

**MINUTES OF A  
SPECIAL MEETING OF THE  
CITY COUNCIL  
OF THE  
CITY OF CORONADO  
Coronado City Hall  
1825 Strand Way  
Coronado, CA 92118  
Tuesday, June 23, 2015**

Mayor Tanaka called the meeting to order at 12 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 Council Johanna Canlas  
City Clerk/Agency Secretary Mary Clifford

The Mayor noted that, because this is a special meeting, State law is very particular that the only things that can be talked about at this meeting have to be on the agenda and that includes Oral Communications. If you choose to speak to the Council under Oral Communications, it is not like a regular City Council meeting where you can speak on anything you would be interested in. You have to focus it on an item on the agenda.

**2. ORAL COMMUNICATIONS:**

Councilmember Bailey was under the impression that, included within the small scale actionable items that would be discussed today, would be restricted left hand turns on Third and Fourth Street because that is in the context of this meeting and improving the safety and calming traffic in this area. He has asked the City Attorney if it would be permissible to give a brief presentation on this even though the Council would not be taking any action on this today.

City Attorney Johanna Canlas believes that, under Oral Communications, Mr. Bailey can do it. However, if there will be significant discussion, it will need to follow Council policy and under Council policy he would need to bring it back to ask the Council whether or not they want to hear it.

Mayor Tanaka concluded that Mr. Bailey will, under Oral Communications, speak about turn restrictions and then either that will be his communication and that will be that or if three people of this Council want to talk about it, then that would result in us having to agendaize it for a future meeting.

Ms. Canlas corrected that under our policy Mr. Bailey would need to bring it back in writing for the Council's consideration at the following meeting.

Councilmember Downey has a problem with that as it means that Mr. Bailey gets to speak and none of us get to talk on the issue when the public is going to want to talk on the issue. She is not sure that this should be done. She did not believe that this was within the context of this meeting. She is not prepared to not let the public talk about it. She agrees that this should be discussed at the future meeting we told everyone we would have to talk about these kinds of issues. To her this diverts what we are supposed to be doing here at the special meeting. She would request that we don't have the presentation this morning and we put it on the meeting where we told the public we would be looking at this very kind of solution.

Mr. Bailey is not expecting the Council to deliberate on this at all. That would be the extent of his oral communications. He would certainly welcome any oral communications from other Councilmembers knowing that no further discussion would be had on this item. He does agree with Ms. Downey that if this is discussed, it should be discussed at a future Council meeting and he will follow Council policy to have it formally agendaized then.

Mayor Tanaka feels that if this is supposed to wait for a future meeting then it would probably make the most sense for the public and the Council to just postpone that. Mr. Bailey commented at the last meeting that he wanted to keep the scope of this one narrow.

Mr. Bailey did say that and was under the impression that this would be included within that scope. He was a bit disappointed to see that the language within this agenda did not allow this to be formally discussed by the entire Council, which is why he was hoping he could give the Council and the public a heads up that this will be discussed at a future Council meeting.

Mayor Tanaka pointed out that this is Oral Communications and the discretion is up to the speaker. He thinks it would make the most sense for Mr. Bailey to save this for the future meeting where it can be discussed.

Mr. Bailey referred to a memo from Chief Froomin where he mentioned that, in the case of Third and Fourth Street, the primary cause of 66 to 68% of collisions is the unsafe turning or right-of-way violations and many of these violations are related to cross traffic and the more difficult it is for oncoming traffic to see and react to cross traffic. In 2002, semi-diverters were installed. In 2004, those semi-diverters were removed and in 2010, Orange Avenue had a longer left turn lane installed. From 2002 through 2004, when we had the semi-diverters up, traffic was not allowed to turn left from Third Street onto A, B or C at any time of day. There were also restrictions down the alleys as well. What this did was to force an increased volume of traffic up to Orange Avenue which made Orange Avenue even more congested than it already was. However, it certainly made the intersections at Fourth and A, Fourth and B, Fourth and C safer because there was less cross through traffic. What this did was, because of the force of the increased volume up to Orange Avenue, result in traffic using D and E as a bypass. This caused a lot of problems in the

community. We had the initiative that took place that ultimately removed the semi-diverters in 2004. In 2004, you can see that traffic was again allowed to turn left from Third Street onto A, B and C. You still had time restrictions in the mornings but in the afternoons you were allowed to make that turn. You also had time restrictions on the alleys as well in both the mornings and the afternoons. You did not have that same time restriction on A, B and C during the afternoons. This helped improve the congestion on Orange Avenue but it still lacked the capacity to really handle that increase in volume. From 2004 to 2010, you can see that the two left turn lanes were relatively short. From 2010, after that second left turn lane was lengthened, you still have traffic turning left on A, B and C in the afternoons but the congestion on Orange Avenue has been significantly reduced because of the extension of the second left turn lane. However, the cross through traffic on A, B and C in the afternoons is causing these intersections on Fourth and A/B/C to all be dangerous because of that cross through traffic. He showed what the turn lanes look like on Orange Avenue now that have produced greater capacity which is better able to accommodate the volume of traffic that exists. Even though there is excess capacity on Orange Avenue now, you still have a whole bunch of traffic cutting through A, B and C. He showed a brief video of that first left turn sequence that happens as traffic is moving westbound from Third Street and turning left to get onto Orange Avenue and then proceeding to turn left onto Fourth. The left signal right now, the left turn signal, has just stopped allowing northbound traffic from Orange Avenue and you are seeing now that the two left turn lanes start to fill up.

Ms. Canlas stated she believes sufficient time has passed, especially if this is not going to be a discussion item.

Mr. Bailey concluded by saying that there is excess capacity on Orange Avenue to handle an increase in volume of traffic that would result from further restricting left hand turns on A, B and C and he intends to agendize this at a future meeting and he hopes to have two other Councilmembers' support.

Mayor Tanaka reiterated that under a special meeting, in state law, you can only stick to what is on the agenda. He restated that the Council will deliberate and/or give direction concerning these key areas: traffic enforcement, crossing guards, the speed survey and miscellaneous early action improvements to reduce speeds and calm traffic on SR 75 east of Orange Avenue. What Mr. Bailey just showed he presumed would be part of miscellaneous early action improvements but it is up to staff to put the agenda together and as they put the agenda together that wasn't something that was included for discussion at this meeting.

### **3. CITY COUNCIL BUSINESS:**

**3a. Deliberation and/or Discussion Concerning Traffic Enforcement, Crossing Guards, Speed Survey and Miscellaneous Early Action Improvements to Reduce Speeds and Calm Traffic on State Route 75 East of Orange Avenue, Also Referred to as Third and Fourth Streets, and Take Action to Encourage and Support the Use of Radar and Lidar to Enforce the Speed Limit.** City Manager Blair King introduced the item. Mr. King and Chief of Police Jon Froomin provided the presentation.

Councilmember Downey did some research trying to figure out the last time we lowered the speed limit. Based on what she can find out, it actually was Caltrans that came to the City first. They had done some study and discovered that we had a higher than average pedestrian accidents on Third and Fourth. They came to what was then the Traffic Operations Committee and the City

Council gave direction that it wanted to do something about lowering the speed limits and eventually the law changed that allowed Caltrans the option of using the 5 mph decrease based on residential density and other issues. At that time, Caltrans came to the City first. We received a briefing from Caltrans at our last Council meeting and they told us that they did another pedestrian survey because they were concerned about pedestrian issues. Has that survey been released to Chief Froomin?

Chief Froomin has not seen it yet. He believes that the antennas that are up in the area are doing those counts.

Mr. King commented that the information he has was delivered from Engineering & Public Services. Caltrans has told staff that we don't expect to see the results of that pedestrian information until August or September.

Chief Froomin doesn't know if that would have any impact. As Caltrans stated at the last meeting they have already done the 5 mph reduction. He doesn't know that it could go down any further than that.

Ms. Downey agrees. She is trying to figure out, since as best she can figure out, they started helping the City back in 2002 realize that maybe we should do something. She wanted to see if they had any more ideas that we could be expecting but we don't know because we haven't seen anything.

Mr. King noted his presentation is the result of the collective discussion among various elements of staff. We can talk about the methodology. We do know differences in the 2014 edition of the California Speed Survey Methodology than previous. We do think that apparently some flexibility that Caltrans or traffic engineers may have had prior to the 2014 edition they don't have now but have come back in one 5 mph increment reduction.

Ms. Downey stated that one of the things she found out is that it turns out that the surveys then suggested that the speeds were lower and they still allowed us to lower our speed limit. The survey had lower results than we are seeing today but did discuss exactly what Mr. King said that it was a difference in how the rules could be interpreted under the Caltrans regs. Has anyone seen the surveys or have access to the surveys that were done back in 2002? She couldn't find those anywhere in the records.

Chief Froomin is sure they would have those at the station as officers would use them in court.

Mr. King made his presentation for the Council.

Mayor Tanaka explained to the public how he intends to manage the rest of the meeting.

**The Mayor invited public comment.**

Wayne Strickland considers himself to be a public safety guy as a retired Coronado firefighter. He likes what the City is trying to do here and really appreciates it. He was up north and did see the pedestrian flag thing and liked it. He put it on *Coronado Happenings* and then they have these crosswalks that light up. He likes that. He also saw, and he appreciates the Police Chief doing

that, the reserve Senior Patrol out practicing traffic control just yesterday. Senior Patrol possibly helping out with people trying to cross somehow will help. Traffic definitely needs to be taken care of and he appreciates anything the City is doing. At a later date, he would bring up the idea of having a left turn on Glorietta that would eliminate a lot of that traffic on A, B and C and it would eliminate a lot of accidents. He knows that is difficult.

Terry Leary asked the Council to give serious consideration to pedestrian barricades that would direct traffic to Orange. Particularly he notices a lot of tourists coming up from the Ferry Landing and getting to the corner of Third and B and looking at their phone where maybe their app says to continue on B to get to the Del. He lives on that corner and asks them go to the light because it is a lot safer. The other thing is that there would be more people going down to the business section which he would think the businesses would prefer.

Margo Roberts asked how the speed survey lapsed. How did it come to be? Who is responsible for making sure that these are kept up so that we can use radar? Another consideration is when tourists come they use Google Maps and Google directs them down A and it is just treacherous. Can someone talk to Google?

Susan Hardy is retired Navy. If you go on NAB, you don't go over 20 mph and it has been that way for a long time because you know you will get a ticket. She is very thankful that the City is going to finish the speed survey and she would love to see the Police Department out there giving tickets left and right until the word is out there that we are serious about traffic and enforcing traffic. The other thing is that it would be great if the City had statistics from the Police Department on when those tickets are given because she sees a lot of tickets given on Saturdays and Sundays and not necessarily tickets between 5 and 8 a.m., Monday through Friday, on Third going in and on Fourth coming out in the afternoons. It would be great to get some more fidelity on when the actual tickets are given. The decoys are effective the first time you see them and then they are not effective but she applauds the Police Department because she knows that they are trying to do what they can.

David Greer spoke about the speed study. He remembers back in the 1990s that the speed limit on Third and Fourth was 35 mph. He wonders how that got to be 35 and then how we subsequently got it to 25 which it is now and which we want to keep it to.

Mayor Tanaka reminded the public that this is a comment period. The Council meetings aren't really set up for a back and forth exchange. Questions have been posed. The Council is here to listen to the public's comments.

Michael Schmid commented that pedestrian barriers are not a good idea. If people were driving the speed limit and watchful of pedestrians, there would be no need and for people to have to go blocks out of their way just to get to the grocery store is ridiculous. Second of all, he is wondering if we can use radar and lidar to at least write warnings so they are on the record. Let's do what we can to slow the traffic down. It seems to him that if they raise the speed limit, we are just going to be raising it again in five years and raising it again in another five years so it is just going to be a constant battle.

Doug Brandt provided some information that he and Mr. Bailey have been talking about concerning gps.gov. Gps.gov is an interactive website which you can, as a city, encourage change

upon Apple and android devices, Tom Tom and Garmin devices and also, to interact with trucks, there is a company called Fleetmatics which provides the apps for trucks that encourages them to use truck routes. The GPS system is run by the Air Force and [gps.gov](http://gps.gov) is a place where we can start to get people to go the right ways into Coronado and not use A, B and C and also encourage trucks to use the truck routes. This would also help the pedestrians who use their Apple phones, a way to walk around town and would encourage this to change. It is a process that the City staff needs to do. He thinks it will be very effective in creating a safer environment.

David Slack seconded everything that the public has said. These are concerns of the City and the citizens of the City. He feels it is important for us to actually consider alternate transportation at this point. Even if we get the ferry routes coming back in so they can come into the Landing or to the military base or somewhere else besides everyone flowing over the bridge. It is only going to get worse and not better. He would like to ask everyone in the room what our superior officers in the room that are elected doing about this. What is Toni Atkins, the Speaker of the Assembly, doing about this? What is her interest? We are her residents. What is going on?

Thomas Slattery can address, to some extent, the Toni Atkins issue. He went to her office hours at the library some time ago. He received a very nice postcard from her saying that she was going to be looking into it and that is the last he heard from her. He guesses she is not doing very much. Secondly, he referred the Council's attention to an interview that Chief Froomin gave shortly after he was appointed. In that interview, he was addressing the issue of cyclists crossing in front of the entrance to the Cays. He says, quite categorically, "People will respond if they know that tickets are being issued and it will effect the way that they behave." He thinks it behooves him to instruct his officers to abide by his own stated opinion and start giving out more tickets. It is very simple.

Greg Walti is a new resident but is also speaking on behalf of Neville and Susan Rich who have been long-term residents of Coronado. As the long-term residents, Neville and Susan strongly feel that police enforcement is the best and simplest solution. Chief Froomin's report says that it would cost approximately \$150,000 a year to add an additional officer. The Traffic Commission proposals greatly exceed that amount. Essentially, one officer added to the street will be about the same – that is 11 years of employment for that officer in comparison to some of the proposals of the \$1.5 million range that the Traffic Commission put forth. He moved here from Santa Monica. In Santa Monica there are very busy streets that are not nearly as busy as Third and Fourth but there are three lane streets with the lit crosswalks. Those are very effective. He advocated for the simplest solution, which would be enforcement and then look and see how that changes things. If that doesn't have the impact that the City wants, then maybe start looking at some of these more investment heavy options. Once you start blocking off streets, there will be impacts that the City isn't able to predict right now. The one thing you can predict is adding officers or adding an officer and patrolling Third and Fourth a lot better. That is an obvious solution. Anything else is going to put the City in an unknown area that maybe no one is prepared for.

Fern Nelson wants another study. It seems to her that we need a Citywide traffic study. What we have so far that is current is the F&P study that was specifically between Second and Fifth and from the Base to the Bridge. It did not take into account anything or any impacts that it has on the whole rest of the City. She feels that the study just is not sufficient to make decisions about for the whole City. In terms of police, everyone would like to see more enforcement. That would really be excellent. She is more in favor of barriers than not because it would really cut the cross traffic. Cross traffic is a big problem. If we somehow manage to do no right turns/no left turns or

whatever on Third and Fourth that would probably be helpful as well but we need a Citywide study to tell us about that. She is going to propose that the City hire what she would call a neighborhood liaison person. This would be a full time, well salaried person because at this point we are a big enough City that we have independent areas of interest such as the Cays, Third and Fourth, the Base area all of which have entrances. We need to coordinate the Bridge Gateway project, along with the Third and Fourth Street project. As it is right now, many residents of the City are going through all kinds of data and ways to pull information from here and there. It shouldn't be the work of all of these different residents to pull all of this data together. She wanted to suggest that. She thinks the City has enough money to hire a person that would be able to represent all of us with no interest in particular of his or her own.

Mayor Tanaka mentioned that on pages 2 and 3 of the agenda packet there are eight items of analysis and eight things the Council could discuss and take action on if it wants to. He suggested that the Council take one of those items out of order and talk about it first. That would be the **speed survey**. He knows that staff wants to know if we are going to support them on the existing speed survey that has already been conducted or if it is the goal of the Council to request a new one or not. Mayor Tanaka will certainly support the staff. If that is what they need to start the lidar enforcement and radar again and if that survey has already lapsed by six months, he certainly doesn't like the outcome of it. We all were unanimous in voting against that as a good idea but at the same time if we want enforcement we either have to take that survey and start running with it or take the risk of doing a new survey and hoping that we like the results.

Councilmember Sandke commented that not only through the Chief's remarks today and anecdotal comments with the officer in the last week or so, we have left a weapon out of their arsenal in terms of enforcement. Through Caltrans' inaction and maybe our reticence to allow the process to move forward, we may have slowed down some improvements that we can offer our residents in terms of enforcement. The Chief was clear in his remarks in terms of statistics where enforcement has resulted in fewer collisions. He would be in favor of moving ahead and letting Caltrans know that the sooner we get that speed study, even though it is not the number we had hoped for, in force, the sooner our officers can get out there and do their job.

Councilmember Woiwode referred to the staff report where it mentions something that he thinks most of us know. We have been doing informal speed studies as well. We have had staff out there with radar guns and we have every reason to believe that if we do this again the number will be higher. He is certainly in favor of getting on with it and getting this thing approved and enforcing what we can enforce.

Councilmember Downey was ready to act on the speed study at our last meeting. She is glad we waited as the Mayor suggested. It gave us an opportunity to get more information. It gave our Chief of Police an opportunity to put more information out about enforcement and how effective or not effective it has been in the last couple of years. One of the things she discovered, and Mr. Greer is absolutely right, was that in 2002 the City Council directed staff to see what they could do about lowering the speed limit because it was much higher than it is now. Caltrans, on its own in 2002, wound up doing some surveys and studies and then they were concerned that the traffic rates were higher in our Third and Fourth Street corridor than they expected or in other similar corridors in the Caltrans area. When the survey was done, for whatever reason, it came down at a lower amount than the posted speed limit, which was wonderful. Our Council hopped on that then and we lowered the speed limit because it was a recommendation from the TOC, which is how it

went back then. One of the things that is interesting is that it was right before, within the span of one year, that we had the lowering of the speed limit, the barriers go up, and the tolls come off. We had all kinds of things that changed how traffic flowed. Remember the presentation said that the only way you can get new speed surveys and do new things is because traffic conditions change. All traffic conditions changed. It was completely a different driving experience in 2002. She was unaware of all of that at our last meeting. She doesn't want to publicly suggest that she thinks a new survey would have a higher speed limit. She does not think that is a good idea. We don't know what the speed limit would be. The only one we have is the one that was done by Caltrans. To answer the question as to why there was a delay, people didn't wait. Caltrans and City staff actually did the survey back in November 2014 before the old one expired but when the survey results suggested that it should be increased from a 25 mph zone to a 30 mph zone that caused pause. City staff said that it needed to bring this to the City Council to find out what could and should be done about it. That is why the delay was there and that is why our City Police Department used other methods until we could have these meetings. She would be happy to make the motion that we accept the current speed survey done by Caltrans which would then, of course, allow them to have the speed limits to 30 mph but would allow our Police Department to enforce with every tool that they have. She agrees with Mayor Tanaka that getting the speed limit certified is the best first step.

**MSUC (Downey/Bailey) moved that the City Council accept the current speed survey done by Caltrans.**

Ms. Downey continued by saying that when we talk at future meetings about some of the other options, one of the things that has caused her a little bit of confusion is that there be a set speed limit input so that anything that we talk about in the future can be modeled with that as the approved speed limit. It is important that we get down what the speed limit will be so that any future changes we are suggesting making will be able to be spoken to by our modelers.

Mr. Bailey feels that the question is really what needs to happen to allow our officers to enforce the speed limit. It is as simple as that. The answer to that is simply that the speed limit has to be supported by a speed survey so he is all for moving forward and giving our officers the tools they need to do just that.

<b>AYES:</b>	<b>Bailey, Downey, Sandke, Woiwode, Tanaka</b>
<b>NAYS:</b>	<b>None</b>
<b>ABSTAINING:</b>	<b>None</b>
<b>ABSENT:</b>	<b>None</b>

Mayor Tanaka commented that naturally leads to **traffic enforcement**. We heard from the Police Chief. One of the things Ms. Downey mentioned was that it was good that we had a little bit of time to pause and one of the things we needed to pause on was at our June 2 meeting we heard people quoting data that had come from the Police Department. The Council was inundated with comments that enforcement had gone down, that they weren't writing speeding tickets, etc. The Council didn't have the benefit of some chunk of data that had been collated for our benefit at that meeting. Regardless of what the numbers are, there is also perception and he will say that what he heard loud and clear on June 2 is the perception that we weren't enforcing as much as we could, backed up with their own anecdotal evidence that they aren't seeing it. One of the goals of today is to reinforce that mantra that the Council and community do want to see more enforcement.

Obviously, if that is heard and understood by our Police Department, then data six months from now, a year from now, will bear out that is something that they have taken to heart or accepted as direction. He asked Chief Froomin, during his presentation, about how much overtime potential he has with his existing police force. Mayor Tanaka asked that question deliberately because something that the Council certainly isn't at liberty to do today and would take a considerable amount of time is adding police officers. It is something the City could do but you can't do that on an ad hoc basis. We certainly wouldn't today say to hire two new officers. He can't imagine a Council saying that it would pick numbers out of thin air hire, those people and go from it. But one of the things the Council can do as part of what is a budget process that goes on every year is ask that question. Is our Police Department properly staffed? What do we expect it to do and is it doing that? Something we can do quickly, without hiring new officers, is looking at how much potential there is for more overtime and then assigning more officers, if they wish, to work an extra day or a certain number of shifts in a month or a week if they want the extra pay and we want the extra enforcement. He certainly wants to make it clear today, right now, that to the extent that we have officers, the extent to which they can work overtime, he is certainly willing to start doing that. He does believe there is an expectation on behalf of the public that we should do more in terms of getting our officers there and getting them visible. The more visible they are on the streets with the highest traffic, with the most collisions, the more likely we are to change driver behavior. When he is in Pacific Beach or downtown San Diego, he sees police officers all the time. We brag about how well we run our finances and we mean it but he doesn't feel as if we see our officers on patrol as much as we probably would like. For all those residents who are here from Third and Fourth Street and B or whatever street you are on, he has a feeling that you probably don't feel like you are seeing officers coming down those streets with the frequency you want. If nothing else today, as far as enforcement goes, he would like to encourage our police department to, if we have more capacity, to start using it.

Councilmember Downey couldn't agree more. Ms. Hardy made a very good point. She, too, is retired Navy and she has to say that you sweat it out getting a ticket on the Base. They always seem to be there. It wasn't just a matter of you got the ticket but there was a repercussion of the ticket. If you got so many tickets, you lose your privileges to drive on the Base. Her children also know that they best not get a speeding ticket on the Base. She thinks that whatever we can do to create that feeling for all motorists going through our town, whether you live here or visit, that we take it seriously. We want that image. Once they feel that way, it will go viral. She doesn't know that right now the Council can dictate hiring more people but she likes how many days every other month the Police Department does this concentrated effort. She also knows that sometimes regionally people come together and help other police forces. She is thinking that if we warn everyone so that everyone knows, we would get support for that. She is suggesting that we give the Police the go ahead to do that as often as the finances in the budget would allow them to do it.

Mayor Tanaka previously asked Chief Froomin about capacity. He responded back in terms of the budget. He is talking about the actual mathematics of how many officers he has, how many of them are doing overtime now – he is willing to expand that part of the budget. This is a strange setting to do that in but it is a cost he is willing to pick up. That is a budget amendment he is willing to make. He is willing to pay for the extra. And to the extent that the Council needs to take another vote at another time in the future to authorize that, he is fine with that. If we can say today and put ourselves on record that we are willing to pay for more enforcement through overtime, he would do that.

Ms. Downey would be willing to support it but doesn't know that she wants to say just through overtime. She would like to let the Police Chief and the City Manager figure out how best to do that and to suggest that we are willing to pay. Chief Froomin said that he could do that, with his current staffing and current budget, every other month. Maybe we suggest that they come back with what they need to do it once a month.

Mayor Tanaka thinks that if we surveyed the people in the audience to ask if once a month is enough, they would say no. His point, again, is mathematics. We have a certain number of officers taking a certain amount of overtime and also you have to factor in whether or not they want it. He doesn't want to put anyone in a position where they feel like they had to work an extra shift but he knows that in many walks of life there are always people who are interested in making a little more money and he is saying that he would want staff to come back to say what is possible, not within their current budget, but within their current staffing and how many more officers they could throw on the street.

Ms. Downey is not limiting by current staffing. She thinks she and Mayor Tanaka are on the same page that they would like to see more enforcement and would like to see it very concentrated on Third and Fourth. She is trying to put some parameters on that so that the City Manager and the Police Chief can go forward.

Mayor Tanaka has heard a couple of different options for how direction can be given to staff. He thinks the public is tired of waiting on the Council and the Council doing it by the book. He would like to send them a stronger signal.

Councilmember Bailey is in favor of expanding the budget to accommodate the overtime that is necessary to increase enforcement during critical hours starting now especially because it is a priority for the entire community. He would like to give the direction to go ahead and do that today as well as direct staff to bring back a report in the very near future in terms of what can be accomplished with specific numbers about what the Police Department thinks it needs to perhaps add a full-time officer or two or three or whatever they think would be most appropriate to increase the enforcement at a reasonable level.

**MSUC (Tanaka/Bailey) moved that the City Council direct staff and the Police Department to immediately increase enforcement efforts, to specifically look at overtime availability, to start doing that immediately but also to come back to the Council with what plans they have come up with and to direct them to give the Council a range of options when they report back on how the new enforcements have gone.**

Councilmember Woiwode is in favor of increased enforcement. He is fine with that. As the Chief pointed out, it is one of the three legs of accomplishing this. We can't ignore the fact that there are two other legs. To the extent that we increase enforcement and that we want them to begin that as soon as they have the tools in hand to do so and that we want them to come back to us and tell us the impacts and what we have to authorize in order to make that effective, he is on board with all of that. He made a side comment that for much of his adult life he would get up in the morning and drive out of Coronado to San Diego and then in the evening drive back into Coronado. There are a lot of other people who do that and generally they are going well above the speed limit. One of the consequences of increased enforcement will be many more Coronadans getting

speeding tickets. That is okay. We just need to know that is going to be an issue. The other thing will be the Navy people complaining to their commanding officers about being picked on because they are Navy. Those are all fine. We just have to acknowledge that those things are going to happen and be ready for that. He is supportive of the contemplated measure.

<b>AYES:</b>	<b>Bailey, Downey, Sandke, Woiwode, Tanaka</b>
<b>NAYS:</b>	<b>None</b>
<b>ABSTAINING:</b>	<b>None</b>
<b>ABSENT:</b>	<b>None</b>

Mayor Tanaka stated that **pedestrian crossing guards** would be the next topic. The reason he is ready to take a chance on pedestrian crossing guards is because naturally we are concerned that Third and Fourth Streets, particularly during rush hours, are becoming difficult if not somewhat impossible, depending on if it is right in the heart of rush hour. He has observed our City use crossing guards with some effectiveness already. Where we already have crossing guards is for the same reason – to try to get people across Third and Fourth Streets safely. The one area that he thinks is in the most need for a crossing guard, but it will also be the biggest challenge because the need is there, is at Third and B and then again at Fourth and B. He thinks Third and B is the bigger challenge because of the physical environment where you have a little bit of an s-curve. If you don't put it at the right spot, you have a blind spot where the cars won't be able to see it. If you put it at the right spot, though, right at the part of Third and B that is closer to the bridge, then you have a line of sight if you are on the Bay side where you can see the cars and the cars can see you. In order to do a crossing guard situation there correctly, you are always going to need at least one person on that corner because it is the only corner with full visibility to the traffic coming up. That would mean that you might have to staff it in a more exorbitant way where you would have two people at that one intersection. Naturally, you would need a particularly bright stop paddle, one that is lit up and very visible, so that cars have plenty of time to see the guard. There are a couple of ways of looking at that. One way is to say that is dumb and not to do it. He thinks we need to determine if three or more Councilmembers just think it is a non-starter. If one is willing to try that, and he is one who is, you would have to do it properly. You would have to have more than one person at that particular spot because most of it is blind and then you would have to be committed to doing it right at that location. He thinks if we could make a crossing guard work properly and safely at that spot, we would have an ability to start slowing traffic down. He has sat at that place in a car before and you just have to wait. He heard the Police Chief say that the job of a crossing guard is waiting for those gaps to occur and then, when a gap does occur, that crossing guard can help define it and then get people across. If nothing else, a crossing guard will assist making that intersection work and doing so, at least initially, without a traffic signal. He also thinks that, if that works, cars will stop if they see a paddle lit up saying STOP STOP STOP. It is going to be far more effective than any of us sitting in our car. He has watched as pedestrians and bicyclists sit there and cannot get people to stop for them. He is willing to take a chance on putting a crossing guard at that corner, not at all hours of the day, but at least during the afternoon rush hour, to see if we can effect some change and to create some safe opportunities for people to cross on B, again with the assistance of at least two crossing guards on that corner and he guesses we would have to talk a little bit more about on Fourth and B. You don't have a problem with line of sight but you do have a problem with people coming down a hill and their speeds are accelerating. That segment, that intersection, needs the help just as much as the one at Third and B. That is one area where he is inclined to give it a try.

Mr. Sandke asked if Mayor Tanaka's proposal encompasses any painting of a crosswalk or perhaps a speed table like the ones that are recommended for Third and Fourth through the F&P study.

Mayor Tanaka believes that what he read in the staff report is that staff recommended against it. They said you couldn't do it without it but you could so he felt as if it was wishy-washy. He thought staff was ambivalent about whether or not to put in a marked crosswalk. This meeting is about what we can do. He feels we can put in a crossing guard if we desire to.

Mr. Sandke thinks it would encompass some type of markings or some type of roadway engineering changes to go with that in order for it to be effective and safe.

Mayor Tanaka is not opposed to looking at it but is opposed to waiting and waiting and not doing anything. He also knows that if you read the handbook, those are crosswalks whether or not we choose to paint them up. We know people are using them. We can either do nothing and hope that common sense prevails, which he thinks we have seen doesn't happen as much as we want, or we could try to do something that improves the likelihood of people being able to use that intersection effectively. To him, a crossing guard would dramatically improve the likelihood of that intersection being used effectively.

Councilmember Woiwode doesn't know how to do that without painting a crosswalk. That is the concern he has. The campaign that was kicked off in San Diego yesterday to get rid of pedestrian fatalities, which is part of a worldwide campaign, that is being led by Circulate San Diego – the staff report indicates that more people get hit in crosswalks than not. There may be reasons for that in terms of human behavior. Circulate San Diego's point of view is that they are in favor of crosswalks. They believe it helps everyone a lot. While we are not here to talk about that today, he guesses he doesn't know that the crossing guard methodology makes sense without one. He is trying to envision someone trying to stop traffic there by walking out in an unmarked roadway with a sign. He is having trouble visualizing that. He wouldn't mind doing this if we could do it in conjunction with an engineering change but as we have said earlier that is part of another meeting and not today's meeting.

Mayor Tanaka asked Mr. Maurer a question. If, theoretically, the first step was getting the marked crosswalk in and then discussing whether or not to put a crossing guard, what would the next steps be and what would the timetable be? Are we completely at Caltrans' mercy to put in a marked crosswalk in those locations?

Mr. Maurer responded that we would have to coordinate with Caltrans to put a marked crosswalk in there.

Mayor Tanaka asked if they have indicated an opposition to that before.

Mr. Maurer thinks they have indicated concern at that location without a traffic control device.

Mr. Sandke asked for clarification on traffic control device. Could that involve flashing yellow lights that a pedestrian crossing may be oncoming or does that encompass the entire gamut of lights and everything that would go with the installation of a light at that intersection?

Mr. Maurer responded that Caltrans has expressed to staff their aversion to the HAWK signal. In answer to Mayor Tanaka's question about an in roadway flashing light similar to the one by the golf course, Mr. Maurer doesn't know that we have explicitly discussed that with them. To that point, they have not come out and advocated traffic signals either.

Mr. Sandke clarified that he is talking about a warning signal and not a pedestrian activated HAWK signal.

Mr. Maurer does not have the answer to that. He doesn't think it has been discussed with Caltrans but it certainly can be.

Councilmember Bailey asked Mr. King a question. It says in the staff report that the estimated cost to provide a crossing guard is \$42/hour. The estimated cost to provide a crossing guard Monday through Friday at two intersections on a split shift for seven hours per day is approximately \$154,000 annually. Does that figure equal two crossing guards, hypothetically, at Third and B and, hypothetically, at Fourth and B?

Mr. King explained that was information from the Police Chief. That was the cost to operate at an intersection with two periods of the day. Currently, we pay for crosswalks at school crossings. We know when there is a concentration of traffic. That was the estimate that the Chief provided. When we say split shifts, we mean for two periods of the day when the pedestrian traffic is most intense.

Chief Froomin added that is personnel cost. He wasn't thinking what the Mayor was thinking with two at one intersection but if you had one at Third and one at Fourth some number of hours in the morning and some number of hours in the afternoon that is the approximate cost.

Mr. Bailey concluded that if you had two crossing guards in the morning and two in the afternoon it would be roughly \$300,000.

Mayor Tanaka asked a question about the crossing guards the City has at Orange and Seventh. He asked if there are drawn crosswalks there.

Chief Froomin responded that they do.

Mr. Bailey thinks it doesn't seem very safe to him. He can't imagine someone walking out into the intersection at Third and B with nothing more than a sign and a uniform and hoping the traffic slows down from what will be an increased speed limit. He is not sure it is safe. He is not sure that we want to be directing more pedestrians down an unsafe intersection for pedestrians to cross. He doesn't think it makes a lot of sense to direct more people down Third and B which will then lead them to Fourth and B. That would then require the City to have multiple crossing guards at both of those intersections. He also doesn't think it is very cost effective. The cost to get from the Ferry Landing to the school area is about \$5 per trip. At \$150,000 per year that means we could do thousands of trips. It would be cheaper for the City to pay for the students to use Uber than it would to put these crossing guards in. He doesn't see it being safe and he doesn't see it being very cost effective. He couldn't support this. He doesn't mean to make light of the recommendation by any means but when he tries to weigh the options we could probably put another bus route in.

Councilmember Downey wanted to hear what everyone else had to say because she is reticent to support it for two reasons. One is based on her personal experience growing up. The sign is not enough to stop the driver who is on his or her way to work convinced that he or she has to get somewhere in five minutes before they are in trouble. She is not convinced of the safety of that. She is convinced that she wanted the HAWK intersection lights. She really thought that was the solution. Caltrans has said that they don't believe, from an engineering safety perspective, that it is enough and that the drivers will see it in enough time to stop. She would like to put this recommendation on hold until we get to the point where we are going to talk about what we can do at the intersections. If we can light it or put the signs with the flashing lights, she could be convinced to put a crossing guard there but she does think it requires some engineering work for her to feel it would be safe enough for us to pursue that. She doesn't have a problem with the cost of the crossing guard but she thinks we need more than just a crossing guard and she is open to look at it at the next meeting.

Mayor Tanaka pointed out to Mr. Bailey that he appreciates how he has costed everything out. He doesn't have any control over the staff report saying that it is \$42/hour. He just knows that people are tired of the situation as it exists and we are looking to see if we can come up with better. He does see that there are challenges and he likes that in the staff report it says that in Fort Meyers, Florida a crossing program was instituted in December 2014 at one busy intersection and after doing it, they were able to get 1,000 pedestrians per day safely across. He doesn't deny that it would be a difficult task but does deny that it is impossible. He thinks we could do it if we were committed to it. He does think it is reasonable to say that you can't put the cart before the horse and a marked crosswalk may need to come first. With that said, the problem still exists.

Ms. Downey pointed out that the one thing that is different in Fort Myers and her example from her childhood is that during the hours when school wasn't in session and they didn't have a crossing guard there, it still was a signalized intersection. Her concern is if you were to put a crosswalk in there, then the hours that we didn't have a crossing guard people would be encouraged to use it as a good place to cross. That is what scares her unless we do other things. It is not a safe place that we want to encourage. That is her fear in the City doing something until we figure out how we are going to control that traffic all the time, 24 hours a day. She hears the residents saying not to encourage more people to cross there and she thinks a crosswalk would do that and she doesn't know that she is ready to fund a 24 hours a day crossing guard there.

Mayor Tanaka can also say that he is fairly confident that at 8 p.m. he can cross that intersection with a minimum of feeling afraid for his life. It depends on the time of day. The time of day determines everything in terms of the number of vehicles and the likelihood or lack of likelihood of there being a gap between traffic where you can move across safely.

Mr. Sandke doesn't want Mayor Tanaka to think that the Council is not behind him. We want to see significant things happen quickly. We know we need to do something.

Mayor Tanaka thinks it sounds like there is a consensus to table the crossing guard idea and moved on to **vehicle speed feedback signs**.

Councilmember Downey loves this idea. We saw in the staff report that some studies might suggest that once you see them a couple of times it doesn't affect you. It affects her every time. Every time she drives by, because she is trying so hard to vigilantly do 25 mph so she can

encourage everyone behind her to do 25 mph and if she sees the sign saying that she is doing 27, she is bothered. She thinks they are worth it anywhere we can put them. Maybe everyone doesn't follow it but if at least one or two do, it causes everyone else to have to slow down. She is ready to support a motion that says we look at how many other places, besides the places Caltrans is going to help us, we want them.

Mr. Bailey agrees that this is a no brainer.

Mr. Sandke would love to put in a ticketing system like they have in Europe. These signs are a no brainer.

Mr. Woiwode thinks that Ms. Downey brings up a really interesting point. To the extent that we enlist our own residents, it really helps a lot with this. That is one of the frustrations that he has felt in watching this. Our residents are exceeding the speed limit. That is where this thing would really pay dividends by letting the residents know what they are doing to their own City.

Ms. Downey asked if the proposals in the staff report were going to be ones that we go out and buy or were there two that we own already and there were others that Caltrans was offering.

Mr. King explained that the genesis of the situation was in discussions with Caltrans staff, as we were coming up to the cusp of presenting their results of the traffic study, is that they had offered or suggested that they would be willing to pay for the installation of a permanent speed advisory sign. We then went back to Caltrans and tried to receive that commitment in writing but we were unsuccessful in doing that. However, if you watch the tape carefully of the presentation, the Deputy Director did make that offer. Staff did not move quickly on this as there has been a dynamic tension in the community in terms of signage. Staff didn't want to commit to a sign without hearing from the Council. Staff will communicate the results of this meeting back to Caltrans and also will communicate our willingness and desire to see a permanent sign and then we will move from there. There is a graphic that suggests one in the east bound direction and one in the west bound direction so at a minimum he thinks that is what we are talking about.

**MS (Downey/Sandke) moved that the City Council accept the staff recommendation with respect to vehicle speed feedback signs.**

Mr. Bailey commented that when you are traveling eastbound on Fourth, your speed really starts to increase right as you go over that hill. He wouldn't mind seeing two on Fourth – one before you start going over that hill and one a little further down, before you would actually reach Pomona. It is very difficult for the residents of Pomona to pull out onto Fourth because people's speed has been increasing. He would like to see at least two on Fourth. He wouldn't mind seeing two on Third. These are pretty nominal expenses. These are just as expensive as the wayfinding signs we just approved.

Mr. Sandke suggested that consideration should be given to the idea of putting them on alternate sides of the roadway.

Mayor Tanaka asked Ms. Downey if she would be willing to change her motion to include having the City matching that and funding two additional signs at its own expense.

Ms. Downey is happy to amend her motion and asked if the locations should be included in the motion as she agrees with Mr. Bailey.

**MSUC (Downey/Sandke) moved that the City Council accept the staff recommendation with the City to provide matching funds for the installation of two additional signs.**

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

Mayor Tanaka moved on to discuss the **Pedestrian Flag Program**. The staff report was pessimistic about the program as people steal the flags.

Councilmember Woiwode has had some conversations with folks about this and does not think this is going to be effective. He doesn't believe that these are the kinds of streets where something like this can make a difference. He thinks it is even more problematic than the crossing guard walking out with a lit sign. He would not want to see the City spend any more time on this one.

Councilmember Sandke has been a part of this program in Ketchum, Idaho where they have a draconian speed enforcement program as well as these little handheld things. It is quite effective there but in the Third and Fourth Street corridor between Orange and the bridge, it is not effective. However, at Seventh and maybe Ninth, in a business district where people are already slowing down to look in store windows, he thinks there is an opportunity to get some traction with that.

Councilmember Downey agrees with Mr. Sandke in that she doesn't think Third and Fourth is a good location for this. We had a period of time when people went around stealing the real flags. Her flag has been stolen three times. We have people that like to steal flags already in town so that makes her a little worried about that. She agrees, it occurs to her that the Seventh and Ninth Street locations might be worth having staff look at. The one place that she occasionally exceeds wise driving is when she sees some poor pedestrian kid or older person trying to cross at Seventh and Ninth and the idiots in the next lane on Orange won't stop so she might move her car over to make it more difficult to pass in either lane to try to help the people crossing the street. Part of it is that the drivers don't see. The flags at that location might be a perfect place to try something like this. She does worry about the loss of flags.

Councilmember Bailey could see this being effective at 282 and other parts along Orange Avenue but for all the reasons we said that crossing guards don't necessarily make a lot of sense at this time on Third and Fourth Street, he wouldn't be in favor of giving untrained people the impression that they can safely cross with a flag at this intersection.

Mayor Tanaka suggested tabling this discussion and then if a more specific proposal comes up, the Council can consider it at that time. He moved on to **painted speed limit markings**. The speed limit could be painted in each travel lane to remind the motorist to drive the speed limit.

Mr. Bailey would be in favor of putting down 25 mph before the speed survey increases only because he knows how quick Caltrans is to not change something. He wouldn't mind seeing it.

Ms. Downey is in favor but she thinks it will have to be the speed limit that really is on the street.

Mr. Sandke is in favor of it and perhaps some sort of wayfinding could go with this along with the speed limit. We may have some opportunities to get creative with Caltrans and help in terms of lane choice a little earlier.

Mr. Woiwode was going to reference the ones on I-8. He thinks they are very effective. He is in favor of doing this. Whether we want to go further with them in terms of direction may be a different subject. From the standpoint of speed, he would be supportive.

Mayor Tanaka concluded that there is consensus to move forward with that. The Council is interested in hearing what other options there are that could go with the painted speed limit.

**MSUC (Downey/Woiwode) moved that the City Council approve the staff recommendation and paint the speed limit on Third and Fourth.**

<b>AYES:</b>	<b>Bailey, Downey, Sandke, Woiwode, Tanaka</b>
<b>NAYS:</b>	<b>None</b>
<b>ABSTAINING:</b>	<b>None</b>
<b>ABSENT:</b>	<b>None</b>

Mayor Tanaka commented that the next suggestion is **pedestrian prohibition sign**. The staff report says that the no pedestrian crossing sign may be used to prohibit pedestrians from crossing a roadway at an undesirable location or in front of a school or other public building where crossing is not designated. It also says that these signs are typically used at signalized intersections that have three crossings that can be used and one leg that cannot. Although no studies or statistics can be found on the effectiveness of these signs, anecdotal evidence and observations suggest that these signs are often ignored if the pedestrian is required to deviate a considerable distance out of their way. The distance would be 1400 to 1500'. Mayor Tanaka does not favor this approach. It is one of the reasons he wanted to look at the crossing guard one. He knows people are going to do it. He doesn't think it will be effective if we tell pedestrians not to cross or that they shouldn't cross. They are going to do it anyway. When we had the diverter, there were people that illegally turned against them in the wrong lane of traffic.

Councilmember Sandke is in favor of some engineering changes at that intersection that go beyond this particular prohibition. He is not ready to vote on this one.

Councilmember Woiwode is not in favor of this for several reasons. One is that most hours of the day it is fine to cross on those streets. There are hours of the day when it is not a good idea. The signs would be there all the time and what that does is cause the public to disregard them because they are used to the idea of making the choice when they get there. He believes it would be ineffective from that standpoint. The other aspect is that, to the extent that you exclude other uses of the road, you increase vehicle speeds. This is the sort of thing that he thinks could well drive up vehicle speeds if we were to try to do it.

Councilmember Downey has a similar fear. The one place we have on Orange that has an indication that pedestrians are supposed to go to the other side of the street to cross she sees people

ignoring almost every day. Her concern is that if that is up and we know people are going to ignore it, the cars are even more likely to presume that no one is going to be there. She understands that a lot of the residents would very much like the City to try to stop pedestrians from crossing there but other than physically having a police officer stand there telling them they cannot cross, she doesn't think anything we do would prevent pedestrians from crossing there. She is not ready to do this. She agrees with Mr. Sandke that if there are some physical changes to the roadway that might make this more appropriate, she would be willing to look at it but at this time she does not think it is appropriate.

Councilmember Bailey commented that the most cost effective, safest way to cross Third and Fourth Street is at Orange Avenue. That is the bottom line. There is no doubt about it. He understands that in the wee hours of the morning you get less traffic so it is less dangerous to cross there but it is really never safe to cross there. People are going to disobey signs. They do it all the time. When the semi-diverters went up, although some people did skirt the law, we did see a substantial reduction in the number of people that did cross at those intersections. One no pedestrian crossing sign that is very effective is the one that is at Fourth and Orange that prohibits people from crossing eastbound on Orange. People obey that one all the time. He understands the concern of people ignoring signs but you can't help everyone and if these pedestrian signs simply directed people up to Orange Avenue for a safer crossing perhaps some people would actually follow them. In his opinion, it is better than doing nothing. He agrees with Mayor Tanaka that he is frustrated and tired of maintaining the status quo. He appreciates the suggestion of the crossing guards because at least it gave an opportunity to discuss something different than the status quo. This is at least different than the status quo. He doesn't see many downsides to it other than people might ignore them. At least we can say that we are now directing people who might not otherwise be familiar with a safe crossing route up to a safer crossing route. He would be in favor of moving forward with these.

Mr. Sandke had not thought of it in the terms Mr. Woiwode did in terms of a promotion of speed. Did that weigh into Mr. Bailey's thinking at all?

Mr. Bailey responded that he hasn't seen any quantitative evidence to suggest that at these intersections. Bicyclists would still be able to cross, just like any other car would. He does not anticipate a significant reduction in the number of pedestrians that try to cross the street, even with these signs in place. What he does hope to accomplish with these signs is to be able to tell the public that at the very least we are directing people who are unfamiliar with safer crossing routes where the safest crossing route is.

Mayor Tanaka asked Mr. Bailey where he envisioned these signs would go if they were approved.

Mr. Bailey would say they would probably be signs similar to what we see at Fourth and Orange. He would see these signs possibly being located along A, B and C, right as a pedestrian is attempting to cross.

Mayor Tanaka wouldn't support no pedestrian crossing because people are going to do it and as a matter of public policy, you shouldn't tell them to do something that you know they are going to do or if you aren't really willing to put your shoulder into it and say we are going to enforce this. He agrees with Mr. Woiwode there are certainly times of day where it can be crossed safely. He doesn't want to tell people no pedestrian crossing but you can do it at 9 p.m. He thinks Mr. Bailey's

point is a good one about suggesting that there is a safer crossing up at Orange but he is not convinced that we have come up with an efficient way to do that. Will they be heeded? Will the real effect just be sign clutter rather than something that is an effective message? He is not convinced that would succeed.

Mr. Woiwode asked Mr. Bailey if it would satisfy his intent if we had signs that said recommended pedestrian crossing and pointed in that direction.

Mr. Bailey feels it would, as effectively that is all it would be anyway.

Mr. Woiwode thinks that makes sense. Telling people who are unfamiliar that it is recommended that they go up there is a fine idea. Putting up signs that say prohibited just looks like trying to keep the lawyers away.

Mr. Bailey thinks a message for safer crossing at Orange makes a lot of sense. We just spent a ton of money on wayfinding signage that is very questionable in some locations but this makes a lot of sense to direct people up to a safer crossing route that he thinks we can all agree, for the most part, Orange Avenue is a safer place to cross than these intersections. He could see additional wayfinding signage at these intersections directing pedestrians up to Orange Avenue so that they don't necessarily take on the look and feel of big, industrial signs. If they say safer crossing or recommended crossing, he is all for that.

Mayor Tanaka asked if the Council is comfortable with how many and where we would put these. That is the part where he feels like it is just going to be an abundance of signage.

Ms. Downey was actually going right where Mr. Woiwode was headed. Her concern is that if we had just put no crossing at A, as the staff report suggests, normally when you do that you can cross in a shorter period of time. When they walk to B and they can't cross there, they will do it anyway because they don't know what to do. As soon as you couple or replace a sign at those three locations, at A, B and C on Third, directing, and she likes the idea of a smaller version of the wayfinding sign, that says recommended crossing. The sign could have other points of interest with arrows in the same direction. This would point everything towards Orange where the light is, including recommended pedestrian crossing. Then everything they want is on one sign and they know where to go. She would be in support of that. You need it at three locations, just on A, B and C on Third. To make it happen quicker, rather than to wait too long, since we already have approved pedestrian wayfinding signs, we can ask the City Manager how long that would take to use.

Mr. Woiwode is not sure if there was a motion but he would be leery of directing staff too specifically. He thinks what we are saying is it is the Council's intent, as a matter of policy, to direct pedestrians to cross at Orange Avenue as a recommended crossing. He'd like to see the proposal back from staff on how to best do that.

Mr. Bailey would agree. If staff can incorporate the wayfinding sign look and feel into the staff report that would be appreciated.

**MSUC (Bailey/Downey) moved that the City Council direct staff to come back to the Council with a report on signs along A, B and C directing**

**pedestrian traffic up to Orange Avenue and, if possible, incorporate that into the wayfinding design.**

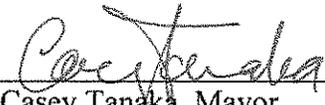
**AYES:** Bailey, Downey, Sandke, Woiwode, Tanaka  
**NAYS:** None  
**ABSTAINING:** None  
**ABSENT:** None

Mayor Tanaka moved on to the last item – **marked crosswalks and pedestrian crossing warning signs** at SR 75 and A, B and C Avenues. The staff report says a marked crosswalk would provide motorists with a visual clue that there may be pedestrians present; however, City warrants would not support a marked crosswalk at these locations unless combined with other engineering enhancements. Mr. Sandke made the point that we already know that our Transportation Commission has a set of recommendations they are going to send our way. Do we want to not take action on marked crosswalks until we take a look at the broader range of recommendations that they are coming up with?

Council consensus was to table this item.

4. **ADJOURNMENT:** The meeting was adjourned at 1:57 p.m.

Approved: July 21, 2015

  
\_\_\_\_\_  
Casey Tanaka, Mayor  
City of Coronado

Attest:

  
\_\_\_\_\_  
Mary L. Clifford  
City Clerk