado IS 2013-14); and Approval of a Resolution Approving the Project. Tom Ritter, Assistant City Manager, and Barbara Heymann of PlaceWorks, provided the staff report for this item.

Councilmember Downey asked if the City had to amend the Port Master Plan for Docks A and B.

Mr. Ritter responded that we did not as it was within the existing area that allowed for that. Because we are extending it out an additional 86' that requires the amendment.

Ms. Downey asked about the letters the City received from the Army Corps of Engineers. We normally would apply for the permits anyway so she isn't sure why they felt the need to tell us to apply for them. Did we apply for them and receive them for Docks A and B?

Mr. Ritter responded that we did.

Ms. Downey asked if, while doing Docks A and B, we learned anything that made us change this project because of what happened with Docks A and B and that process.

Mr. Ritter thinks that moving the docks away from the shoreline has helped as far as the eelgrass mitigation.

Mayor Tanaka opened the public hearing and seeing no one wishing to speak on the item, the public hearing was closed.

Councilmember Downey pointed out that when we had to separate Dock C from Docks A and B and the loading ramp she questioned that as she thought it would be easier to do it all together. It did give us the benefit of learning from doing it on the two that weren't getting into some of the unique issues that exist with this project. Staff and the environmental contractors have done a great job in addressing all of them. We didn't have any of the issues that we said were prospective and we planned for in A and B so she has no reason to think we will have any problems with Dock C and the launch ramp.

Councilmember Sandke also recognized both staff and the consultants' work on this. He does not know how we get anything built anymore.

MSUC (Downey/Sandke) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, TO ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS PROJECT and A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, APPROVING THE GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS PROJECT AND DELEGATING STAFF TO EXECUTE THE NOTICE OF DETERMINATION FOR THE PROJECT. The Resolutions were read by title, the reading in their entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8749 and RESOLUTION NO. 8750.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

9. ADMINISTRATIVE HEARINGS: None.

10. **COMMISSION AND COMMITTEE REPORTS:** None.

11. **CITY COUNCIL BUSINESS:**

11a. **Council Reports on Inter-Agency Committee and Board Assignments.** All Councilmembers indicated they would submit their reports in writing.

11b. **Caltrans Presentation of Engineering and Traffic Surveys for State Routes 75 and 282 with Regard to the Establishment of Speed Limits.** City Manager Blair King introduced the item and Cliff Maurer, Director of Public Services, provided a further introduction. Ed Walton, City Engineer, spoke about staff's role in this traffic study. Marcelo Peinado, District 11 Division Chief for Traffic Operation from Caltrans, made the presentation. Mr. King noted that included in the staff report is a standard item, Statement of Council Authority that provides what the Council's authority is. Staff indicates there that this is a presentation by Caltrans and it is a courtesy by Caltrans. They are not obligated to come before the Council but are coming to the City with the results of their traffic study.

Councilmember Downey asked a question of Mr. Walton. These studies that have been done by Caltrans are required. If we don't have recognized, accurate studies to suggest what the speed limit is supposed to be, what does that do to our police ability to issue a ticket based on radar?

Mr. Walton responded that they would not be able to use radar or lidar as a form of enforcement. They would be able to pace and it is very difficult for them to get out on Third and Fourth Streets and use pacing as an enforcement mechanism. They would not be able to use those instruments.

Ms. Downey asked how long it has been since the City has had enforceable speed limits based on the last approved study for Third and Fourth Streets.

Mr. Walton responded that the speed surveys themselves have a shelf life of typically five years. They can be extended by two years if the officers are certified. They can be extended a little further if they are using lidar.

Marcelo Peinado gave the Caltrans presentation for the Council and public.

Mayor Tanaka asked what the two averages were the last time the speed surveys were done.

Mr. Peinado responded that he did not review the study.

Mayor Tanaka commented on Mr. Peinado's reference to the 5 mph down in light of various conditions and asked if he is prohibited from using a larger number than 5 mph. Is there any discretion that could be used if Caltrans wanted to that could use 10 instead of 5 mph?

Mr. Peinado explained that there is no discretion beyond the 5 mph.

Mayor Tanaka asked Mr. Walton if he concurred with that and has the same understanding of State statute.

Mr. Walton commented that the procedures indicate you could do a one-time 5 mph deduction. If you had a couple of circumstances that would warrant the 5 mph deduction, you could only use it once. So it is a 5 mph maximum deduction.

Mr. Peinado commented that there is the possibility of legislation establishing the speed limit.

Ms. Downey assumes that the dots shown on the slide are the places where there were monitors where the speed was actually being monitored. She has a question about the one on Third. Obviously you are coming from a 50 mph zone on the bridge so people slow down at different rates. It is her experience that people on Third might be going faster the closer they are back to what used to be 50 than if they were right past where the survey was taken and closer to B or to C but right now Caltrans is making it from Orange Avenue all the way back. She is curious as to how that is set and if it has to be for the entire area. Even if at that location it was 30, it might be possible that instead of leaving it at 25 from Orange Avenue going to the Base you could make it 25 all the way to B. She is questioning how Caltrans comes up with that.

Mr. Peinado explained that they did meet with City of Coronado police officers and established the locations where the surveys would be done. Caltrans also coordinated with them to ensure that there was no police presence active when the surveys were taken. They also made sure that the equipment is as inconspicuous as possible so as not to affect the prevailing speeds. In terms of engineering practice, what they try to do is to be at least about half a mile from the signalized intersection. That tends to influence where the surveys are taken. He hears Ms. Downey's point. The closer to Orange, the slower the speeds. The closer to the gates, the faster the speeds are.

Ms. Downey met with Director Berman two weeks ago and this issue came up. She said that it is possible for the City to request another set of surveys if that might be helpful. She is not suggesting that the Council do that but she is trying to understand that if the Council wanted to do that there is some flexibility where the speed would be analyzed.

Mr. Peinado responded that they would be receptive to conducting new surveys.

Mayor Tanaka commented that one reason he would be receptive to that option is that he does not know how that could be accurate. Our old speed limit used to be 35 and we were able to get it down to 25 and the process was the same. We still had to do surveys. We only had the latitude of 5 mph. He is a little skeptical of those numbers and locations. He assumes that Mr. Peinado doesn't know what the last locations were as he doesn't know what the last numbers were.

Mr. Peinado added that the City has conducted a traffic calming study along Third and Fourth Streets and the report has a table documenting a history of speed limits along Third and Fourth at various locations and the years in which these speed studies were conducted. From the report and the speed surveys that was conducted by Fairs and Peers, he doesn't see any speeds that justify the 25 mph.

Mayor Tanaka repeated his statement. The last time the City did this there was a higher speed limit of 35 mph. Most people would say that if the speed limit is 35, people are probably going closer to 40 and maybe higher. Somehow the last time around, with a higher speed limit, we were able to obtain the objective of a safer speed limit of 25 mph. That same 25 was in effect when they did these two surveys yet we are getting to a point where your average speeds are higher and

it is forcing a higher speed limit of 30 mph. It seems obvious to him that if you formerly had a 35 mph speed limit and after the surveys we were able to bring it down to 25 and now we do another survey where we have a 25 mph speed limit and we have to bump it to 30, he can see how that is possible but he is also a little puzzled by it. It would be nice to have the last set of data to compare against this one and the last set of locations.

Councilmember Sandke commented that the staff report includes California Vehicle Code 22354. "The speed most appropriate to facilitate the orderly movement of traffic and is reasonable and safe..." We have a death and a near death and he wants to hear how the 30 mph speed limit is going to make it safer.

Mr. Peinado thinks the implication in Mr. Sandke's statement is that by raising the speed limit cars will be going faster. The actual speed surveys conducted over the last 10 years along these streets and, in fact, national studies show that is not the case. The speed limit will increase but that doesn't mean traffic will go faster. In fact, national studies show that the speed does not change. He would be happy to refer to these studies.

Mr. Sandke looks forward to learning more. A national study doesn't equate to his personal experience in Coronado.

Mr. Peinado added that the speed limits were 30 mph along Third Street and 35 mph along Fourth Street in 2005 and prior. One point that he wanted to make is that currently 3% and 4% respectively are going below 25 mph. By setting the speed at 30 mph, we would have about 47% and 48%, respectively, traveling below the speed limit. The 85th percentile is the target. By setting it at 30 mph, we would be close to 50%.

Councilmember Woiwode is also aware that what is written on the sign is the speed at which traffic travels. He has read a lot of studies on that subject. Does Mr. Peinado think that, if we sign a sign that says 30 instead of 25, we will still see 35 as the 85th percentile? Does he think that is a safe speed on those streets?

Mr. Peinado doesn't think he can answer that question.

Mr. Woiwode continued by asking that if the City Council was to say that it does not think it is a safe speed and, given that hanging a different sign on the road doesn't change the behavior of the cars, what would? What would cause people to go slower?

Mr. Peinado responded by saying that one of the things that was suggested by City staff and that Caltrans is receptive to is a speed feedback sign. On Third and Fourth Streets, Caltrans would include speed feedback signs that would tell traffic the speed at which they are traveling. Studies again show that these are effective at reducing speeds by 2 to 3 mph in the location of the speed feedback sign and for a short distance thereafter. If that is coupled by enforcement, that speed reduction can be sustained. Caltrans would accept that recommendation.

Mr. Woiwode asked if Caltrans knows what the City's priorities are and what we have charged our Transportation Commission to do. It is in our Municipal Code. It says to reduce the impact of traffic congestion on residents, calm and slow traffic, decrease traffic volume, investigate methods to integrate cyclists, pedestrians and public transportation. Does all of that, in terms of

the City's stated objectives, influence the actions that Caltrans takes? Is Caltrans aware of that and is it responsive to that or is the City operating independently of Caltrans?

Mr. Peinado thinks that the goals are the same for Caltrans and the City. Caltrans' job, in its mission statement, is to achieve the balance Mr. Woiwode just pointed out between all the different demands on the system and the fact that we all contribute to achieving that.

Mr. Woiwode thinks the words that he said are kind of similar to implementation of Complete Streets which Caltrans has a mandate to do – to make the streets available to all users. Given that our goals and objectives led to these traffic calming studies that we are working on and the Gateway Project that we are working on, would it not make sense for Caltrans to be a partner with the City in implementing those things that would slow traffic, given that changing the sign doesn't do it? The anecdotal information that the City has is that it proposes something and Caltrans says that it isn't allowed on the State highway. We go back and forth trying to do something to slow traffic. He doesn't think the solution is necessarily relinquishment. The solution is to have a partnership with Caltrans. Does doing the speed survey raise the question as to whether or not the outcome of the speed survey is appropriate for the road? Is safe?

Mr. Peinado feels that this goes back to the initial question. He is being asked to provide an opinion on safety and he would rather stick to the facts that he has. Mr. Woiwode does raise an interesting question about Complete Streets and other measures that can be taken. As he pointed out, the City has conducted and completed a traffic calming study. Those measures proposed in that traffic calming study, and Caltrans has provided their comments to it, will likely, very likely, reduce speeds. They will very likely also reduce volumes. The numbers of cars coming into Coronado will not change. They will just be diverted to other streets. And the accidents will also migrate to other streets. The objective will be achieved on Third and Fourth but other problems may be created.

Mayor Tanaka stated that there are a great many people in attendance and he would like to give them a chance to comment. He also pointed out that he knows that Mr. Peinado is the messenger and not the one who makes the rules. We appreciate how gracious he has been to take our questions. If the City tried to have a meeting about raising the speed limit to 30 mph and asking for input there would be an empty room. The room is full of people who think this is a terrible idea. We know that Mr. Peinado doesn't have an opinion on it and can't have an opinion on it but he asked that Mr. Peinado listen to the comments because it is counterintuitive to the public that this is safer for them or that it will slow speeds. It is counterintuitive to them that the five Councilmembers are somehow protecting them if it agrees to something that it would never vote for or at least it doesn't seem to be something we would vote for and we don't support. When Mr. Woiwode made the comment of trying to be a partner with Caltrans that is a sincere statement and it is really hard to explain to a room full of people how we are partners when it sounds like the action Caltrans will take is one the City Council would vote 5-0 to oppose and we don't have any say over it and this isn't about relinquishment because the City probably couldn't set the speed limit the way it wants either but all we have right now is a room full of angry people who don't understand that is safer for anyone and that Mr. Peinado can't answer that question is telling. He can't, with a straight face, say it is safer thing. He can just say that is what the rules dictate and what the speed surveys say and maybe hopefully the speeds will be the same before and after. It is counterintuitive and we will hear about that.

Thomas Slattery read from the Caltrans mission statement. Their mission is to provide a safe, sustainable, integrated and efficient transportation system and their goals, the first of which is safety, followed by health, provide a safe transportation for workers and users and promote health, etc. He would like to know what planet Caltrans is on that it thinks that raising the speed limit makes everyone more safe. This is the dumbest thing he has ever heard. He can't even imagine how they can think that makes sense and he also wants to know whose job it is to enforce the current speed limit and why it isn't being done.

Susan Keith wanted to plant an idea for future discussion. Why doesn't the City take back the State highways? Why don't they become Coronado streets again? We could put back crosswalks wherever we wanted on Orange Avenue. We could make the speed limit virtually anything it wants. They would be Coronado streets. We wouldn't be governed by Caltrans. We would take control of our own destiny. She thinks this is worth a discussion. There are pros and there are cons. It would cost more money. Maybe in the long run it would be worth it but it is something that should be looked at.

Mona Kelly lives on Third and B and would like Caltrans to come sit on her corner for a day and see the speeding traffic that surpasses 25 mph. She has had her house run into, trees broken and run into. 25 mph is okay but not 30 or 35. If you are concerned about monitoring Third and Fourth, she sees Highway Patrol cars parked at the foot of the bridge not being utilized. If it is state highway, why don't they just monitor the state highway at a reasonable speed? She is not in favor of increasing the speed. The light signal is another issue and she will be back to comment on that. She has seen many, many accidents on her corner and it is just a very dangerous situation. She appreciates Caltrans for trying to do its job and the police for trying to do its job but it has become overwhelming.

Jill Powell lives on the corner of Fourth and A. Why can we not stop the cross traffic? We should close A, B and C. She believes that is not Caltrans. She believes that is the City. We close it in the morning for the very little traffic that is coming across streets and she has been told that it was voted against but she doesn't feel that should be everyone in the City can vote on something that only impacts a few people. She would like that to come back up again where we close traffic, at least at busy times, and she thinks all summer long would be great. Why don't we ever see CHP? She understands that Coronado police give tickets on Third and Fourth and they go to court and get laughed at because people are going 5, 10, 15 mph over the speed limit and they get thrown out. If CHP needs to go in there and it is their street, then they need to come monitor them. The other thing that was mentioned was Caltrans and the maintenance of the streets. She and some of her neighbors have sent multiple requests to fix potholes, lights, etc. without a word in return from anyone. When the gentleman passed away a few weeks ago, Caltrans had a person sitting in their yard saying that it was bad and they were working on it. They haven't seen anyone since. She would like Caltrans to get on that. With respect to the speed limit, this is the worst idea she has ever heard. It is awful. She cannot believe they would even consider it. The tourists – people have to do something about the tourists. You cannot let the tourists cross the street anymore. Every day they come from the Marriott, they come from the Ferry – it is awful. Yesterday she saw a crowd of probably 15 people, nice people with children, trying to get across at 4:30 in the afternoon. They all make it in groups. It takes about 15 minutes and she tries yelling at them. Something has to be done by the City if Caltrans is not going to do anything about it. People are going to get hurt. It is awful.

Joe Horn is asking for increased police enforcement on Third and Fourth Street. At a recent meeting with the Third and Fourth Street committee, he was given a document that states what the police did in 2014. In 2014, on Third Street, 32 citations were issued for the whole year. That is about 3 a month. On Fourth Street, there were 104 for the whole year of 2014. If we look at 32 violations, that is three per month, we have 1,600,000 cars going by in a month and there are only three speeding tickets written. The 85% rule says that 1,300,000 are speeding and we wrote three speeding tickets on Third Street. He thinks enforcement is a need. He has spoken with Sergeant Shank, the head of traffic, and he said that he has enough police to do it but they are spread out a little bit. He asked that the Council allot them some money so that there are two or three hours per day where the policemen are there showing their presence and doing that. In March of this year, three speeding tickets were written on Third Street. On his street, Fourth and G, there were zero speeding tickets written in the month of March and that was with 1,600,000 cars going by and 1,300,000 speeding. These are things that are not happening on the streets. We need to get the police out with more police presence and more ticketing whether the speed is 25, 30 or 35. There can be more pressure on the Chula Vista judges from the press and by the public.

Bonnie Kerr sat through many, many of these meetings at the Library and other places throughout the City. She definitely agrees with Susan Keith. You don't have any control over Third and Fourth. They are not City streets. They are state highways. This means that the state has more power than the City. She thinks all of this talk is a waste. She thinks the City needs to take back those two streets so that it can control the speed limit. She doesn't see that Caltrans wants to work with the City and what Mr. Woiwode was suggesting was a good idea but she doesn't think it will happen.

Michael Schmid thinks it is absolutely ridiculous to consider raising the speed limit. This is such a fine example of what happens when a government is trying to run by stats and numbers and not by what is actually happening. We need to be safe in this town and what Caltrans is proposing will make it less safe. We need to come up with a solution. Everyone agrees that the streets should be safe. Let's just figure out the best way to do that working together.

Ivan Dunn is incensed at the idea of increasing the speed limit on Third and Fourth. He is a bike rider and is a member of TAF. This flies in the face of common sense.

Lisa Braun is looking for some clarity. Does this stop at Orange? Is this all of Third and Fourth that Caltrans is proposing? Do we actually know what the proposal is?

City Manager Blair King explained that the proposal is for west of Orange the speed limit would remain 25 mph. East of Orange it is indicated that the speed limit would be 30 mph.

Ms. Braun continued by saying that Alameda is not part of this and is not being studied and stays at 25 mph. She asks because yesterday there was a roll over on Alameda between Second and Third. How we can wipe out two parked cars and roll one at 20 mph – she doesn't want to see what they are going to do at 30 mph.

Valerie Barker totally agrees with Mayor Tanaka when he says that it is completely counterintuitive to the residents that there is an intention to raise the speed limit. It doesn't make any sense whatsoever. She thanked the speaker who spoke about enforcing the speed limit. He asked why the speed limit is not enforced. About a year ago, she wrote to the Chief of Police in

Coronado. He replied to her concerns. Since then there have been many additional concerns raised about speeds. She wanted to draw attention to one sentence that is in his letter. The Police Chief said that speed has not been the focus due to the amount of traffic during the morning commute. What that tells us is that the Police Department has one rule for the base traffic coming in on Third in the morning and probably for the base traffic leaving the island in the afternoon. They do not apply the speed limit and have not been applying the speed limit. It has nothing to do with 85th percentile or radar or anything. They just were not applying the speed limit. That tells us that the rest of us have another rule apply to us about speeding and she thinks there is some hypocrisy here and it is time that the speed limit is applied and not raised. She invited everyone to come and sit outside her house on the 4th of July. She revealed that the reason why the speed limit is not being applied is because there has been a decision not to apply it.

Dulce Shaffer agrees that the City of Coronado should take relinquishment of Third and Fourth because we could do more with that. A lot of the focus is being put on how the cars can get through and not on the pedestrian safety as to how we can cross. People are still crossing, no matter what. We need to focus on that as well. The speed limit increase is not something she can agree with but she can see how it is hard for the police to implement tickets that are enforceable.

Ricardo Moreno would like to point out a few things. It seems that it has been said that we cannot enforce the speed and that the tickets are rejected by the judges. We have done the study that doesn't seem to make sense. We did the study while the speed limit was not being enforced. We had 13 tickets last year. How can we consider the study realistic when people know that the speed limit is not being enforced. They are not scared of getting a ticket and they are going whatever speed they want. How can we consider this study to be relevant when people are going whatever speed they want? The study should be done again once it is being enforced. He doesn't understand why it is not being enforced. One of the studies expired in January. The other one is still in effect. Up until January we were able to use radar and lidar. Why wasn't the speed limit enforced?

Jamie Burgos lives at Third and Alameda and sees traffic also. She understands that the proposal by Caltrans will affect just the east side of Orange on Third and Fourth but commented that sometimes policies, when they are enforced by judges and attorneys, are interpreted differently. We have to look at this policy of not enforcing the speed limit and take a step back. Maybe we should do some legal research on our end, as the City, as to what the purpose of that was. If the purpose is for the tickets to get thrown out in court because everyone is speeding, she doesn't think the policy was intended to allow everyone to speed in the first place but rather to say that if there is a speed limit in effect that doesn't make sense it should be looked at for possible increase. If we aren't enforcing the speed limit, then everyone is going to speed. She really thinks we need to take a look at that policy of not allowing those speeding tickets to follow to fruition. Why? We need to take a look at how to combat that policy. If we enforce the speed limit, we won't have that problem. She does think that increasing the speed limit is a really bad idea. There are already a lot of accidents.

Margo Roberts finds it ironic to raise the speed limit to 30 when it is already 40. Her idea is to simply not allow any turns on A, B or C and use stop lights. A, B and C are pedestrian crossings. People don't have to get freaked out about traffic going through their neighborhoods and we have controlled traffic.

Fern Nelson agrees with everything that has been said today. Raising the speed limit is just unthinkable. She brought up that most of this traffic is Navy traffic and tourist traffic. The residents should not be penalized because these other people are racing in and off of our streets. She has heard that Caltrans is against speed bumps. She thinks we should look at that. She has heard that Caltrans is against speed tables. She doesn't know if that is the case but speed calming always calls for physical things to slow down traffic. Those should be looked at in addition to not raising the speed limit. She thinks that perhaps we could work more closely with the Navy because they follow the traffic rules on the base perfectly well. She would like to see the City work with the Navy a bit more. Also we are going to have increased traffic because there is supposed to be a third carrier in port that will increase traffic as will the new base going down on the Strand. There will be more and more cars here and we all need a comprehensive plan. The Gateway Project needs to be coordinated with the F&P Study which needs to be coordinated with Caltrans and from the individual speed points that have been identified and measured by Caltrans she doesn't see where any of this is taking into account the whole City and how traffic moves through the whole City. She also agrees that if we could find any way to cul-de-sac things off that would be pretty nice for most neighbors. She is against relinquishment. From her understanding, if the City takes it over, then if one group of politicians decided to put speed bumps in another group could be voted in to change it all. Having total control over Third and Fourth with no sort of backup to mitigate what happens needs to be given some thought as well.

Rachel Gorkin thinks that she isn't really sure if anyone can make a decision. No one has been held accountable for the injuries and deaths that have happened so far. She thinks that is being swept under the rug a little bit. She is heavily involved in her church and she would never hire a pastor who doesn't know the inner workings of Coronado. She is not sure who was in charge of hiring someone – she doesn't know who can make a decision. It is disturbing because she would never bring someone into this City who has no idea. She doesn't know if Caltrans has anyone who lives on the island and who knows and who sees and witnesses these things going on. Clearly she does not think that they do. It is a shame that we are talking about a lot of things but she doesn't see anything really happening or if anyone can truly make a decision because we have a third party coming in trying to do these things. She has a problem with that. It is very important to whoever is in control of the City lives here and knows and lives and breathes in this place.

Quelene Slattery has been to a lot of these meetings and it was her son who was almost killed and sustained the traumatic brain injury. She has come to the meetings and has tried to be productive. She has attempted to stay away from the blogs and the forums online in the hopes that we could work together as a City, with Caltrans, to solve the problem. The data that Joe Horn presented was staggering. Thirty-two tickets were given out last year when there were 1.3 million speeders. Who is responsible for enforcing the speed limit and why isn't it being done? We keep being told that traffic tickets don't hold up in court but her neighbor at the Bay Club got a ticket and they threw the book at her. They didn't throw it out. They didn't reduce her fine. It is citation number 242889, speeding. She was going 44. They didn't throw it out. She doesn't know why we keep being told that they don't hold up in court. If they don't hold up in court, what percentage don't hold up? Of those 32 tickets, how many people actually went down and fought those tickets? Is it worth worrying about that small percentage? Who is accountable? Someone else asked the question about the judges. If we just keep issuing tickets, so what if people fight them, won't the judges eventually have to enforce it? Won't people get tired of getting tickets? Most people just pay their tickets or request to go to traffic school. How many people are really going down there and fighting it? She and Mr. Woiwode corresponded last May after her son was hit about a HAWK

signal being put up at Fourth and B. This Council approved it. She appreciated that very much. She was told at the last CTC meeting that it was presented to Caltrans and Caltrans turned it down. She received no explanation but apparently we abandoned that proposal. Can we get some information on why it was turned down and what modifications need to be made?

David Greer commented that everyone here has been to all these meetings and done surveys for years. He knows even the Council is frustrated. He can see it. It seems like now that we know what we need to do we need to focus our efforts on compelling the state, Caltrans and CHP to do their jobs. It is ridiculous that we have a state highway and CHP never patrols it. They patrol every other state highway and interstate. We know this part is done. Let's use and compel Caltrans to do their job. They haven't. How are we utilizing our state representatives on this issue? Our Assemblywoman is the Speaker of the Assembly. She has a lot of weight and he is sure she can get some stuff done.

Lori Rooney asked that Caltrans and the City that has been working on calming Third and Fourth get together in regards to redoing a speed survey. Third and B is an inappropriate place for a speed survey because it is downhill. If you are standing at B and Third, you cannot see the light at Orange Avenue. When the vehicles take off at Orange Avenue heading towards the bridge, they pick up speed going down that hill. It is an inappropriate place to do the speed survey. That speed survey is necessary for the Coronado Police Department to be able to use radar. It needs to be effective. When we listen to the individual from Caltrans, he spoke about the 85th percentile being an approximate. It did not appear that it is a finite number. She would like to know upon what exactly that 85% number is taken from. Is it day traffic? Night traffic? All of the traffic that we have that is backed up going 2 and 3 mph? That 85th percentile number might be something that you can use to then reduce it and take the 5 mph reduction from there. She also would ask that the City and Caltrans ask CHP to enforce the 50 mph speed limit on the bridge, both coming into Coronado and going out of Coronado. That would compel people to slow down because if they don't get it from the Coronado Police Department they will get it from the CHP. She does not see anyone getting tickets on the bridge. We need to slow traffic down at all places and make sure that people know when they come into Coronado they need to abide by the laws.

Erin Barnum has heard the speed limit addressed a lot. She lives at the corner of Fourth and A. She doesn't know if people have any idea of how many accidents happen on that street. She would like the City Council and people to look at closing possibly A, B and C at Third. That would force people to go up to the turn and come down Fourth Street safely. Right now they are coming out in the middle, all the traffic from those three streets. The accidents are monumental. She never sees anything about it in the paper or anything in the police reports but they are constant. That is something she would really like them to look at.

Frank Spitzer provided a speed survey that was done between the bridge and Orange. It is one of two because it took 12 minutes to do this. That is what is serving the basis of 10 years – 12 minutes and 75 cars, not 100. All of the surveys are 100 cars. The top dog at Caltrans suggests 100 cars. It is anecdotal evidence becoming fact and then factual opinion. That is not the way to go. He would like to ask if that mechanism was calibrated correctly because it could be 3% off. That has to affect the speed. Caltrans itself has poor signage coming into the toll plaza and going forward. There are many signs posted where you cannot see 25 mph and he doesn't understand why you have the word 'enforced'. He is asking the City to please discuss this with Caltrans.

Cindy Fuhrmann wondered, if Caltrans truly has the mission of safety, could they not conduct a safety study at Third and B to see all the pedestrians who try to come across. If they truly have the mission of safety then they should include that in their assessment.

Mayor Tanaka thanked everyone for attending the meeting. There are no empty seats which is an obvious indication of how important these issues are to the community. He is of the opinion that increasing the speed limit from 25 to 30 is not a good idea and the only possible way to justify it is through a bureaucratic answer which makes no one happy and is not why anyone is here today. He can respect that Caltrans has to obey the law and that the law may indicate that this process or this decision is necessary but it is certainly not one he supports and is certainly not one supported by the overwhelming majority of our citizenry. He hopes that to whatever extent Caltrans can factor that into its decision making that it does. There are a lot of other things that the people sitting in this audience would rather be doing right now than arguing against something that they don't really think is probably going to change. He also spoke to the idea of relinquishment. One of the reasons he is not a fan of relinquishment is that it doesn't change the fundamental dynamics of our problem. Our problem is that we have too many cars coming into our island and our roadway can't support it. We have heard our Police Department talked about a lot. Under our current number of officers, we can only police so many of those streets at a time and you are always going to have a traffic problem in this City unless you work on those dynamics. If Coronado took ownership of Third and Fourth Streets, it would not change those dynamics and it would not result in some of the changes you would expect the City to make. The City of Coronado cannot unilaterally change the speed limit any more than Caltrans is claiming that it can't. The 85th percentile rule applies to anyone. If you change who is in charge of Third and Fourth Streets, you don't change what the letter of the law says about the 85th percentile. Mr. Peinado mentioned that you could do individual legislation, which the City has tried and has not worked. If Coronado was able to get a special speed limit for the City, every other City that wants one would petition for the same thing and that is just not how Sacramento and law making works. It has been mentioned that our representative is the Speaker of the State Assembly. That is true but he does not have any reason to believe that she would spend any of her bullets on us and our spot legislation just for our own speed limit. He is happy to try to pursue it but he cautioned people to moderate their expectations on that.

He wanted to talk about the Police Department a little bit. He is proud to say that he has served on City Councils that have understood that the job of the Council is not to micromanage the Police Department or to tell them how to do their job. We are a few steps removed. The Council hires a City Manager and the City Manager hires the Police Chief and the Police Chief oversees the Police Department. He has read some comments recently about how he could just pick up the phone and order people around and that is just not true. In fact, the City Council could do that but it would have to have a meeting like this one and then talk about things that we plan to do and whether or not we want to do them. There is a way for the Council to direct the Police Department. We don't usually do that because none of the Councilmembers have had a career in law enforcement. With that said, he shares the opinion made by everyone who said he is incredulous that the Police Department isn't enforcing the speed limit more. He shares the opinion that if the court throws out the tickets he doesn't care. It is still a speed limit and our citizens expect it enforced and he thinks our citizenry overwhelmingly expects those tickets to be written if people are speeding. If they get thrown out, so be it. If you can only issue a ticket by pacing, then start pacing because the simple reality is if you had consistent presence and enforcement, even if all you could do was keep pacing around Third and Fourth, it would change driver behavior and it might, in fact, even

change what that 85th percentile is. In defense of the Police Department, they can only work with the resources they are given. This Council would need to consider whether or not the resources we have allocated are adequate and whether or not we want to do something else. From his vantage point, he cannot justify writing such a small number of tickets based on so many people. He can't justify saying that it is a futile effort. It is an even more futile effort if you give up. He can't support that idea.

His last point is that this Council probably needs to focus on what it can do. Ordinarily, he thinks City Councils he has been on have said that they keep a certain amount of distance between this issue and Caltrans. The City works very hard with Caltrans to try to affect change. The City works very hard with the Police Department to affect change. He thinks that if the audience had to rate the City's performance on this, it would give the City an F. He doesn't think the City has been that impressive on this issue. We have been very patient. We have created traffic commissions, traffic studies, given people space to do their jobs but he would like to suggest that the City Council ask the City Manager for another meeting, at his earliest convenience, to literally focus on that item of what we can do. He thinks most people are tired of the Council saying that it can't do that. Two things he would suggest we can do and we need to consider immediately are either saturation enforcement or just more enforcement. He knows he campaigned on that and he has not meddled in the Police Department but he is ready to meddle on that one. He thinks the public expects and is pretty close to demanding that there be a bigger presence and more of an ethos in Coronado that people should not speed. He thinks the City can also hire more crossing guards. We have already put them in for Safe Routes to School. We have already timed them for the inflow in the mornings and the outflow in the afternoons. We have already put them on Orange. Even if it costs more money, we can try to create more opportunities for people to cross safely using crossing guards. He is glad there is a representative of Caltrans present because Mayor Tanaka has to say that, at this point, he wouldn't count on Caltrans to help the City. At this point, Caltrans is saying to the City that 30 mph as a speed limit is safer. Most people present would say it is not and we can't do anything about it. That is a perfect example of why he can't count on Caltrans to help him. He can count on Caltrans to be honest and to try to be of assistance but when it comes to what can actually be done he can't count on them for help. He thinks we need to have a Council meeting whenever Mr. King is ready to talk about what can be done. He thinks the public is getting fed up with the lack of positive solutions that might make a difference. He reiterated that his suggestions would be more enforcement and/or saturation enforcement from time to time and more crossing guards. We do have some money and if we have to apply money to create more safety, we weigh the two but he thinks the City can afford some of that.

Councilmember Bailey agrees with Mayor Tanaka. He thinks the Councilmembers tried to ask the Caltrans rep whether or not increasing the speed limit to 30 mph would actually make Third and Fourth Streets safer. We didn't really get a straight answer from him. We all know that the answer is no. The public knows it. The Council knows it. Something tells him that if we were to speak with the Caltrans rep off the record, he would acknowledge it as well. He really does appreciate the sentiment from Mr. Woiwode about wanting to be a partner with Caltrans in addressing all of these issues but he is not holding his breath. At every opportunity Caltrans has had to be a good partner, they have failed. The most notable examples are the entrance to Third and Fourth Streets coming off the bridge. That has looked like a construction zone for the last several years. Look at the potholes in the street. As some speakers pointed out, Caltrans is very unresponsive to the needs of our citizens in their jurisdiction. About three years ago, when he first joined the Council, a resident contacted him and asked if it would be possible to get 'Keep Clear'

markings put down at Third and C. He looked into it. One of the Caltrans reps responded and said that the project was scheduled to be done within a month. That was three years ago. Over the last couple of days he created a brief survey, mostly to notify the public of the pending speed limit change and to receive their feedback. It is not a scientific survey. Based on the IP addresses, the vast majority of the respondents were from Coronado. We had almost 400 respondents. There were basic questions asked. He talked about the results of the survey. His message to the Caltrans representative is that if Caltrans wants to be a partner with the City, he suggests that the messages be taken back to Caltrans' leadership and figure out a way to get a further reduction in the allowance of the speed limit back down to 25 mph.

Councilmember Downey has a few more questions for Mr. Peinado. The HAWK signal would have been a perfect solution that would have allowed pedestrians and bikes to cross. The City was told, at least she was told, that the reason Caltrans couldn't support that is because it provided a false safety because people were coming off the bridge at such speeds that they wouldn't be able to stop in time. That suggests to her that we should make the speed limit on the bridge lower so they would have sufficient time to stop. She is trying to figure out why we couldn't get a HAWK light at any of those intersections along Third and Fourth. She asked Mr. Peinado to help understand that. Ms. Denny further explained for a member of the public that a HAWK signal is a pedestrian light that is only activated if there is a pedestrian/bicyclist standing there but is not for cars.

Mr. Peinado hasn't reviewed the comments or the proposal put forward by the City. He did comment on the HAWK system. It is pedestrian activated system that basically behaves like a signal. We would, in effect, have a signal along Third and Fourth. Furthermore, it isn't interconnected with the existing traffic signal at Orange. Anyone could hit the button and it would be activated within seconds. As far as managing traffic, he can certainly see many problems with a HAWK activated system.

Ms. Downey referred to his comment that it is not connected. Could it be connected to the lights on Orange at Third and Fourth?

Mr. Peinado responded that if there is a signal, not a HAWK activated system, they could be interconnected.

Ms. Downey is trying to understand. We don't want to create all that cross traffic because as soon as we make it harder to get through Third and Fourth all that will do is send the traffic down the other streets. That is the cars. We would like a pedestrian to be able to cross without getting injured.

Mayor Tanaka thinks that what Mr. Peinado is trying to say is without a HAWK, the lights are controlled by a computer. By definition, a HAWK doesn't work within that system. By definition, every time someone pushes a button it is going to go. Even if there is a green light sending all of this traffic, you hit the HAWK and it says red light and that is what he means by them not being synched. Maybe by definition they can't be synched. That is why Mr. Peinado doesn't support HAWKs. He would support just another signal that is synched in with the whole but it wouldn't be pedestrian activated anymore.

Ms. Downey commented that is her question. If we have to put in another signal because that is the only thing that could be interconnected, would Caltrans support the engineering ability to create a light that can only be activated by a pedestrian but it acts as a real light so it could be synched with everything. Is that possible? Would Mr. Peinado support that?

Mr. Peinado does not know if it is possible.

Ms. Downey pointed out that the City has been asked to find solutions. She understands completely all the down sides but if we don't ask the question, we can never figure out why it won't work and the public doesn't know why we can't get the HAWKS that we all said were a great idea.

Mr. Peinado knows there was a comment about pedestrians crossing at A, B and C. Caltrans has conducted a study and they should be wrapping it up by July of pedestrian crossings along A, B and C on Third and Fourth. Caltrans had cameras that filmed for over a week, every day of the week, at all six interchanges. They have a very good idea right now about the pedestrian movements throughout the week. He knows that B is the principle crossing point and they have counts for crossings throughout the day. They are looking at that information and will be making some recommendations.

Ms. Downey has heard people throw out that our state highways on Third and Fourth are the only ones where pedestrians can just cross willy nilly because we don't prevent it. On other highways pedestrians aren't allowed to cross. Are we that unique? Are we the only place in District 11 in Caltrans where pedestrians can cross at intersections that don't have traffic lights?

Mr. Peinado is sure there are others but he can't think of others right now.

Ms. Downey suggested that we might be unique. When we were looking at the code and how you do provisions for the speed, there are provisions under the California Vehicle Code 22354-.5a and b that suggest when you are going to raise the speed limit Caltrans should listen to a public meeting held by a Council in the area that controls it and she thinks that would make us really unique that we have pedestrians crossing the state highway. Shouldn't that factor into the speed limit?

Mr. Peinado responded that it is. That is why we are applying the 5 mph reduction.

Ms. Downey clarified that the City only gets the 5 mph for that.

Councilmember Sandke feels this does come down to safety. He cannot see that changing the speed limit is going to make it safer for the residents so he respectfully disagrees with Mr. Peinado's engineering position. Enforcement. He shares the Mayor's concern about the woeful number of tickets. He would like to know why we aren't ticketing more and if, in fact, we need to up the ante on the folks that are speeding we need to be moving in that direction. If in fact we do have a policy of no enforcement that would concern him deeply. Cross traffic issues and us taking over the roadway – those are big questions that will be answered as we move down the road and legislative action is something that can be asked for but will be a tough road in terms of getting special treatment. He concurs deeply with Ms. Downey. We are a very unique situation with a state highway running through our town. He did not get elected to preside over a City where crossing a residential street is potentially deadly. He hopes that Caltrans goes back to its mission

statement and thinks about safety as the driving concern and lets that be its guide as it moves forward. He is glad Mr. Peinado is present and looks forward to partnering with Caltrans to come up with solutions that help with our cross traffic issues, that help with our pedestrian safety, that help get bicycles around town and adequately move vehicles on and off our island.

Councilmember Woiwode also appreciates Mr. Peinado being present. Caltrans hires really smart people. They really know this business. They also have policies that are driven by court cases more than anything else and also are incompatible with the local environment, as is the case here. Relinquishment has already been mentioned and it does not address the 85% issue. That is federal law. It is to keep speed traps from being set up and we are going to be bound by the same law that Caltrans is. Enforcement. Obviously a lot has been said about that and he is certainly in favor of additional enforcement but at the end of the day, again, our expert tells us enforcement is not the thing that is going to change that 85th percentile number. If you think about the sheer statistics and the number of people and you get a whole bunch of cops out there writing tickets as fast as they can, you are still going to get a very small percentage. The additional police presence and occasionally getting snagged will certainly help but it is not going to get this number down appreciably. What would be redesigning the road. The whole point of this 85th percentile thing is that you use this information to find out what the capacity is of the road. What can it do? What can vehicles comfortably, safely, reasonably do on that road? It falls apart when you look at the fact that it is in a residential environment like this. He believes that Caltrans' speed survey tells him that the actual speeds, 35+ mph, are incompatible with reasonable speeds for those neighborhoods. The way you change that is by redesigning the system. We have put a lot of effort, and Mr. Peinado has been in meetings with the City about Third and Fourth Streets traffic calming and the Gateway Project, as has his boss, and we know that there have been things that have been discussed in those projects that are not compatible with Caltrans' standards. He hopes that Caltrans can acknowledge the uniqueness of this situation and say to set aside the Caltrans standards. Let's comply with the other industry standards and look at what makes sense in Coronado. That would be the basis of the teamwork that we could go forward with to implement the Gateway Project, Third and Fourth Street traffic calming and reduce what amounts to the design speed of these roads. If it took the Council writing a resolution to say that, he would be willing to do it but he sure would like to see the City work on this from a design standpoint.

Mayor Tanaka summarized that there are two issues in play. One is the speed limit survey at hand and whether or not the Council wants to take any next steps.

MSUC (Woiwode/Tanaka) moved that the City Council acknowledge that Caltrans recent speed survey indicates actual speeds on Third and Fourth exceed reasonable levels for those neighborhoods; that these speeds are the result of the design of the highway; that Coronado wishes to accommodate use of the streets by all users; that Caltrans and the City should work to redesign Third and Fourth to maintain speeds at levels that are compatible for the residential neighborhood and accessible to all modes of transportation; and that the City Council does not support increasing the speed limit from 25 to 30.

Councilmember Downey asked whether we are accepting the speed study as it is or if we want them to do another one. What are we supposed to do with that? Is there a follow on that says

because of that we don't accept the draft results of the study provided by Caltrans and we want to work with them to redo the study to help us further the goals set in the motion?

Mr. Woiwode feels that should be separate.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

Mayor Tanaka pointed out that the other suggestion he made was to find out if the Council wants to focus on things it can do and try to do that at the next meeting or soon thereafter. The two items he would propose for discussion are more enforcement/occasional saturation enforcement and whether or not we should consider employing more crossing guards. Would anyone be opposed to moving forward with such a discussion?

Ms. Downey supports moving with the discussion but there are some things she would like to clarify. At this point, whether we support it or not, there is a traffic study out there that suggests it should be raised. Caltrans is going to make a decision whether they take into account what the City has said or not. However, they have said they are willing to consider redoing another one. She likes the idea of suddenly enforcing. The problem is it will be at the higher speed, assuming how quickly they move on it, which they say is better. From what she understands, if we have a speed limit that they can use radar on we can go out there and aggressively enforce it and then have them come back in a month and do a separate survey. She agrees with everything that has been said but they are still going to raise the speed limit.

Mayor Tanaka is painfully aware that the City doesn't get to set that number. We get to advise. We have advised. We don't think the higher number is safer. He doesn't want to support a higher number. There is nothing about it he supports. Some of that is out of our hands. He wants to focus on what can be done. Whatever the number is, we can enforce it better. We ought to.

Ms. Downey pointed out that they will not raise it until they are done with the study. She would like to know if the Council would like to ask them to do another study and in the time to do that they won't raise it.

Mayor Tanaka asked if there are other ideas that the Council wants to put on there that at least three Councilmembers think would be worth discussing.

Mr. Sandke would be willing to let the City Manager work with the Police Chief to come up with some ideas that the City could do and are within the City's control.

Mr. King understands that the Council would like to have a discussion, with probably two categories, one involving enforcement and one involving physical changes or other types of things that could be done to address speeds in that area and maybe incorporating that as preliminary steps to a second speed study and other items. In terms of schedule, the deadline for the next Council meeting, June 16, for staff reports is Thursday. It will be difficult to pull something together by then. The Council is dark for the first meeting in July. The earliest this would come back would be July 21.

Mayor Tanaka thanked everyone for sharing their voices today. He also thanked them for their patience.

The City Council went into recess at 6:09 pm.

The City Council resumed at 6:25 pm.

11c. Approve Resolutions (1) Adopting the City of Coronado Annual Budget for FY 2015-16; (2) Setting the Annual Appropriations (Gann) Limit; and (3) Approving the Policy on Fund Balance and the Size and Use of Reserves. Mayor Tanaka informed the public that the way the City does its budget there have already been a number of budget meetings and we are towards the end of that process now where we are finalizing a budget that we have already discussed in past meetings.

City Manager Blair King provided a verbal report and reminded everyone that this was the topic of an extensive workshop for the Council at its May 19 meeting.

Mayor Tanaka invited public comment.

Susan Keith asked if when the City Council approves the resolutions this evening will that include a bike path on the beach that is proposed on the CIP.

Mr. King responded that in the CIP there is approximately \$100,000 of General Fund money being requested. That would be appropriate for the purpose of initiating the feasibility of examining a multi-use bike path on the beach. A question has come up. That would not be a carte blanche approval of the project but would be an approval to spend up that amount of money to test the feasibility. That project would be subject to future environmental reviews and design. If it were ever to move to the point of construction, there are several benchmark points along the way where the Council would have to check in on their desire to pursue that project.

Ms. Keith totally objects to spending \$100,000 to look at a feasibility study for a bike path on our beach. She thinks that a poll of the public would show about 10 people in Coronado that know that this is being proposed. She thinks that at least 9 of them are bikers. She doesn't think the public knows this and she thinks that the Council is going to have quite a rude awakening if people find out that the City has proposed and agreed to spend over \$100,000 to look at the feasibility of putting a bike path on our beach. She hopes the Council will reconsider and take that out for future discussion with the public having input on that. She has gone through the budget process and knows how tedious it is and really the only time you get people down here is when they are asking for money. You don't really get people down here where they say don't spend money. She thinks that if this were advertised you would find the public would be most interested in discussing this item.

Rita Sarich, Coronado MainStreet, spoke about the 100 and 800 blocks of Orange Avenue. The Board unanimously voted to request that those two projects be included and completed in the Downtown Enhancement Program. Those are the two blocks that have not been replaced and she thinks it is time. The Board supports that. She hopes the Council will strongly consider that for this year. If not this year, next year.

Councilmember Downey clarified that those are listed in the CIP projects but they just didn't move up to this year. Is Ms. Sarich asking that they be moved up to this year?

Ms. Sarich responded that they have been in there for 10 years. They keep being pushed back as unfunded projects.

David Greer commented that if the City has \$100,000 to study a bike path on the beach you can ride your bike on the beach anyway. There is a street and a sidewalk you can ride your bike on that is concrete and asphalt already. He thinks that is kind of stupid to do. He thinks there is a much more urgent need for funding a project that is sorely needed in the City and it is a parking garage that will serve the Hospital, Tidelands Park and that sector of the business district and that quadrant of the City. He knows the Hospital has started a concept on that and knows what the cost would be. Let's spend our money where it would serve a lot of people and solve a lot of parking problems.

Dan Orr, Chair of the Bicycle Advisory Committee, is one of the ten people who is aware that this has been in the Bicycle Master Plan since 2011. He has no worries that the Council is not going to support the study of a mixed-use path on the beach. Bikes and pedestrians are not compatible on the sidewalk, as the Council knows, on Ocean Boulevard. Cars and bikes are not compatible on the street on Ocean Boulevard. He thinks it is incumbent on the people who are going to oppose even studying this to tell us what is so special about our beach as opposed to the beaches in Long Beach, Bolsa Chica, Huntington Beach, Will Rogers, Santa Monica and Playa del Rey, which all have very nice mixed use paths on the beach that lots of people enjoy. Coronado has one as well near the Hotel Del. It would be very nice to hook it up from Sunset Park to the Del and that is what he hopes the Council will approve \$100,000 to study. We have very competent staff and very good consultants. All we want to do is study the feasibility.

David Slack spoke about the satellite view of Coronado and North Island and the juxtaposition of San Diego. He thinks we should utilize the relationship of the larger city next door for a little bit of mentoring. We could also use our neighbors on North Island to look at this globally. He is terribly concerned about the corner of Third and Orange and the whole corridor.

Patrick Callahan is a member of the Bicycle Advisory Committee that is soon to be the Active Transportation Committee. He addressed the point that this is a multi-use that will provide access to not only cyclists but to strollers, wheel chairs, pedestrians and skateboarders. It is a safety issue. We have looked at Ocean Boulevard a number of times and that is a difficult street because it is too narrow to permit bicycle lanes that have been proven to be very successful on other streets in Coronado and safety is a major concern. He feels the study is important so that we can see what the issues are. There will be plenty of time for people to share their points of view and air their opinions when we have something concrete to propose. He asked the Council to approve the financing of the study.

Mr. Schmid supports the study of the multi-use path. He thinks it would help a lot more users than just bicyclists. He knows a lot of people who would use that path.

Mayor Tanaka reiterated that he will be supporting this recommendation. These are items that have been talked about before. No matter how many times you advertise something that doesn't

mean everyone hears about it. As Ms. Keith pointed out, there is a certain amount of tedium that goes into a budget. Even if we have talked about something that doesn't mean we have shed as much light on an issue as we could. As far as the multi-purpose path goes, it has been mentioned several times that our Bicycle Commission that will become the Active Transportation Commission has discussed the idea of whether or not there should be such a path and whether or not it would be a benefit. The reality of the world we live in is you can't get good answers if you don't allocate some money to making sure that your ascertaining of the facts is intelligently done and so on. He hopes we don't spend \$100,000 on this but he is willing to support this request because this is a question that we need to analyze to figure out whether or not such a path would make sense for Coronado. The current status quo on Ocean Boulevard is not ideal. The sidewalk there is kind of a narrow sidewalk. If you walk that sidewalk, you will notice that the street lights often create an obstruction that people almost run into if they are using a bike. He would agree with the statement that the sidewalk there is not one that bicycles really should be using but he would also agree with the statement that the street there is narrow and that is why we can't put in bicycle lanes. That is why he thinks there is a bit of a safety hazard there. Potentially putting in a multi-use path could be a way to help everyone out. It could be a way to make it easier for those pedestrians to use that sidewalk, to not have to worry about as many occasional bicyclists or occasional other modes of transportation using that sidewalk on top of pedestrians. It will help our drivers potentially as they don't have to worry about whether or not they have to swerve around a bicyclist who will just use Ocean Boulevard anyway if they don't have any other choice. As he mentioned to Mr. Orr, we already have such a sidewalk near the Del and he doesn't hear anyone complaining about that. To him it is not saying we must do it but it is saying that looking at the possibilities isn't a bad thing. If we already have a stretch of sidewalk on the beach that is working well, that alone gives him reason to at least want to see if stretching it all the way down to Sunset Park, as has been suggested, would be a good idea. Certainly one thing that would be positive about it is it would add more capacity. It would give pedestrians, bicyclists or other transportation users double the amount of space to consider using and be able to use safely. He has no qualms about making that authorization.

MSUC (Tanaka/Woiwode) moved that the City Council approve A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO ADOPTING THE FINANCIAL PLAN AND BUDGET FOR THE FISCAL YEAR 2015-16, FIXING AND DECLARING THE BUDGET FOR THE VARIOUS DEPARTMENTS AND FOR CAPITAL IMPROVEMENT PROJECTS, AND APPROVING MONEY FROM THE TREASURY FOR SUCH PURPOSES; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2015-16; and A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING THE POLICY ON FUND BALANCE AND THE SIZE AND USE OF RESERVES. The Resolutions were read by title, the reading in their entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8751, RESOLUTION NO. 8752, and RESOLUTION NO. 8753.

Councilmember Sandke asked if the budget we are moving forward on now would allow us to fund a senior aerobics class should we move forward with trying to provide that class.

Mr. King explained that there is a set amount that is provided to the recreation program as a subsidy. The discussion we will have is what the demand is and what the cost is. There are some basic guidelines of what we are trying to do in terms of recreational programs. We want to see if this class could conform to that. The issue the class has had in the past is that it has been heavily subsidized by the State of California. We haven't been into those details but he would caution the Council to make a rash decision for one class that would alter the fee structure for all other classes.

Mr. Sandke commented that his mother-in-law was one of the people who sent him an email on this one. Of all the numbers on that budget, the pickle ball court caught his eye more than the path on the beach. If that is something that enough people feel is something we need to move forward with, then he thinks it is just a great big budget with lots of moving parts in it and he is comfortable going forward with it as it is.

Councilmember Bailey pointed out for the public's sake that this isn't the last opportunity the public will have to speak on these projects. They will all come back before the Council. This is essentially just a placeholder dollar amount for the Council to spend in the future if they do decide to move forward with these individual projects. He is okay with moving forward on the budget.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

11d. Authorization to Advertise the Bulb-Outs at the Intersection of Second Street and Orange Avenue Project for Bid with the Proposed Design to Remove Two Bus Stops Adjacent to Second Street. City Manager Blair King introduced the item and pointed out to the City Council that this presentation is being made based upon the previous Council direction that staff pursue bulb-outs at this location. Before going any further, he wants to ensure that the Council is aware of the consequences of that direction.

Ed Walton, City Engineer, provided the presentation for this item.

Councilmember Downey pointed out that if we only have four people who ride it a day and we know because we were having the discussion about how often our buses go through Coronado, at the most it would be every 45 minutes but she thinks it might even be longer. How much disruption would it really have? If no one is getting off, then it doesn't pull over. We say it is going to impact congestion but she just doesn't know, based on what she does know about people riding the bus here and it stopping, that it really will.

Mayor Tanaka rephrased Ms. Downey's question by asking if no one gets on or off at that stop, does it cause a disruption?

Mr. Walton responded that it does not. If the bus doesn't stop and has no reason to stop, it would continue.

Mr. Sandke is curious how, if we did a summer count, particularly because the 100 block of Orange is such a visited restaurant stop now or Boney's might be a stop for them. He is not buying that 4 number. It certainly could be that in the wintertime but maybe not a summertime number.

Mr. Walton explained that this is the number the City was given from MTS.

Mayor Tanaka invited public comment.

Rita Sarich, Coronado MainStreet, pointed out that this is a very crowded area. It is an up and coming restaurant row and MainStreet would really not like to see the loss of four parking spaces in this area. She urged the Council to make a decision that does not remove four parking spaces.

Bonnie Kerr rides the 904 and she thinks there are more than four people per day that ride it. Sometimes she will find four other people getting on with her and a couple people will get off to go to Boney's. She can see that you don't want to lose any parking spots and it could be dangerous for the bus to stop in the traffic lane. She is sorry to see that stop go away because she does use that stop.

Councilmember Bailey asked Ms. Kerr if she would be willing to walk an additional two blocks to go to another bus stop.

Ms. Kerr has no problem walking to Fourth but she thinks there will be some people who don't. She pointed out that since the City put the 'Keep Clear' on Orange Avenue it really works.

David Slack also rides that bus. He probably accounts for a big part of the change in what might have happened with the bus percentages because he stopped using public transportation. He didn't realize it was going to affect things so much. He agrees with what Ms. Kerr said and he wants to talk to anyone who is interested in that.

Wesley Aarons supports the bulb-outs. He thinks that is a great project. He thinks the northbound stop (the 904 is the same thing as the summer shuttle in the summer) is the one stop that gets the 904 into the 100 block where people can go to spend money at the businesses. The nearest stops going northbound are Fourth and Orange where you have to cross Third which is not ideal or First and B. That is a five-block gap in bus service. If you live at the Shores and you want to go to Coronado Brewing Company that is not making transit practical for people. If you want a solution that keeps that northbound stop but doesn't lose any parking spaces and also doesn't back up the street, you can remove the southbound stop, relocate the northbound stop to midblock and that would result in a net change of zero parking spaces. You would gain two and two from the two stops that are removed and replaced with parking and you would lose four from that northbound stop that you would relocate and you would have a net change of zero and you would also keep that bus stop and you would also stop traffic from backing up. That also works because there is a southbound stop at First and Orange. That is a good solution and he wants to keep the bus stop.

Mayor Tanaka doesn't have a strong opinion on this.

Councilmember Downey greatly appreciates the last speaker. One of her worries is that she has sat here before and she was not going to vote to remove a bus stop to get parking. We know what happens if we are accused of that and we didn't even do it so she wasn't going to do it. She was

looking at the options because she did understand why there was concern about moving it mid-block but she thinks this is a perfect solution. If we take the one side and we do remove it on one side and you move the other one mid-block as suggested, we can still get the bulb-outs and can still get people to get off on the Summer Shuttle to get to the restaurants. She thinks that is the best solution. It isn't on the staff report but she thinks we can still do it. Ms. Downey doesn't know if MTS requires reciprocal bus stops.

Mr. Walton responded that has not been explored and he would have to look into it. Staff could do that.

Councilmember Sandke thinks it was the other way around. The northbound stop would remain on the Boney's side and it would be moved to mid-block. The southbound stop would be eliminated.

Ms. Downey thinks that does make sense.

Mr. Sandke reiterated Mr. Aarons' comment that there is a southbound stop at First and Orange which would facilitate service for that block of the 904.

Mayor Tanaka agrees that is a better stop for a bus stop but he also thinks that is a better spot for public parking. The other area where we are going to save the spaces, spaces are spaces, but those aren't metered spots. He is okay with trying this maybe at some point in the future. He thinks this is a good idea to pursue.

Discussion continued about the various options.

Councilmember Woiwode argued for yet another option that would be the removal of the one on the south side and the inclusion of the one on the island. You would gain two parking spots by removing that one. He asked Mr. Walton a few questions about orientation when looking at the slides. He also asked questions about the existing locations of the bus stops.

Mayor Tanaka asked if this item should be continued.

Mr. Walton suspects there is a mistake in the staff report but he would have to look to confirm that.

Mr. Woiwode feels that whether or not we need a bus stop there depends on what else is nearby.

Mayor Tanaka continued this item until the next meeting.

11e. Receive Update on Cost to Restore and Maintain a Historic Railcar and Potential Siting Locations and Provide Direction to Staff. Assistant City Manager Tom Ritter provided the presentation.

Mayor Tanaka clarified that if this estimate was accurate, the City would really only be on the hook for about half of that. Aren't some of the proponents saying that they should raise some money and Supervisor Cox is going to agree to pay for some of this out of his discretionary funds from the County? This is a potential fundraising item for CHA as well. Is that accurate?

City Manager Blair King understands that Supervisor Cox is willing to acquire and move the railcar. Restoration costs or costs to display or house that would be all on the City. There is a commitment to raise money. There is a commitment that there would be volunteer labor. Staff's suggestion is to make sure that the Council knows that it is assumed that the City would be fully responsible for completing this project. If somewhere during the course of the project some of the key volunteers fell out or something should happen that would fall on the City. Staff would like the Council's mindset to be worst-case scenario. Worst-case scenario, it could cost the City \$1 million and anything back from that is a benefit.

Mr. Ritter continued with his presentation.

Councilmember Bailey commented that this cost could be a pretty large dollar amount. Did we look into how much it would cost to either build or buy a replica?

Mr. Ritter didn't look at that specifically but some of the things he has read and heard of suggest that it would probably cost less to purchase a non-working replica where it is rebuilt. It wouldn't be cheap. It would still be several hundred thousand dollars or maybe just a little cheaper to have a replica but he believes that it would be a little bit less.

Councilmember Sandke referred to the original artists' rendering the Council was presented with several months ago. The siting of it was on the other side of the trees, on the Bay side of the park and it also did not affect the situation with that bench. He appreciates the comments made earlier about that. These now indicate that it will be on the other side of the structure. He asked for help with that. He liked it where it was.

Mr. Ritter responded that staff didn't look at it closer to the Bay side. Staff could look at that as part of the public workshops if the Council wants that. Staff thought the more logical place was where the photo simulations were done but if the Council wants staff to look at multiple other locations that can be done. There was no particular reason why they didn't use that but this just seemed to be the logical location. It doesn't technically impact the bench. It could remain. It doesn't have to be moved.

Mayor Tanaka asked Mr. Ritter to put the slide up again that shows where the bench is located.

Mayor Tanaka invited public comment.

Al Ovrom made the point that if you go out and look that is a dead end path with two benches on it. There are two ways of looking at this. One is that might be a good place to contemplate but on the other side it is not a very good place if you really want to honor people. In the wisdom of the City, they may want to move those benches to a more prominent place where they actually get some viewing. Staff has presented some locations. The recommendation is that the Council give direction to staff as to what to do next. He thinks that what we need to do is work with staff to come with a set of presentation points to the owner because we have no idea whether he is going to agree with this or not. It could be all for naught. We have to get over and talk to him. A way of doing that is for the Council to agree to have the City Manager go ahead and begin the ball rolling with the Supervisor and others to see what is out there and if it is really possible. A member of the Council may go or the Assistant City Manager may go but at least someone of that ilk should

be there during that negotiation. He spoke with Bruce Coons who thought that the \$500,000 to fix it up was probably a little bit high based on his experience with the one in National City. Again, there are many factors we don't know.

Harold Myers commented that after the traffic issue, this really seems like much ado about nothing. He sees a couple of people in the audience who are not in favor of this and maybe a couple of citizens in favor of it. The amount of staff time dedicated already seems to be way over the top. He thinks it is very important that we save our open space and our park space for future generations. It is constantly threatened with clutter that may or may not have anything to do with Coronado. In this particular situation, it started out as a historic Coronado trolley. Now we know that it is a National City Railway car that we can only document came to Coronado one time. This was here. We did have passenger trains in Coronado that were not very successful but they were here. We have to make a choice here. Do we want to spend \$1 million on solving our traffic problems? Do we want to spend staff time on traffic problems or do we want to spend that on a railroad car that really people don't have much interest in. Regarding the staff report, the pictures that were included in the agenda were pictures that Joe Ditler had presented and were taken a number of years ago. He drove out to see it. It has deteriorated considerably since the photos were taken. Termites have done considerable damage to the structure itself. Before the City does anything and we find out how much it is really going to cost, we need to really find out what it looks like today. Regarding the SEAL Team memorial bench, which is the only SEAL Team memorial bench we have in Coronado, the bench might not have to be moved but you can bet it certainly would disturb the area. The park is meant to be a memorial park, not a tourist attraction. The other thing in the staff report is that they did not consider how much room it would take if we include a structure. Maybe we ought to just dump the whole idea and spend our time on important things for the City.

David Greer commented that this is a piece of junk. Any restorer in their right mind would not take on a project like this because you would basically be rebuilding the entire thing. There would not be very many pieces from the original structure on there. Come on! \$1 million. He agrees wholeheartedly with spending the money towards traffic safety or parking structures.

David Slack stated that this issue is really important to him as a global citizen and as a citizen of the City of Coronado. Certainly, the value of something that is historic on a level that is beyond our City, that could be provided free to the City of Coronado, has some merit. He would like to discuss this further with anyone that is interested. This could be done for free. He can guarantee that. He has read enough and knows enough. The only question he has that is just a general question is who has read the Brown Act at all.

Joe Ditler asked what happened to the plan to have Bill Gise restore this railcar. He has never called it a trolley. It has always been a railcar. Last he heard Mr. Gise had a plan to restore it. He said it was eminently restorable. They went out and looked at it together. It is certainly in no worse condition than Little Mac was, the fire truck that he personally restored, and half a dozen other projects he has seen Mr. Gise do. He doesn't know why people don't like this railcar. It is a piece of our history. This is part of our transportation history and there is no question about it. The condition of this car, according to the owner, was better than the one they took and restored for National City. There is a lot of the original car here. He doesn't see much difference in his photos and these photos. As far as replicas, he went through this whole thing with a lot of museums up and down the coast in the maritime industry and they all wanted to build replica tall ships. They

found out that the replicas needed to be restored after a couple of years, too. If you are going to build something that is not real, that is not historic, when you have a chance to he doesn't think there is a choice to be made. You have to really look at what this is. This town has always been two towns – the Hotel Del side of the island and the Ferry Landing side. In between is like no man's land. He thinks we should be focusing on more things in the middle. Please don't put this railcar down on the Strand, out of sight and out of mind. It will disappear under graffiti and vandalism in no time at all. He would love to see it right across from the Library in the median strip between the Library and Spreckels Park or somewhere in that area where we could encourage more visitor traffic.

Bruce Coons, Save Our Heritage Organization, commented that the question is whether this is appropriate for display in Coronado. The facts are that it was taken into service by the San Diego Southern, which is the successor railroad to the Coronado and National City and Otay Railroad. The facts are that it was definitely in town during those years. It continued to be in service for some time. You can argue about how many times it was used. It was a beautiful car. Unlike the restoration in National City, this is planned to be a much better restoration. It was deep maroon with gold leaf decoration. It was gorgeous and it probably should say San Diego Southern on it. It had varnished oak posts and inside is redwood and sugar pine alternating ceiling. It was quite a gorgeous car. It would be an ornament to the waterfront. He has owned three railroad cars himself and has done restorations. Admittedly, this is a very conservative estimate on restoration. It should easily be done for half of that.

Ms. Downey asked Mr. Coons about his restoration of other cars. We all talk about the National City companion to this but we also have some historic train stuff in our museum in Balboa Park. She is trying to figure out if there is another opportunity for people to see this type of history anywhere else in San Diego.

Mr. Coons responded that it is really only in National City. These open cars were very rare, even at the time. They were California cars and were very much for the environment here and so there weren't very many of them. He added that the Coronado cars were very much the same cars. They don't exist anymore. This is the only opportunity to have an original car like this.

Mayor Tanaka is ambivalent on this and would rather hear from people who are not.

Councilmember Downey was the only one who said she didn't want it here. That was not the location she wanted. She was adamant about that. She wanted to pursue several other locations that all were cut out except for the one down the Strand. Her problem is, before we even get to the money, she doesn't want to put it here. Whatever order we want to discuss things in, she thought that if you take care of that first...

Mayor Tanaka clarified that is a deal breaker for Ms. Downey. If it is situated next to these chambers, she is against it. That isn't Mayor Tanaka's deal breaker issue. If it is enclosed, that would be his deal breaker. He knows that it costs money to restore it but the whole point is for people to see it. If people see it enough, they may want to stop and pull over to check it out. His other big concern is liability. He wants it open to the public but every time someone hits their head on something they are going to blame the City for leaving something like this out in the open. When he says he is ambivalent he is ambivalent leaning no.

Councilmember Bailey is leaning no himself. As much as he respects Mr. Ovrom and Mr. Ditler, he has a couple of issues with this. One is losing the park land and view corridor slightly. That does trouble him a little bit. The authenticity or at least the significance that the railcar played in Coronado's history is also something. Finally, the cost is an issue. To him, the Council's job is to balance priorities. If the Council were to spend \$250,000 or \$500,000 or \$1 million on this project and not increase the level of traffic enforcement, the previous group that was in here would return with pitchforks. Because of that, he is leaning toward the side of no. If Supervisor Cox, in conjunction with Bill Gise and others, want to submit another proposal that really drives down these costs, he would be open to entertaining this but at this point he would be a no.

Councilmember Sandke disagrees with Ms. Downey. He thinks this would be an ideal location. He concurs with Mayor Tanaka that an open and tangible asset that people can crawl on, touch and feel history is appropriate. Mr. Bailey spoke about the historical significance of it. That part doesn't concern him so much. The comments made about finance really do. The exposure financially to the City is significant. As an ornament, he thinks he would be willing to entertain moving forward with it in this site and put together a coherent financial plan that buttons those numbers down a little clearer going forward. He would be in support of the City obtaining that through the help of Supervisor Cox and with the kind guidance of Bill Gise.

Councilmember Woiwode really likes trains of any kind anywhere. He doesn't feel as if this reflects his priorities at the moment. It isn't that we are trading one dollar for another and not to say that this is frivolous in light of other things we have heard tonight – he doesn't believe either of those to be the case. He just doesn't get the picture of why this railcar is important for us to take care of and to display. He has tried talking himself into it because he grew up wanting to be an engineer so he could drive trains. He is not with it.

Mayor Tanaka commented that as much as he likes something free, he thinks it says a lot about the City and its lack of commitment that we keep trying to find someone else to pay for and take care of this. He knows when the pool was a big issue that was one of the concerns. The School District had enough money to buy a pool but not enough money to necessarily keep maintaining it. He is concerned that this is the same thing. If this City Council keeps saying that if Mr. Cox will pay for it, if Mr. Gise will build it, if everyone else will do the work, maybe we want it. That, in the end, isn't a very powerful message. He thinks that if the City isn't excited about owning it, if we aren't excited about financing it, then he hates to say it but that probably indicates that we should not be wasting people's time whose hearts and wallets are into it. He suggested that the Council table this item. He doesn't even want to particularly recommend that people come back with another proposal because he keeps hearing from this group that maybe if it is totally free it would consider it. That is a pretty uninspiring message. He would say that, for the time being, the City Council's answer is to not pursue this project.

Council consensus was to table this item.

12. **CITY ATTORNEY:** No report.
13. **COMMUNICATIONS - WRITTEN:** None.

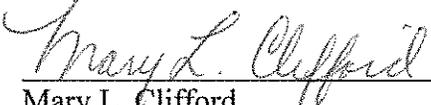
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:39 p.m.

Approved: June 16, 2015



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk