

**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, September 1, 2015**

CALL TO ORDER / ROLL CALL

Attendance was taken at 3:16 p.m. A Quorum of members was present to conduct a meeting by the following results:

Present: (5) Mike Woiwode; Bill Sandke; Casey Tanaka; Carrie Downey; Richard Bailey

ANNOUNCEMENT OF CLOSED SESSION

- 1. CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATOR**
AUTHORITY: Pursuant to Government Code Section 54957.6
CITY NEGOTIATORS: Blair King, City Manager; Leslie Suelter, Director of Administrative Services; Johanna Canlas, City Attorney
EMPLOYEE ORGANIZATION: American Federation of State, County, and Municipal Employees (AFSCME), Local 127
- 2. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**
AUTHORITY: Pursuant to Government Code Section 54956.9(d)(4)
One (1) case
- 3. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**
AUTHORITY: Pursuant to Government Code Section 54956.9(d)(1)
NAME OF CASE: Arthur Young v. City of Coronado
Case No. 37-2014-00037469-CU-EI-CTL

4. **COMMUNICATIONS – ORAL:** None.

The meeting adjourned to Closed Session at 3:17 pm.

The meeting reconvened at 3:45 pm. Mayor Tanaka announced that direction was given to staff.

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 August 18, 2015.

MSUC (Downey/Woiwode) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of August 18, 2015, as amended. 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.

Mayor Tanaka commented that Item 5i and Item 3 had minor changes made to them.

Councilmember Downey commented on Item 5c. She wanted the public to know that the City paid more to have the Summer Shuttle run on a greater frequency. The numbers reported on page 50 of the agenda packet said that we purchased 600 one-day passes for the folks in the Cays to use on the 4th of July so that they could come back and forth from the Cays for free and they were all

taken this year. She thanked her fellow Council members for voting to fund that. There were more than 5,000 riders during the three-day holiday weekend. As we talk about traffic, she wanted to make sure that this one success story was shared. She also commented on Item 5j. She has repeatedly asked that the City broadcast more than just City Council and Planning meetings. Item 5j will allow the City to go out to bid for support to be able to do that.

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

Councilmember Sandke also commented on Item 5c. There are a number of people who want to offer special commendations to the US Coast Guard and to Skydiving Innovations who played a part in the afternoon's activities.

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 and FY 2015-2016. The City Council approved payment of City warrant Nos. 10108604 thru 10108797 and City of Coronado Acting as the Successor Agency to the Community Development Agency of the City of Coronado warrant Nos. 90005583. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Review of 2015 Fourth of July Celebration The City Council reviewed and received the report.

5d. Request for Temporary Closure of Portions of Sixth Street, Seventh Street, D Avenue and Palm Avenue for the Annual Coronado Public Safety Open House on Sunday, October 4, 2015, from 6 a.m. to 5 p.m. The City Council approved the temporary street closure for the Annual Public Safety Open House.

5e. Authorization to Advertise the Contract for Bid to Convert Turf to Drought Tolerant Plants in the Coronado Cays Medians. The City Council authorized staff to advertise the identified contract for bid.

5f. Authorization for the City Manager to Execute Purchase Agreements for Information Technology Software and Equipment Purchases in FY 2015-16 of up to \$150,000 with CDWG and \$120,000 with Dell through Cooperative Purchasing Programs. The City Council authorized the City Manager to execute purchase agreements with CDWG in an amount up to \$150,000 and with Dell in an amount up to \$120,000 through various cooperative purchasing programs.

5g. Award of Contract to NRG Building and Consulting, Inc. in the Amount of \$84,180 for Construction of the Handrail Replacement Project at Avenida De Las Arenas and Appropriation of an Additional \$37,000 of Funds from the General Fund toward the Project. The City Council awarded a contract to NRG Building and Consulting, Inc. in the amount of \$84,180 for construction of the Handrail Replacement at Avenida de las Arenas project and appropriated an additional \$37,000 to the project from the General Fund.

5h. Approval of a Resolution Authorizing the Receipt and Appropriation of \$10,700 in Funds Provided by the 2015 Operation Stonegarden Grant Program through the County of San Diego. The City Council approved A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING THE RECEIPT AND APPROPRIATION OF \$10,700 IN FUNDS PROVIDED BY OPERATION STONEGARDEN GRANT PROGRAM THROUGH THE COUNTY OF SAN DIEGO. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by the City Council as RESOLUTION NO. 8765.

5i. Approval of the Administrative Budget for the January to June 2016 Period and the Recognized Obligation Payment Schedule 15-16B (ROPS 15-16B). The City Council approved the Administrative Budget and the ROPS 15-16B.

5j. Approval to Issue a Request for Proposals for a Government Access Cable Channel Operator. The City Council authorized the City Manager to issue a request for proposals for an independent contractor to provide the video production services required for the live and recorded broadcasting of Coronado public meetings as well as the programming, operational oversight and equipment maintenance for Coronado TV.

6. ORAL COMMUNICATIONS:

- a. Councilmember Downey had a couple of requests from the public. If you want to automatically receive agendas or minutes from City Council meetings or any other City commission meeting, there is a way to sign up for them through the City website. City staff or any Council member can help people with that if needed.
- b. Bob Lindsay commented that the Ocean Boulevard shared use path feasibility study has been put forth as a solution to some problems that we have not adequately examined. Long-time resident Phyllis Sarber came close to it when she said that a better approach is to create more solutions to traffic, parking and flow of people wanting to enjoy the beach. He agrees. Right now there is a significant congestion problem along Ocean, particularly at Central, on nice beach days. On a daily basis, he uses Central Beach or bikes along Ocean Boulevard. It is tolerable now but it is a growing problem and it is bound to get worse. The size of the beach is not the problem. In 1905, before the storms that washed away Ocean Boulevard, there was no beach. Almost 70 years ago, when he first came to Coronado, the beach was about half its current size and it is still growing. That is not the case with many other San Diego beaches. They are shrinking. On the 4th of July, one could easily find a nice spot on our beach on which to spread out. We advertise our beach as the best in the nation. It is no surprise that people flock here. San Diego County, state, Arizona residents and beyond are increasingly attracted. Biking and other forms of mobility are growing in popularity. Traffic, wheeled and pedestrian, and congestion along Ocean and at Central with its attending concerns will be a mess by 2025 unless we start working on

solutions now. Doing nothing now will not make the problem go away. He urges the Council to modify the scope of the current shared use path CIP to include Ocean Boulevard/Central Beach congestion mitigation. He added that the Bicycle Master Plan has resulted in the installation of some bike lanes and they really have helped tremendously and have built his confidence to get out and travel them. The Class II's on Glorietta and First Street are really great. He doesn't think anyone complains about them and it appears that they have actually slowed the traffic somewhat on Glorietta. The same thing is true on Olive. He has family on Olive and they constantly complain about the traffic going so fast off of D down Olive.

- c. **Rita Sarich** reminded everyone that Coronado MainStreet is holding its annual Garden Party on September 12 at the Hanson Estate at 711 A Avenue. There are still tickets available.
- d. **Cheri Aegerter** spoke about the proposed bike plan. Biking is wonderful but it is not meant for the beach. This is a liability issue for the City. The City will be sued when a bicyclist hits someone. There is another liability issue. Who are the first responders going to be when those accidents happen? The lifeguards are going to respond and are going to be pulled away from the beach, the water and guarding the people who are swimming to tend to the people who are going to have the accidents. The City should stop this plan now.
- e. **Denise Abtin** is a long-time Coronado resident. She just returned from Santa Monica. They have a bike path there as well as a Ferris wheel, a merry go round and an arcade. It is a fun spot just like Disneyland is a fun spot. Coronado is not like this. It is not progressive to make something like this in Coronado. It is regressive. She is for bike lanes and bike paths. She and her husband have always cycled. To put it on the beach is a bad idea. There is so much noise, so much traffic at night. It cannot be controlled and Santa Monica has a huge police force. They have a huge presence there with someone there constantly. We already have problems with this on the Paseo. It will only get worse with a bike path on the beach. Coronado is not Santa Monica. Please don't ruin it.
- f. **Susie Heap** is opposed to spending \$100,000 of our tax money for a study for a beach bike path. Coronado is not a theme park and an amusement park. It is our home.
- g. **Dave Sweeney** is the newest member of the Bicycle Advisory Committee. The BAC was born out of the old tunnel project because the community wanted the City to look into alternative forms of transportation. The BAC is a relatively new committee. The recently passed proposal was to spend up to \$100,000 to try to cure the traffic congestion, not just for bikes but bikes and people and cars, up on Ocean Boulevard. It has turned into a giant grassroots social media campaign which is really great. He urged the City Council to scrap the proposal that was previously passed. Obviously now is not the right time. However, hopefully those that are here today and those that are interested in really coming up with a good solution will understand that you can't please everyone but that you try your best. It isn't going to get solved today. Let's continue the good progress that has been made by assembling the group and try to come up with a good solution with this newly created momentum. With regard to the bike striping, he would like to see that proceed. He knows there are a lot of reasons why certain folks don't want it but as a biker and a driver it is nice to have that demarcation between the cars and the bikes and also it slows people down.
- h. **Susan Keith** disagrees with the previous speaker. There is a solution for today. We want you to vote 5-0 No on the entire project that is before you. This agenda item should be 5-0 No and then we can start a new study, a whole new process without a mention of a bike path on the beach. Hold some public workshops, get a consensus from the constituency and then slowly move forward. Today the solution can be accomplished. Vote 5-1 No.

- i. **Pat Callahan** is a member of the Bicycle Advisory Committee. He spoke as a member of the Coronado community. The BAC wishes to serve that community. Over the past few weeks, he has had the opportunity to speak to many members of the Coronado community. He is very pleased to say that we do have a conversation started. There are issues. There are concerns. These concerns are not limited to Ocean Boulevard or to a multi-use bike path. They concern the entire City. They concern the traffic, congestion, safety, the interaction of bicyclists, cars and pedestrians. That is one of the missions the BAC has been given. This conversation is an important conversation and he would like to see this conversation continue. The BAC meets the first Monday of every month at 3 p.m. The participation of the public at those meetings is critical to our mission. It is important that we have the vision and input of the entire community. He urged everyone to participate in this process. It is a process and he encouraged people to attend the committee meetings.
- j. **Scott Seggerman** comes from a four-generation Coronado family. The City Council members are elected representatives. That means they need to represent the interests of the community, not of a simple segment of the community but the majority of the community. To do that, the Council needs to receive input from the community and that is happening today. He thinks it would be fair and appropriate to consider the input of the community before going so far as to commit vast sums of our money to studies that may be for things that we have no interest in. It was shocking to hear that the Council was about to commit \$100,000 to something that 80 to 90% of Coronado residents would say absolutely no to. He is curious as to what the percentages might be for the bike lane striping. He knows that residents on those streets are very concerned and don't want the lanes shortened for the cars and stripes in front of our houses running in various directions and colors and sort of candy caning the effects. He hopes the Council will reconsider the public input before committing the money or taking steps that affect people without appropriate input from the constituents.
- k. **Brad Gerbel** commented that at the beginning of June, Susan Keith was before the Council and said that once the public learned about the bike path, the Council would hear about it. He started the 'Save our Beach Coronado' Facebook page in mid-June. By the end of July, he merged with another woman in Coronado named Susan who was trying to set up a similar organization. Today, there are more than 700 followers in the Facebook group. Yesterday they turned in a petition to the City Council that had 630 signatures on it. They have 580 people on their mailing list. He wants the Council to think about what they are all saying. They don't want a bike path. He doesn't want anything on Ocean Boulevard. He doesn't want a bike path. He doesn't want the sidewalks widened. He thinks it is fine the way it is. There are a lot of people here who feel the same way he does.
- l. **Dani Grady** spoke in opposition to having any bike path on the beach. She has biked across the country and knows how important it is to protect cyclists and to have access to beautiful vistas. The important thing for her on her bike ride is that she realized that the most precious things are when you got off your bike, parked it and walked to. Those things were preserved because of that fact – you couldn't ride a bike on it; you couldn't drive a car on it. That is what is so important about our beach. She thinks the future of our beach is not to be bigger but smaller. We do need to protect our cyclists. There is no question about it but we don't need a \$100,000 bike study that has the word 'beach bike path' in it. She agrees with Ms. Keith. She lives on Glorietta and originally when they wanted to stripe the bike lane on their street she found the stripes hard to get used to. She did say that, from their personal experience, they are very grateful for those bike lanes. The traffic has slowed down tremendously. It is safer for the kids going by. It is a lot easier for her

- to get out of her car. She has never seen a more ill-advised idea than putting a bike path on the beach. She urged the Council to take that word out and not to do it.
- m. **Susan Andersen** is one of the founding members of the Save Our Beach committee. She thanked the Council for agreeing to reconsider the issue at hand today – that of appropriating \$100,000 to study the feasibility and the regulatory process involved in building a multi-use path. She stands today in opposition to that proposal and urged the Council to vote unanimously No on that proposal. We have one of the most beautiful beaches in the world and we all share a common and joint responsibility to protect it from encroachment and development. She urged the Council to vote No on spending any further money on this issue. She received a lot of the same letters that the Council received. People complained about numerous issues in these letters. There was one constant throughout all of those letters – protect our beach at all costs. She believes that we have an obligation to future generations of Coronadans to ensure that we pass on the legacy of our beautiful beach for their enjoyment.
- n. **Ralph Greenspan** spoke not only as a resident but also as someone who cares about the environment. Our beach is not only world famous but it also happens to be one of Coronado's only real natural resources. When you start pouring cement onto it, you start to degrade that as a natural resource. It also runs the risk, as a previous speaker pointed out, of what he would call development creep. The City Council, as the elected officials and the ones responsible for the stewardship of our community, are the stewards of that beach. What the Council decides to do will be passed along to future generations and if the Council crosses that line, it runs the risk of future generations going further and further. He thinks that, not just given the sentiment that the Council has heard and is in the room but the broader considerations, this is extremely ill-advised as a plan.
- o. **David Fairbank** was on a City committee, 30 years ago, that was charged with the task of looking at parking in the beach zone because people could not park in front of their own homes. One of the proposals that we considered was to move the rocks beachward by a few hundred feet, thereby opening up some space. Boy, did they step on a land mine with that one! They were told it was the worst idea anyone could ever come up with. Today, we have a proposal which puts something on the sand and, again, we are getting a very visceral reaction to it. Thirty years ago when they did this, the reaction brought the entire planning process to a complete stop and here we are 30 years later with the same parking problems that they tried to address then with no progress. He is neither for nor against the issue that is immediately in front of the Council today. He just hopes that whatever the Council does it does not bring the process to a halt and continue. The issues of safety, congestion, parking, traffic, bicycles and handicap access are very real issues and he feels that we can address them better. We can address them better if there is a wider focus on it than what the Bicycle Committee was able to bring. We can include many of the wonderful people who are here today into the process.
- p. **Sam Wright** wishes to address the bike path from a different perspective. There are priorities with where we spend our money and our children are under assault here. They are under assault by adults who come and steal their bicycles. His experience with the bike committee a year and a half ago was very cynical and very dissatisfactory. The Mayor suggested, at the last meeting, that people should get involved and he did a year and a half ago when he observed problems with theft of children's' bicycles. He went to the police. He was told to go to the City Council. City staff told him to go to the Bicycle Committee. No one had the money to put in cameras in the theft hot spots. You can imagine his dismay when he read that \$100,000 has been recommended and that the bike path is to cost up to

\$2 million. 445 more bikes have been stolen since he spoke with the Bicycle Committee a year and a half ago. The Bicycle Committee is aiding and abetting. The City Council aids and abets the theft of these things if it doesn't put money to it. This is a higher priority item to put money to.

- q. **Trisha Trowbridge** has been listening to the Coronado registered voters on this issue having to do with the path and she hears the following: 1) the resounding opinion to nix or let go of this idea of any kind of a path on the beach parallel to Ocean Boulevard; 2) spend no money researching it because the majority of voters do not want a path on the beach; 3) keep it as pristine as possible as it is Coronado's most enduring landmark, keepsake, beauty mark, legacy, focal point and it should be kept in its natural state, kept clean by us as much as possible; 4) there are safety issues on Ocean Boulevard but that is a separate concern from what is being done today because the Council voted to reconsider the \$100,000 to be spent on researching this multi-use path and the multitudes have spoken. The City Council should respect the constituents and drop the idea of a path on the beach during this reconsideration. At another meeting, with possibly no funds needed, the discussion can begin as to how to have a safe corridor on Ocean Boulevard for multi-use. The Coronado voters would like the Council to approach the need for safety for all forms of mobility on Ocean Boulevard but exclude from the plan a path on the beach. Let's together save our beach and also bring safety to Ocean Boulevard.
- r. **Kelly Sarber** asked the Council to vote 5-0 today against this. The main theme that is resonating with most of her friends and with her mom and her friends is that we have an unbelievable natural asset in our beach and it is our responsibility to protect that. She thinks we can all agree that we love biking, we love our bikers and bikers love the beach, too, but we just have a little bit of a different point of view about what our future is. The Council has an engaged community now. We want to all agree to protect the beach. We want to move forward in a public process that is broader.

7. **CITY MANAGER/EXECUTIVE DIRECTOR:**

Update on Council Directed Actions and Citizen Inquiries. No report.

8. **PUBLIC HEARINGS:** 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.**

Members of the City Council provided written reports to the City Clerk but added some remarks as follows:

Councilmember Woiwode mentioned that the SAFE Coalition meetings resumed this morning and there is an emphasis in SAFE this year on suicide prevention. Naval Complexes welcomed the new CO into his position. The Bike the Bay event went pretty well.

Councilmember Sandke attended a ceremony with Mayor Serge Dedina from Imperial Beach where he and the mayor of Rosarito signed a friendship agreement.

Councilmember Downey attended the Public Works Department's employee lunch and appreciated the invitation. She reminded the public that this Sunday is the last Concert in the Park and it is a double concert. She encouraged people to use the free shuttle. She thanked everyone for his or her work on the Relay for Life.

Mayor Tanaka had a chance to visit Miramar with Mr. Woiwode and had a chance to do an Osprey simulator; gave a State of the City address to MainStreet's board; there were World Peace ceremonies that commemorated the 70th anniversary of Hiroshima and Nagasaki; the Mayor's Movie of the Month, courtesy of Lyndsey Arendsee, was "Shawshank Redemption"; attended several changes of command and retirement ceremonies; Supervisor Cox asked him to join the board of the Institute for Local Government and he had his first board meeting with them a few weeks ago.

11b. Consideration of Appropriation of \$100,000 for Capital Improvement Project 8030-16013, Ocean Boulevard Shared-Use Path Feasibility and Environmental Review.

Mayor Tanaka invited public comment.

Jeff Queen reminded the Council that we do have a multi-use path along the low tide line twice a day that you can bike on, put wheelchairs on, etc.

Carolyn Rogerson is thrilled to stand with so many and she stands firmly in solidarity with the Save Our Beach Coronado movement. No so-called multi-use path is needed along Ocean Boulevard. This must be considered. The Chula Vista Bayfront Master Plan of 535 acres which includes a convention center, world class resort, high rise apartments, high density mixed use housing retail and entertainment areas is coming to fruition. They have all that but they have no beach. A ferry to come across the bay to Imperial Beach or Coronado is being discussed. More transient traffic to Coronado's beach sites with no revenue to the City is definitely in our future. She agrees with those who say, "If you build it, they will come." They will come in droves and in bicycle phalanxes with their supplies, leaving their trash. Coronado City funds would be more wisely spent to bring more young men and women to the Coronado Police force. Coronado is no longer a quiet village with a few summer months of increased tourism. We are a 12 month per year tourist destination. Coronado law enforcement is seriously understaffed and that issue, along with lack of parking, needs to be addressed first before we bring in more transient traffic. The City's discretionary funds are plentiful and that is wonderful but it is no reason to squander those funds on studying an Ocean Boulevard bike path which most residents, who pay the taxes providing those excess funds, want or need.

Christine Donovan commented that the description of the bike path is not self-explanatory. It is called a Class I multi-use path. That description does not exist in Caltrans. The appropriate description for what we are talking about is a Class I bikeway. That is what it should be called in the CIP, the minutes, the agenda, the whole thing. She feels that needs to be cleared up. It is not a multi-use path. It is a bikeway. That is the Caltrans designation. They are the ones who came up with that. She would also like to talk about safety on Ocean Boulevard. She got the police reports since 2010. In almost 5 years, there have been exactly 20 incidents. That is four a year.

It is not a hazardous stretch of Coronado by any means. There were three bike-related incidents in 20 years. Two were the fault of the cyclist. One was the fault of a driver. The injury to the cyclist was minor. If you look at the BAC minutes, you will see that the vast majority of bike accidents in Coronado are the fault of the cyclists and not the fault of the motorists. That is a big problem. They are not being cited. They are not being controlled. All the bike lanes in the world won't fix that. She also spoke about the Bike Committee being concerned about pedestrians. She has scoured the minutes repeatedly and there is no pedestrian input. In fact, one member said at one point do you think we should ever check with pedestrians to see what they might like that we're doing. The Bike Committee is all about bikes. There is nothing in there about pedestrians. Worse, there is nothing in there for residents. That committee, or any new committee, needs to have a resident perspective and not just a transportation perspective. Lastly, the beach is not growing. The beach grew in the 40s. It has not grown and as late as the 1970s, the tides got so high there was sand covering Ocean Boulevard.

Carla Fargo commented that this study did come out of the Bicycle Master Plan so that is why she is bringing this up right now. The master plan needs to be reviewed. It came out in 2011 and so much has changed since then. She is hoping everyone agrees that we need the input of more than bikes in the Bicycle Master Plan. When you look at the master plan, the project approach and goals, on page 2, does not, in any of its seven bullets, say the word pedestrian. It just deals with the bike/automobile interface. That was the intention of this committee. She thinks that is the huge failing of this committee. She thinks we should have a Pedestrian Advisory Committee and a Mothers With Baby Strollers Advisory Committee. The scope should be broadened so that bike is not the bad word it has become. We have this 270 page document devoted to bikes and car transportation interface.

Frank Osgood wanted to suggest that if one wants to see what might occur with a bike path on the beach you only need to go to First Street on a Saturday or Sunday morning and watch the bikers going by at 20 mph and not stopping anywhere for anyone. He guesses the same takes place along the Bayshore Bikeway. To have a bicycle path on the beach where people are focused on enjoying the beach and not necessarily looking out for that bike coming up at 15 to 20 mph, would be a big, big mistake. Find an alternate solution for the bikers' needs and allow the residents to continue to enjoy the beach and the rest of the City in safety.

Morgan Miller asked why everything always has to be about the bicycles. Cars are the best and safest source of transportation. Cyclists are rude and don't obey the law. Why ruin a good thing? We already have the Hotel Del, we have the Shores, the tourists from those and the beach so let's not encourage them to cycle around. The Base does not like the cyclists and neither should we; after all, this so called path might get in the way of a few of the landing lights for the Base that are on the beach. Perhaps the rocks could be removed and the sidewalks extended but let's just make sure that the road is mainly for the cars and that is our priority.

Mayor Tanaka reminded the public that the Council finalized the budget in June. When things queue up in June that means they have been talked about for a few months before, leading up to those June budgetary meetings. The City Council received a request to fund a study of up to \$100,000 to look at the idea of a multi-use pathway on the beach. The Council agreed to fund up to \$100,000 in June for a few reasons. The first is that the sidewalk that sits next to the rocks, in many areas, is on the narrow side. It gets narrower still when you have the street lamps. We have heard some talk also about the street. You can't widen that street. The street is the width it is

going to be. We don't have extra space to add in more street or more bike path or more something. The street is going to be its width and then you have the sidewalks on the sides. He wanted to point out, again, what the Council did approve it in June. The Council didn't say build it. The Council agreed to a study because it wanted to know what its options are. We wanted to understand what would be legally feasible and we also wanted to know what would not be legally feasible or would not be worth the time based on environmental law, lawsuit challenges, or CEQA this or that or Coastal Commission, etc. Again, that was the point. Some people have brought up that what was approved in June was vague. He agrees that it was. What was asked of the Council was to be willing to fund a study to determine what would be possible and what wouldn't be possible. That is where the Council left it in June. There wasn't a vote to do something or not to do something. It was specifically a vote to do a study. In these intervening two months, it has become abundantly clear to him that there is not adequate support from the public to proceed with that study. It is his opinion that the City is at a point where the City Council couldn't possibly pursue something that is clearly and wildly unpopular with so many people. If the public does not want the City to pursue this, the City won't pursue it. For him, one of the things that did surprise him was the idea that with the beach as wide as it is, there is some room next to the rocks and he has heard people talk about whether you could put another type of a sidewalk on the other side of the rocks. If you really study something thoroughly, you might find out that the area isn't wide enough and then you might have to look at other places to put a multi-use path. He is perfectly willing to end the study and end its funding and he suspects that the whole topic will go away. The process will come to a halt as Mr. Fairbank hoped it would not. He thinks some of the safety issues remain. The sidewalk remains on the narrow side. From now on, he will point out to people that there is another sidewalk on the other side of Ocean Boulevard.

Councilmember Downey appreciates everyone's involvement. When she approved the study in June, it was because she wanted it to actually go further. She wasn't really interested in a bike path on the beach nor did she think it was actually supposed to be a bike path. She wanted to look at what options the City has on Ocean Boulevard. What she wanted to happen, which has now been suggested by at least four speakers, is to come together as a community to say that we have a lot of places where we have bikes, cars and pedestrians that are congested. We need to figure out how to deal with that. It needs to have buy-in from the community. Someone was right – we shouldn't call it a bicycle list. Several people had suggested that maybe just widening that sidewalk would work. Or maybe just removing the trash cans. Those are all great ideas but there should be more discussion about it. She thinks it is important that the community decide how we want to deal with the fact that we do have bikes, cars and pedestrians everywhere and she doesn't want us to lose track that getting people out of cars and onto bikes around Coronado is a good thing. When we have a lacrosse game or a water polo match, the one thing she often receives comments on is that some parent from out of town is flabbergasted when they show up and see 70 bikes. It really is a good thing that we are getting some folks out of cars. There are different kinds of bikers. We still have places in town where there is a need to deal with the amount of biking and the ever increasing cars we have on our streets and pedestrians. The first \$10,000 of that \$100,000 for the study was to get a count of how many cars, how many pedestrians and how many bikes are on patches on Ocean over a three-week period. Between August 5 and August 12, the average weekday number of pedestrians was 3,412; 634 bikes; and 9,594 cars. That is on a weekday in that two block stretch. She is thrilled to hear that there have only been four incidents per year but with more people, more cars, more bikes, it is worth looking at. With all of you here participating, we should think about whether we need to do anything and whether we want to do anything. That is where the discussion needs to be. What does the community think we should do? Maybe the

answer is nothing. Maybe you think it is safe enough and maybe four accidents is fine. That is okay too but we have never talked about that. The Bike Committee tried to invite everyone to come but none of the people here participated. When we have that discussion, everyone needs to be involved.

Councilmember Bailey thinks this is one of the few times since he has been on the Council where the Council, City staff, and the public have been on a different page. The City got way out ahead of itself on this. The City should have been far more deliberate in its process. We should have first developed our objectives for Ocean Boulevard then determined whether or not those objectives were being met and along the way sought public input on what options, if any, the public wanted the City to pursue. He is disappointed that the process played out the way it did because he does think there are options worth considering but at this point, the only way the Council can demonstrate that it hears the public is by voting 5-0 to defund the study. The silver lining in all of this is that we have the most public engagement he has seen in his three years on the Council. Two BAC members spoke and graciously suggested that the community work together to find solutions. He hopes the entire community will take that invitation and participate for addressing this, hopefully in the near future, with a better process.

Councilmember Sandke recognizes that there are some failings with the sidewalk and the mix between pedestrians and bikes on Ocean Boulevard. He looks forward to working with the community on a more community-involved plan for improving that area. He agrees with Mr. Bailey that this is a matter of process. A partnership would be the positive outcome to all of this. There was some talk that, because of some wording on some issues, the Council wasn't exactly sure, nor was the public, exactly what it was voting on. For today, he could not disagree more. He knows exactly what he is voting on. It is to stop the study that was proposed for the CIP.

Councilmember Woiwode began by saying that, as has been pointed out, this study emerged from the Bicycle Master Plan. When that plan was created, it was created by ten people, only one of whom could wildly be considered a hard core cyclist, the rest of whom have an interest in bicycling that is very casual but predominantly interested in the safety of children. At the first meeting of that committee, the common thread was that they were all there for the sake of safety. The actions that have been reflected in that plan are not for the sake of recreational cyclists. They are perceived by the people who worked on that plan and by the many people who participated in the public outreach programs as addressing specific problems that exist. He believes that set of priorities is still valid. We will talk later about the next iteration of updates to the Bicycle Master Plan and what we expect out of that but he thinks it is a key to dealing with congestion. Where does the congestion come from? Is it because we have the Bayshore Bikeway? That opened in 1983. Most of the congestion, he would say, has happened much more recently than that. What this does is represent to us that our society, the region, the state, the nation are embracing the use of all facilities for other modes of transportation beyond cars. It is a priority for SANDAG. It is a priority for the state through the Complete Streets program. It is a priority for federal funding. He thinks that the congestion we see is occurring because of that social movement and also because of the fact that there are 600,000 more people in the San Diego region now than there were 20 years ago. And some of them go to the beach, especially when it is warm. When we consider that this movement toward alternative forms of transportation is something that is being pushed throughout our society and we consider the fact that we are going to have another 700,000 people in the region in the next 20 years, he thinks we are going to have to accept that we are going to have to find ways to deal with congestion. Turning back to Ocean Boulevard, whether it is today, whether it is the next

iteration of the Bicycle Master Plan, whether it is the Pedestrian Master Plan which we have funding to write and will get started on in the next month or two, it will keep coming up as an issue that Ocean Boulevard is very difficult to traverse by three different modes of transportation – pedestrian, bike and car – and that something will need to be done. He hopes that we are not trying to keep that dialogue from occurring in the future. That was his takeaway from Mr. Fairbank’s comment about not killing the planning process. He personally has thought that a path on the beach would not be the solution and the reason is pretty simple. The biggest discontinuity in mixing modes is between pedestrians and bikes. This was discovered in 1819 when velocipedes were outlawed in New York, London and Philadelphia because they were on the sidewalks and didn’t work with pedestrians. His concern about a path on the beach, as a solution to the Ocean Boulevard issue, is that it just moved it from the sidewalk down to the beach. It didn’t solve the problem. He thinks the path would change the character of the beach. He thinks, for a number of reasons, it doesn’t address the problem. That doesn’t mean the problem has gone away. The other thing that was in the Bicycle Master Plan which would have been studied had we gone forward with the study was widening Ocean Boulevard to have wider sidewalks and to be able to accommodate bike lanes. There are some people who proposed, in their emails to the Council, putting bike lanes on Ocean Boulevard. The problem with that is it is about eight feet too narrow. If we were to take that approach, he wouldn’t want to build something that, in and of itself, becomes an attraction. He thinks that the points made about Santa Monica are right on the money. We don’t want that. We don’t want a Ferris wheel on the beach. We don’t want a bike path on the beach if it is going to draw more people. At the same time, we have to find ways to manage the congestion. He hopes we remain open to the recommendations that come out of further studies which will be done, whether it is done by an Active Transportation Committee or a Pedestrian Advisory Committee or the Bicycle Advisory Committee. The problem is not going to go away.

MSUC (Downey/Bailey) moved that the City Council defund the Capital Improvement Program project to spend up to \$100,000 to study a multi-use path on the beach.

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

The City Council went into recess at 5:19 p.m.

The Council reconvened at 5:28 p.m.

11c. Report on Comparison of Community Grant Funding. This item was continued to a future meeting.

12. CITY ATTORNEY: No report.

13. COMMUNICATIONS - WRITTEN:

13a. Consideration of Request from Councilmember Bailey to Agendize Discussion to Reopen the Bicycle Master Plan and Temporarily Suspend the Striping of Bicycle Markings Currently Scheduled until a New BMP is Adopted. Councilmember Bailey provided the staff report.

Councilmember Downey doesn't have an objection and will wait to hear from the public on the concept but she would have separated them. She wants to ask him, after we hear from the public and the Council, if we can vote to bring it back so that it is two separate items. The temporarily suspending is one item. Reopening the Bicycle Master Plan is a second item. They have different reasons and different implications.

Councilmember Bailey would not have a problem with that.

City Attorney Johanna Canlas feels that would be consistent with the policy.

Councilmember Sandke asked when, in the normal course of things, a review of the Bicycle Master Plan would occur.

City Manager Blair King responded that a document such as the Bicycle Master Plan would be reviewed every five years. There is a CIP project, an Active Transportation Master Plan that is in the current CIP, that references incorporating an update of active transportation, and active transportation is generally defined as anything that is other than motorized vehicles, in a update of the Bicycle Master Plan. At some point in time, those two projects would come together. He would say of the Active Transportation Master Plan, if it is completed in the 15/16 fiscal year, that would at least lead to a natural update or review of the Bicycle Master Plan, probably in the 16/17 timeframe.

Mayor Tanaka invited public comment.

Peter Jensen is supportive of reconsidering the Bicycle Master Plan for a couple of reasons, one of which is Olive is included in that. There is some significant striping proposed for Olive. There are some other areas where the City could make Olive much safer with less offensive striping. The proposed striping is offensive to the neighborhood. Some stop signs could be moved as they are recessed on any number of the blocks. Cars stop and then go right through the intersection. It is very unsafe for bicyclists and for other cars. One of his neighbors says he witnesses two or three near accidents every day. We can look at taking care of some of the needs while being sensitive to the neighbors who oppose the striping. There might be alternative markings that could be included that would help to retain the neighborhood. It is not like Glorietta. This is a very different street. This is the inner part of the residential area. This makes it much more of a thoroughfare. He asked that the Council include this in the reconsideration of the Master Plan. He thinks the Council will get some very positive public input. There are some ideas to make it safer for bicyclists and safer for the cars as well.

Susan Keith is in total support, especially of taking the two items separately. That would help. Let's immediately suspend the striping so that is taken off the table. Then let's reopen the Bicycle Master Plan. There are a number of issues that people will enjoy getting back into and giving feedback on.

David Fairbank commented that, as both a motorist and a cyclist, the striping does work. It makes it safer for both automobile driver and the cyclist. He asked that the Council, in whatever it does today on reconsidering the Bicycle Master Plan, not interfere with the previously approved plan to stripe as we slurry seal. He knows it was going to take some time to work through the whole

system and get all our streets done and striped the way we want them to be and that there are some people who have the idea that if you build it they will come, but in the long term, once we have the whole City done, it will make it safer for everyone. Safety is more important.

Clyde Ahrens is a pedestrian and a cyclist and is strongly in favor of the striping. It will do some good for traffic calming. He lives at Ninth and Olive which is a six-way intersection, and there are almost accidents all the time and the cars drive too fast and it is a hazard for people on the bikes and the cars and the pedestrians. He is in favor of the striping. It will improve the safety of the neighborhood.

Jo Antrim lives next door to the previous speaker and is very much against the striping. She thinks it is confusing and messy. We do have a lot of traffic problems and she thinks that intersection would be helped with some stop signs and some moving of existing stop signs. The children ride down Olive Avenue and are five abreast. They are not going to go in a straight bike lane right now. She finds it very dangerous with the striping.

Bob Lindsay commented that the Bicycle Master Plan is very comprehensive and goes into great detail as to how to approach the problem. He thinks that one of the best things to come out of it so far is the striping for bicycle lanes. It is done on First. That is a Class II and is done nicely. It is also a Class II on Glorietta and it works. Nationwide, this has been very successful in reducing accidents and making things safer on the streets. One of the neat things that happened on Glorietta, because it is a wide street, is that when you narrow the travel lanes down for cars it slowed the traffic on that street. The same thing happens on Olive. Part of his family lives in the 700 block of Olive. Traffic comes out of D and accelerates down the street at a fairly high speed because it is so wide. Whether we need a lot of fancy candy striping or not, he doesn't know but he does know that you don't have to put a lot of candy striping on Class II and it can be fairly simple as it is on Glorietta, First Street and parts of Second Street. Let's keep the striping going. That is the best thing that we have done so far out of the Bicycle Master Plan. He is in his late 80s and he feels much more comfortable transitioning from his car to his bicycle now that we have bicycle lanes. He feels much more confident that he is protected and drivers see where he is.

Virginia Johnson rides a bicycle, drives a car and walks. From the plans she has seen and the drawings she has seen, she thinks this is overkill. She would like to know how many accidents that involved a bicycle there have been on her street over the last 20 years. She would also like to know how people think having these lanes are going to protect them from a car because it doesn't. Putting bicycle lanes is not going to slow people down. It will speed bicyclists up and it is not going to make them stop at Tenth and Olive where there is no stop sign. It is not going to do anything further down on D. This all needs to be taken into consideration. Right now what you want to do to Olive Avenue is overkill compared to what they have on First and what they have on Glorietta which are really busy streets. Out of town visitors commented to her that all the lines on the street were bothersome. It is confusing. There is so much that you are trying to pay attention to. She thinks the Council needs to consider what it is doing to our neighborhoods in drawing these lines that are confusing and are not going to make people safer. The long-term cost and maintenance is something else to consider.

Morgan Miller is in favor of the bike paths, maybe not on every single street. He disagreed with the previous speaker completely as he thinks it has been a very successful program. It has been much safer for the cars and the bicyclists. They are doing the same thing in Point Loma. These

sharrows are being done in multiple places. If someone is confused, they are going to be confused in multiple places. This is a nationwide transformation. There are a lot of cities that are renting bicycles out and they are trying to make it safer for cyclists because for the last hundred years all we have focused on is cars. Everything is about the car and jumping in the car and we are transitioning to a society where people don't want to be in their car all of the time. They don't want to pay \$5/gallon for gas. And they would like to improve their health. This is a great City for that. He is definitely in favor, especially with kids, of trying to make our streets safer as they are successfully doing in other communities in the region.

Lynn Scott commented that everyone is sensitive to the safety issue and we all are bike riders – everyone in Coronado is. She wonders about the aesthetics. What is proposed has more stripes than Glorietta, than Rosecrans, than First or Second Street. The proposal includes nine lines, four lanes of hash marks, bike paths, driving lanes, parking lanes – it is crazy. This the most egregious she has heard of in her time in Coronado. You will ruin our neighborhood. A neighbor commented that it is like Coronado is turning into a fake City and does not look like our village community anymore.

Chris Evans understands the safety challenges of the area. She does think it would be overkill as the plans stand today. She would like to ask for reconsideration. She does not see the clear necessity for the amount of striping that is proposed. She does think there are a lot of perceptions with regard to speed and volume. She often sits out front and does not see a high volume of bicyclists or concerning speeds. She has a very unique perspective. This did not happen in Coronado. Her son was hit by an out of control ambulance on a bike path several years ago. He suffered a traumatic brain injury. She lives with that every day and is blessed that he is still living. If bike lanes would be helpful, she would be the first one in line asking for it. She and her husband feel that there are some things that would improve the safety. They saw what happened with Pomona and the volume over there. There were some concerns with the intersection and the roundabout was put in. Although their intersection is quite large, she doesn't want to stand before the Council and ask for that. Perhaps there are other things that could be done. If the stop signs were moved forward, it would allow better visibility.

Scott Seggerman thinks that this speaks to voter/public input. These designs that have been put out – overkill is an accurate word and may be an understatement. He would really be curious to see how many injuries there have been on the streets that the City is proposing be candy caned, marked up, graffitied due to bicycle accidents in this town. He would venture to say it is very small. If you are going to affect the residents on these streets, in view of public safety which is admirable, consult them. Get their input. There should be something mailed or Fedex'd or something accounted for that every resident was notified that lives on any of these streets with the proposals and their response to what they feel about this. He respects the bikers and they have good points. The Council ought to reconsider the extent to which it is going. If you tried to solve the concerns of the ultra minority, a fraction of the percentage of people who bike high speed on Alameda, and you are affecting the 99.9999 percent of people that use it for other reasons, are you really doing the public good? Please gather public input. Notify the voters and the constituents and get their opinion before passing these decisions.

Wayne Strickland likes a lot of the paths we have now. They make it safer. He thinks the way Glorietta was done was a great idea. He likes some of the ones in the school area. He thinks they are a good idea. He likes what the people are saying on Olive that maybe there is not a need. In

particular, he believes that they were talking about doing it on every single street with sharrows. He thinks that is a total waste and is not desired by anybody. He is a safety guy and it won't make it any safer.

Mike Donovan seconded the comments by the last two speakers. He is not clear what problem we are trying to solve here. We are in a town where the maximum speed limit on our streets is 35 mph. We have the widest streets of any town he is aware of. To compare us to other cities with high speed highways and narrow streets doesn't justify putting these painted lanes on every residential street in our town. He is really against it and he hopes the Council will reconsider it. He hopes we don't get to the point where this is painted on every street in our town. It is just not necessary.

Brad Gerbel grew up on Alameda and still today his parents live there. He drives down Ninth, through Olive, every day. Driving that way you have to stop, move out a bit and then stop again so that you don't get blasted. In 1987, all the stop signs got put in. Before that it really wasn't a problem maneuvering around this City. Putting in bike lanes and sharrows everywhere in the City is overkill given our speed limit. He was here at the meeting where this was passed and he didn't feel the Council listened to the audience at all about our neighborhoods and what we want in our neighborhoods. The Council needs to take that into account. One thing nobody has brought up here today is this back-in parking stuff that is on the plan for near Olive and D. He doesn't think it is necessary. He hopes the Council will listen.

Ricky Moreno likes having the bike lanes going to the school. That is a good idea. There are several streets where it is a good idea to have the bike lanes. It might be a little bit of overkill what some people are proposing for Olive. He wants to make sure that just because it might be overkill for one street that we don't go all the way back to the other side and we stop doing bike lanes. In some streets, especially Sixth, it is very useful. It does give the cars a better idea if they are too close or too far so he thinks that the Council should consider that maybe Olive was overkill but not every street is overkill. People mentioned the kids riding next to one another. The bike lanes do help with that. If there is no bike lane, they don't know where they need to go or at least it is not as clear.

Robbins Kelly was thinking about the bike lanes. We are going to get those kids to ride in those bike lanes. Are those the same kids who are riding their bikes on Orange Avenue on the sidewalk? People keep talking about traffic calming and safety. Olive Avenue was upgraded from a Class III to a Class II. She has asked the Council before what the warrants were to upgrade to a Class II. Nobody in the audience understood what she just asked. No one, before this came up, knew what a bike...it has been said before that people don't know what is a II, what is a III, what is a I. She would like to see the traffic survey. Someone should come count the cars that go down her street. Someone can tell her how many accidents have been reported. They have gone to the Police Department to ask how many accidents happen on Olive. To put the level of striping, which is more than Glorietta, more than First Street, more than Sixth, more than on Harbor Drive, she would like justification for how we were upgraded and the reason why and what warrants this.

Chris Donovan has an answer for Ms. Kelly. She has no connection with Olive Avenue whatsoever. She is a student of the BAC minutes. It was a very small piece in the minutes and it said that the BAC has decided that Olive Avenue will be upgraded from a III to a II. There is no discussion. There is no genesis of this decision. There is no background in the previous minutes.

It was just so declared. The problem she sees is that it was determined that it would dilute opposition if we just do all the streets. She is not seeing that any of this striping or bike lanes that are coming down the pike are related to anything having to do with any street. It is just going to be across the board. Every time a street is sealed there will be bike insignia put on. This is nuts. She has asked people throughout the community if they knew this was happening and they do not. First of all, you have to let everyone know that this is going to happen. Then, she thinks, the response will be even greater. People just can't believe it.

Cindy Wilson just found out J is going to be striped. She is kind of in shock. She does not know a lot of the specifics about why you would put a bike lane in a certain area or not. In other places she has visited they have the bike lanes on really busy streets. That makes sense. There is no traffic on J. The only issue on J is when you try to cross Third and Fourth because of the added parking on both sides of Third and Fourth as a traffic calming measure. There is no traffic on J so she doesn't understand why anyone would put bike lanes on J. She urged the Council to reconsider the whole Bicycle Master Plan and really think about what is being done.

Jean Gazzo asked the Council if it wants to spend the rest of its terms fighting street by street across Coronado. She urged the Council to put the Master Plan up for a vote for all the citizens of Coronado so that we can take care of everything all at once.

Cheri Aegerter lives on a very busy corner and they do have lots of accidents and she does not think there is any way to put a bike lane on theirs because they have speed bumps. She doesn't think a bike lane would do very well on Ninth and C but if it does she thinks more of the problem is not bike lanes. No one knows what the rules are. No one is teaching the kids riding the bicycles what the rules are. The problem with the bike safety is that no one is telling the kids what the rules are and no one is enforcing it. We have police officers in the schools. Maybe they better start teaching these kids what the rules are. These bikes will not get out of your way. There is a thing of entitlement lately with the bicyclists. You can make bike lanes and stripes and they are going to ignore them. You are going to have a painted up street and there will still be five people going abreast. The paint isn't going to fix the problem. She wishes there was some kind of community outreach to the kids in the schools about bike safety and how you ride on the bike and maybe giving a couple of tickets to some parents.

Carolyn Elledge couldn't agree more with the previous speaker. We need the police to come into the schools and talk to the children about the rules for bicycling. We have too many tourists here, too, so she doesn't know whether we could put some kind of a toll on the bridge. It was reported that there have been very few bicycle accidents on Ocean. Think of how ugly Coronado is going to be if we have all this yellow striping all over our streets. Coronado is really a very beautiful town and we all take pride in our homes. Then you have all this striping on our streets and it is just going to be ugly. She has spoken with people who are in other places where they have the striping and now they don't know how to get rid of it and they don't like it.

Shannon McCrary asked why Olive is going to be different from all the other streets around it. Is this going to cause confusion? Is Olive getting the Full Monty simply because it is wide enough? It is his casual observation that most of the bicycle traffic on Olive is kids going to and from school and people on the weekends going to the beach. Kids going to and from school use Olive just as a means to get from where they live to one of the lettered streets and then take that because it is a more direct route to school. There is really not a lot of bike traffic all the way from one end of

Olive to the other. Similarly, with people going to the beach, they cross Olive or they use Olive to get to one of the lettered streets because those are the more direct routes to the beach. Some people have suggested there be some study of the traffic patterns on Olive for density, both vehicles and bicycles. He would support that. A question in his mind, and he admits he is fairly ignorant about the BMP, is if Olive is the only street that gets the Full Monty of striping, is that going to cause confusion for other bikers, for bikers coming from other streets where there is a different system of striping? It seems like there should be consistency throughout the City.

Susan Andersen has not heard any of this before. The idea that we would stripe our streets is visual pollution. She doesn't see any need for it with the 25 mph speed limit. The idea that we need stripes to tell us how to navigate – her biggest concern is always the children and getting them to and from school. She thinks the Council has heard the sense of concern and it is worth reconsidering.

Britt Zeller commented that the first time she came to the intersection by the Methodist Church and saw that garish yellow stuff all over the street she was in shock. It is ugly. The idea that you would do this in other places in town – she wants to take the discussion out of the internal bubble of just everything in Coronado and say that the City is in competition for real estate dollars, for tourist dollars, for just everything, with every other town in southern California. We are getting less and less beautiful by the day. That is property values you are talking about.

Mayor Tanaka noted that Councilmember Bailey has proposed that the Council reconsider two things: whether or not to immediately suspend the striping and whether or not to then reconsider the Bicycle Master Plan. The suggestion was to bifurcate them and it sounds like the Council is okay with considering them as two requests and having each agendaized differently.

Councilmember Woiwode wants to hear what the motion is about the Bicycle Master Plan. It is due to be updated. He doesn't think that the term reopening is the right one because there are three or four dozen projects in there and what we are really talking about here is one issue, the policy on striping and the policy on striping that the Council adopted is different than what is in the Bicycle Master Plan. He would like to see the Council deal with authorizing an update of the BMP, which he agrees is an appropriate thing to do, and the sooner the better, and then talk separately about the policy on striping.

The Mayor suggested talking about striping as it seems to be the more urgent of the two.

MSC (Bailey/Downey) moved that the Council would consider suspending the striping at a future date.

Councilmember Bailey commented that there has been more dialogue between more people in the past two hours on bike issues than he would imagine when the BMP was originally created. He thinks that public engagement is at an all time high and for the first time the terms BAC and BMP are in our public's lexicon. He thinks we should be taking advantage of that. We are not hearing that the public is outright opposed to everything but that the public wants to participate. He doesn't know if the recommendations that come out of whether or not we should change our policy on striping will be any different than they are today; however, he does think we might end up with better recommendations. Olive Avenue is a perfect example. If we had received the public's input from the very beginning, we probably would have included modifying those intersections by

changing where the stop signs are located and that ultimately would have created a safer street for everyone. He thinks we should take advantage of this public engagement that we currently have and see if we can find other opportunities to implement recommendations such as that.

Councilmember Downey was actually going to make a separate motion, not at this motion, to suspend the striping but for the reason that she has talked to the people on Glorietta, many who were originally opposed to it and some on Sixth and they have all said that it has slowed people down. She lives right by Sixth and H and she is sorry we didn't ultimately do H. She does educate her children about how to ride but the nice thing is, as the speaker said, if there is a striped bike lane, it does give them something to understand. She understands why the BAC did what it did because there are some higher levels of bike classes and safety issues and apparently on Glorietta they were trying to narrow the lanes. She wanted the Council to put a moratorium on just striping now so we could have this discussion. The folks on Olive have a very good point. She doesn't know why they would get more than on Glorietta. She does think having bike lane markings is a good idea. We should have that discussion. There could be ways that people are okay with marking a lane and not marking a lane. Can you just have a lane marking without the hash marks on a wide street? She doesn't know the rules on those streets.

Councilmember Sandke stated that the public discourse that was identified by Councilmember Bailey is a very big plus from this particular gathering. One of the amounts of discourse that came earlier was from Ms. Grady who lives on Glorietta Boulevard and expressed that her misgivings and subsequent embracing of the lines that were painted on her street. It has made her street safer she feels. She thought it would be ugly and now she is living with it and she likes it. He doesn't discount the fact that it changes the appearance. He does agree with Ms. Kelly in terms of how the III became a II. He thinks that a simpler approach to this kind of painting on the larger streets may make more sense. He is compelled by many of the comments that talk about overkill. He offered a correction to the woman from J. On I and J there won't be stripes but there will be sharrows. For him, it becomes difficult because he understands the concept of complete streets. He understands the approach that is being taken but at the same time he agrees with Mr. Bailey that a pause to reflect might be to everyone's benefit. He doesn't ignore the safety benefits of these particular lane markings. He certainly respects the opinions of the people who live on those streets. He would be in support of the motion at this point.

Mr. Woiwode is not sure what the motion is.

Mayor Tanaka clarified that the motion is to bring back a discussion on whether or not to suspend striping.

Mr. Woiwode recounted some things that have occurred. Yesterday he experienced a surrey on the sidewalk on J. He would really like to have pointed to the sharrow in the street to tell the driver to get where he is supposed to be. The fact that there is not a lot of traffic on J doesn't necessarily mean that there isn't some guidance for cyclists that would be helpful. We had a policy in the BMP about striping which was oriented toward developing particular streets that we knew would be heavily trafficked by bicycles in Class II lanes and where we couldn't do that then we would put sharrows, for instance, on Ocean Boulevard. We didn't implement that because the people who lived on those streets felt like they were being targeted and that we were vectoring the bikes to their neighborhood. Then we came back and came up with a new policy which was whether these markings are safety enhancers or not. If so, as the SANDAG funding for streets and roads

requires, and as state funding for maintenance projects requires, we are to implement a full capability for all modes of transportation when we are maintaining our streets and roads. We married it up with the slurry seal program that when we do these things we are going to paint the streets anyway and let's put on the appropriate set of markings and that is now our policy. It is not in the BMP. We adopted that policy separate from the BMP. In this particular case, which is a list of projects that we approved in April, we had made the point that we wanted everyone in the neighborhood to be notified. The City sent out notices to everyone on Olive, Alameda, Tenth, I, J, Second, Fifth and then there was a survey where people sent comments back and that was the data that the Council had when it looked at and selected this set of projects. The process we embarked on worked very hard to include the community and we were very sensitive to that because we changed our policy based on comments from the community. Now we are saying that we didn't hear the community and so we need to do it again. He guarantees that whatever we do in the next BMP, there will be a ton of things that, as they come up, people are going to say they didn't hear about. He feels that, if we want to take another look at a policy on striping, safety has to be the priority, not aesthetics. Predictability means that if it looks this way on a particular street, another street that is of similar construction and shape and size ought to look about the same way. We adopted that policy when we looked at the medians and what we are going to do with the striping and the center lines and the yield signs in the medians. Predictability is a key to safety. We want to adopt a policy that works through the City. He is fine with the idea that we are going to revisit our striping policy but he is not at all in favor of derailing the process that we already put in place because he doesn't think we did anything wrong in the process.

Mayor Tanaka thanked people for coming to the meeting. The reason he is in a bad mood is because he thinks it is entirely the Council's fault that it is sitting here right now. We commissioned a BMP. He doesn't mind having a BMP. He doesn't mind looking at the things in it. What we decided is we brought items from that BMP back to us in a piecemeal fashion. When this was ready, we voted on it. When that was ready we voted on it. Again, he owns that and he is okay with that. He wants to look at everyone from Olive and tell them that bike lanes work. Everywhere we have put them they have worked. They work on Glorietta. They work on Sixth Street. They work on First Street. If you disagree with him on that, that is fine but he does not agree with them. Bike lanes work. There are certainly going to be instances where someone doesn't obey the markings but he uses the bike lanes a lot and he can only share that his anecdotal evidence shows that people obey the bicycle lanes, he does see cars slowing down. In general, the bike lanes work. People on Olive Avenue, though, have raised at least two really good points. One is that this is like a bike lane to nowhere. Where does it begin? Where does it end? What is the point? He gets that. The first BMP drew a loop around the island. Speakers brought up how other cities put bicycle lanes near a lot of traffic. That wasn't the Coronado motivation. We have never pitched putting bicycle lanes on Third and Fourth. Our goal isn't to put bicycle lanes near a bunch of traffic. The basic goal has been a perimeter loop. Now, with that in mind, that is why there is already a bicycle lane on First Street. You can loop that around. That is why it is on Glorietta. In our deliberations over the last three and four years, there has been some disagreement over whether or not you could close the loop around Ocean Boulevard. He has been one of the people saying you can't. He would not recommend a City policy where he is telling people to take their bikes on Ocean. Mr. Woiwode has always pointed out something that all of us need to be aware of – bicycles are legally allowed to operate on Ocean Boulevard, on J, on H – on whatever street you name. When they sit there and go five abreast, maybe they shouldn't do that, but it only takes one to sit in the middle of the lane and he legally can do that do a driver. That causes the automobile driver an issue if that person is driving their bicycle in the street. Mayor Tanaka

acknowledged a comment by a member of the audience but pointed out that public comment has closed. Bicycles are there. They can legally use the streets. That is one of the things people should keep in mind. When we have talked about bicycle lanes, we want to make it clearer to bicycles where they should transit. For everyone who says we shouldn't have bicycle lanes on every street we agree. Where the bicycle lanes exist and where they have been proposed has been to support, more or less, a perimeter loop.

Another reason the people on Olive Avenue are right to ask the Council to reconsider is because the City has been very inconsistent about where we choose to force and where we didn't choose to force the lanes. First Street didn't fight it so they got a lane. Glorietta didn't fight it and we agreed that as part of the Bayshore Bikeway we would put in that Class II lane on Glorietta. Sixth Street didn't fight it because we wanted it to connect people from one side of the island to the other for the purpose of schools. H Avenue fought it. Alameda fought it. Country Club fought it and in that meeting we gave into their pressure. We said, to Country Club in particular, that we are not going to force a lane on you that you don't want. Alameda was part of that. H had its own meeting and they were part of that. So when it came to Olive, we changed our mind and said enough was enough. If a lane is going to make things safer, if we believe in this public policy, we said to Olive that we are voting for it anyway because the greater good is served. He wants to be clear that he still feels that way. He wants to be clear that most of the people sitting here are from Olive and don't want it. He gets that but part of the issue then will be what the City is going to do. Are we going to say that every time a street doesn't want their lanes? In his opinion, that is what we are going to do. Ms. Gazzo said it probably best. Every time a street comes up people will point out that H Avenue didn't get a lane and ask why they are. He thinks that is a fair thing to say. He is migrating to the point that as much as he thinks these lanes make sense, we are at a crossroads. We either need to decide the lanes comprehensively belong somewhere or they don't and we need to stop taking them one street at a time otherwise every City Council is going to have to reargue that position. He wants to make it clear that those bicycle lanes work. They work on Sixth Street. They work on Glorietta. They work on First Street. He puts his money where his mouth is and he uses them all the time. That is his quandary. He is certainly happy to support Mr. Bailey's motion. He thinks maybe where the City is going is the path of least resistance. People think it is more important for their street to look pretty than to be a little safer and maybe that is where we are going. It is a democracy. If that is what people want, then it is his job to help get it.

Mr. Bailey does think that there is a lot of merit to having a BMP. What is frustrating him to a great deal over the past three years is just how inconsistent we have been in this. Part of the reason we have been so inconsistent is because we have never felt comfortable that we actually had the public's input. By having this conversation, by inviting the public to be a part of this conversation, we can be more comfortable going further that we do have the public's stamp of approval and if we are to go as far as to subject the BMP to a public vote, then we can say to everyone that they had their opportunity to weigh in and this is what the community has asked for if the BMP were to be approved and let's just go ahead and implement it across the board. But the public needs an opportunity to weigh in and that is what we are seeing here today. They are asking for the opportunity to weigh in and he hopes we give it to them.

Ms. Downey agrees that bike lanes work. The one on Sixth is just a line. It is not as much paint on our roads as it is on Olive. She is the one who suggested that we just stripe every street. She was not on the Council for the vote when they didn't put it on H. She thought it was such a no brainer that bike lanes are a good thing that she didn't even show up as a resident of H to talk about

it. She was shocked that we didn't get one on H because the kids use it every day to get to school. She understood the residents saying that they didn't want to be targeted and didn't want to be the only one marked so that these fast bikers on Sunday mornings just go on their street. She understood that. That is why we came up with the plan to mark them all. She still thinks it is a good idea that we do something universal but she now agrees that the public didn't even know what the plans were and didn't understand what was supposed to happen and didn't understand why some streets had others. She agrees with Mr. Bailey that it needs to get a lot more public input and by putting this motion to bring it back it is going to allow us to do that because she does think that maybe there are ways other than some of the markings that we proposed that would give us the safety that most of us want for our kids on their bikes. We haven't had that discussion. We haven't looked at options. We don't know why it went from a III to a II or why we even need one on any particular street. She thinks that is a discussion she wants the residents to participate in and, once they have, then hopefully we will have a plan that the public can agree with. She doesn't know if it will go to a public vote or not but she knows she won't support it unless the public is behind it. That is what she is hoping will come with the public's input.

Councilmember Downey repeated the motion that at the next Council meeting, we will have the vote to put a moratorium on the current striping until it goes out for more public discussion.

Motion 1

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

Mayor Tanaka stated that the second part of this is discussing whether or not we are going to reconsider reopening the BMP and doing that formally.

Mr. Bailey would be open to making a motion that just allows us to talk about how to revisit the BMP as it is currently scheduled to be revisited in a few months and perhaps even discussing it in a broader context of an Active Transportation Plan that has a broader approach.

Mayor Tanaka stated that, from his point of view, the number one thing we need to reconsider or work on is making clear where the routes are going to be. Every time we take one up and say it is going to be on Olive, then a street gets upset. What we need to do, as part of whatever we are reconsidering, is put a whole map together again and either agree to put that to a vote or not, so that there is consistency. The whole community can either say that is a network of bicycle markings we support or we don't and then it is not just about the preference of one street wanting a certain type of marking. Mayor Tanaka reminded a member of the audience that the public comment period has closed. The City should either zero in on the issue of the paths themselves or make sure that is one key element of what is considered.

Mr. Bailey is fine with that.

Mayor Tanaka instructed Mr. Seggerman that he is out of order. If he is not going to follow the rule of the Chair, he should go to the microphone.

Mr. Seggerman appreciates what Mr. Bailey and Mayor Tanaka are offering to do. He hears what they are saying about public safety. He applauds that. All he is saying is that when you inform the public and want the public input can we see the evidence that says that safety is a reason for this.

Mayor Tanaka reminded Mr. Seggerman that Mayor Tanaka's job is to enforce Roberts Rules of Order. He has been given multiple opportunities to speak to this and he wants to remind him of what the item is before the Council. The item before the Council is whether or not to reconsider the issue of a BMP. The public has been given ample opportunity to comment. Mr. Seggerman has commented three times now. The Council is trying to now deliberate and do City business.

Councilmember Downey understood Mr. Woiwode's concern and that was her original concern. She also agrees with Mr. Bailey that she wants to open this up for more public comment but she wasn't sure she liked the words 'reopen the BMP'. She would like Mr. Woiwode to respond. She would like the public to get involved but she wants to figure out how to do that without suggesting we are throwing everything out.

Motion 2

MSUC (Woiwode/Sandke) moved that we update the Bicycle Master Plan.

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

City Manager Blair King requested a clarification to the motion. Is the motion to update the BMP, which would be a separate title, or is the motion to bring back the question of updating the BMP?

City Attorney Johanna Canlas commented that under Council policy, any Council member can bring back an item to discuss a second time but it cannot be discussed right away. She believes the motion should be to bring back whether or not the master plan is going to be updated, for discussion.

MSUC (Woiwode/Sandke) moved that the City Council have an agenda item at a future Council meeting to discuss updating the Bicycle Master Plan.

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

13b. Consideration of Request from Councilmember Bailey to Agendize Discussion to Uninstall Various Signs throughout the Community. Councilmember Bailey gave the staff report.

Councilmember Sandke asked how many signs Mr. Bailey has identified.

Mr. Bailey responded that there are a few hundred signs; however, many of these signs are very similar in nature. You could lump 100 of these signs together.

Councilmember Downey commented that there was some discussion on the earlier item that there are not enough signs telling everyone not to bike on the sidewalk or whatever it might be. Is Mr. Bailey's request specific in nature of it being this sign only at this location or a type of sign generically?

Mr. Bailey responded that it is very specific.

Mayor Tanaka invited public comment.

Virginia Johnson asked if there is a way that the public can see these signs. She agrees that sometimes you are around and there are signs for everything. Some of it sounds like it can be very repetitive. She thinks it would be great to see what he has and she thinks it could be very helpful to the City.

Bob Lindsay thinks that for the residents most of the signs aren't needed. The signs are needed for people who don't live here. They are the ones who need the signs. Most of us are probably quite familiar with how to operate.

Jan Cook agrees that we have too many signs that are ignored. If we are going to have a sign, we need to enforce the sign. No bicycle riding on Orange Avenue is violated day after day after day. Keep the dogs off the grass in Sunset Park. If we are going to have a sign, enforce it. If we aren't going to have it that is fine.

Robbins Kelly asked Mayor Tanaka if the Council just went through this with these signs recently.

Mayor Tanaka responded that the City has been working with the Chamber of Commerce, Coronado MainStreet and other groups in town about adding signs and improving signage. That is called way finding so that people would know what the right direction is for the Del or the Beach or the Bay. Mr. Bailey has been working on this on his own initiative for two or three months to get the community to contact him and weigh in on signs that they think don't make sense.

Ms. Kelly knows that a lot of the signs that have a general perception of being too many are required by law and a lot of them are on Port property and are not necessarily in our purview to do anything about.

Brad Gerbel commented that some Council members do a lot on Facebook which he thinks is great. It must have been a month ago that Mr. Bailey posted on Facebook asking if people have seen redundant signs. He sent some photos to Mr. Bailey to demonstrate this. He hopes the Council will consider this.

Carolyn Rogerson agrees with Mr. Bailey that we have too many signs. We have redundant signs and before we think about adding \$450,000 in more signs, we need to start culling signs and figuring out where we are going to put the new signs that we absolutely, positively need. Visitors

coming to the island who can't find the Hotel Del should probably not be traveling alone. If you can't find the beach, you probably shouldn't be going there by yourself. Her point is that we have all of these electronic devices that people walk down the street blindly staring into. They are looking for directions on their electronic devices. We don't need a myriad of gigantic signs in addition to the mini signs telling people where to park for the beach. Too many signs. It is a pretty community. We need more trees maybe. Maybe we need more flowers. We don't need more signs.

Mayor Tanaka commented that there is an element of Mr. Bailey's request that he does not agree with. What he does not agree with is to throw this task on staff and say to inventory all of our signs and come back to us. He was interested when Mr. Bailey used social media to try to get the public to identify signs that they thought should go and that is the type of process he can support – a grassroots one – where the community asks what the point is of this sign or that sign. The Council could then bring that back and ask staff why such signs are needed. Part of Mr. Bailey's request says he would like a future staff report to include the complete list of signs, whether or not they are legally required, and an estimated cost for removal. Mayor Tanaka is not going to be supportive of putting staff on a wild goose chase to find every sign.

Mr. Bailey understands that it is Council policy that all agenda request items be limited to one page. He did not include an attachment with all the signs. Reading through his request again he can see why Mayor Tanaka would think that. He would like a future staff report to include the complete list of signs and by that he meant the list of signs he had already come up with. There are just under 400 signs on the list but many of them are similar in nature where it might be possible to make blanket statements about categories of them. There might be a few dozen different types of signs.

Mayor Tanaka commented that with that explanation, he is on the fence. The other concern is that one of the speakers made the point that from one vantage point you could see several no turn signs in a row. The other problems he forecasts is that different City Council actions have put all those signs in for a reason. You might start opening up the deeper policy questions about why the Council has restricted turns in certain places. All of those signs have a reason behind them. Now we are going to tell staff to research 400 signs to some extent.

Mr. Bailey mentioned that none of the signs that are related to prohibiting right hand turns on First Street coming from the Base are included in this request. None of the signs that the Council has explicitly said are needed are included in this request. There are no left turn restrictions included. There are no stop signs included. None of those types of signs are included in this request. He included a few examples. One shows a 12' red curb. At the beginning of that red curb, you have a sign that says 'no parking begin.' 12' later you have a sign that says 'no parking end.' He would like to know if that is legally required. If not, let's get rid of those two signs.

Councilmember Downey is equally leery but it occurred to her it might be helpful if we just agendize it and then we would have that list of signs. She doesn't want staff to do anything until the list of signs comes to the Council.

Councilmember Sandke's big struggle is that the two examples are both on Port District property and exist for one reason or another that the City may have nothing to do with. He struggles with the staff issues but he is okay with this coming back so the Council can take a look at the list.

MSUC (Bailey/Downey) to bring a list of signs that Councilmember Bailey has put together back to the Council on a future agenda and have it weigh in to see if any signs can be removed.

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

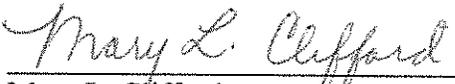
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:09 p.m.

Approved: September 15, 2015



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk