

**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 15, 2015**

**CALL TO ORDER / ROLL CALL**

Attendance was taken at 3:30 p.m. A Quorum of members was present to conduct a meeting by the following results:

Present:	(4)	Bill Sandke; Casey Tanaka; Carrie Downey; Richard Bailey
Absent:	(1)	Mike Woiwode

**ANNOUNCEMENT OF CLOSED SESSION**

- CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION**  
Pursuant to Government Code Section 54956.9(d)(4)  
One (1) Potential case(s).
- COMMUNICATIONS – ORAL:** None.

**The meeting adjourned to Closed Session at 3:31 p.m.**

**The meeting reconvened at 3:33 p.m. Mayor Tanaka announced that direction was given to staff.**

Mayor Tanaka called the regular meeting to order at 4 pm.

1. **ROLL CALL:**

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

**Absent:** Councilmember Woiwode

**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 September 1, 2015.

**MSUC** (Bailey/Downey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of September 1, 2015, as submitted. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.

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

4. **CEREMONIAL PRESENTATIONS:**

4a. **Proclamation; Fire Prevention Week.** Mayor Tanaka presented the proclamation to Fire Chief Mike Blood, Police Chief Jon Froomin and announced the annual Public Safety Open House on October 4.

5. **CONSENT CALENDAR:** The City Council approved, adopted and/or accepted as one item of business Consent Agenda Items 5a through 5c with the addition of Item 11b.

**MSUC** (Downey/Sandke) moved that the City Council approve the Consent Calendar Items 5a through 5c with the addition of Item 11b – Consideration of Appointment to Fill One Vacancy on the Cultural Arts Commission.

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

**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 Budget for FY 2015-2016.** The City Council approved payment of City warrant Nos. 10108799 thru 10109040 and City of Coronado Acting as the Successor Agency to the Community Development Agency of the City of Coronado warrant Nos. 90005584. The City Council approved the warrants as certified by the City/Agency Treasurer.

**5c. Introduction of an Ordinance Amending Title 70, Building and Construction, of the City of Coronado Municipal Code to Add Chapter 70.35, Small Rooftop Solar Energy Systems.** The City Council introduced AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, AMENDING TITLE 70, BUILDING AND CONSTRUCTION, OF THE CITY OF CORONADO MUNICIPAL CODE BY ADDING CHAPTER 70.35, SMALL RESIDENTIAL ROOFTOP SOLAR ENERGY SYSTEMS. The Ordinance was read by title, the reading in its entirety unanimously waived and placed by the City Council on FIRST READING.

**6. ORAL COMMUNICATIONS:**

- a. **Robbins Kelly** thanked the Council and the CC125 Committee for the fabulous concert at the Golf Course and thanked the whole community for its support of the MainStreet Garden Party.
- b. **Councilmember Downey** mentioned at the last Council meeting that people can go directly to the City website for agendas or minutes and provided the link for the public: <http://www.coronado.ca.us/egov/apps/egov/connect.egov>. That link will take you to a place where you can say if you want minutes or agendas or whatever you want to come directly to you by email. People asked when the next Woman's Club shredding event is and it is this Saturday from 9 a.m. to 12 p.m. in the parking lot behind Union Bank. Electronic shredding is also available. The Lion's Club is having its dinner auction theater celebration this Friday.

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

**7a. Update on Council Directed Actions and Citizen Inquiries.** City Manager Blair King commented on the rain earlier in the day and the storm drain "first flush." The high intensity portion of the rain event occurred at high tide and consequently the water backed up at some streets where typically we would want to see the water drain out. Also, in many of our storm drain systems, we do divert the water during the dry season to the sanitary sewer. They are designed to handle storm water. When we have a rain event, storm water goes through those pipes. One could put pure potable water through those pipes and there is still going to be some scouring of the pipes and additional materials can be collected. Generally, things worked well. The pumps worked. We are preparing for a wetter than normal year.

**8. PUBLIC HEARINGS:** None.

9. **ADMINISTRATIVE HEARINGS:** None.

10. **COMMISSION AND COMMITTEE REPORTS:**

10a. **Report from the Port Commissioner Concerning Port Activities.** Port Commissioner Garry Bonelli reported that on September 8 his fellow commissioners voted unanimously to adopt the findings of Coronado's mitigated negative declaration for the extension of Dock C and the improvements to the Glorietta Bay boat launch facility. They also approved the Port Master Plan amendment to be filed with the California Coastal Commission to support that work. The Port believes that the Coastal Commission will certify the Master Plan amendment in early 2016. The Port should be able to issue the City a Coastal Development Permit by next spring that will enable the City to start work, hopefully by this time next year, on the dock and the boat launch ramp. He asked about the vacant pad next to Il Fornaio. His staff spoke with Mr. Palermo at Flagship Ferry Landing. The Japanese restaurant that was slated to go there has pulled out. As a result, staff negotiated with Mr. Palermo who has retained an architect to design a shell building that could be leased to one or two separate tenants. As initially designed, the building will be a total of about 7,500 square feet inside and another 4,000 square feet outside seating. They expect the plans for the building to be submitted to the Port by the end of this month. The Port received the Coronado Cays Yacht Club's application for its redevelopment. Staff is currently reviewing the application and comments will be back to the Yacht Club within 30 days of receipt. The Yacht Club leadership is working in close coordination with Port staff for new building and a lease extension beyond the current five-year lease they have. Admiral Bonelli went to the Cays and looked around North Grand Caribe Island. He is told by staff that the tenant will be processing permits for boat storage through the City. There may be a requirement by Coronado to upgrade the access point to the boat storage yard to accommodate fire trucks. The tenant needs to amend the project application with the Port to include this enhanced access point for the fire trucks to get permits from the City.

Susan Andersen heard recently that the City of Chula Vista is in the process of developing its bay front and that they were thinking of building a ferry from Chula Vista to Coronado. Does the Port Commissioner know anything about this?

Admiral Bonelli responded that Chula Vista and the Port are actively pursuing development of about 535 acres of their bay front. If that comes to fruition, one of the things they are doing with the long range planning process is based on people telling them they want a lot more access to the Bay. One of the things that Port staff and the commissioners are looking at is a lot more ferry or taxi type service on the water and in and around the Bay. If that bay front is developed to the full extent the Port thinks it will be, they think it provides an opportunity for getting ferries and water taxis in and out of that area.

10b. **Report from San Diego County South Area Cities' Representative to the San Diego Regional Airport Authority.** Former Imperial Beach Mayor Jim Janney reported that there is a lot going on at the airport considering that the County has decided that is going to be its airport. Operations are up over the last year and so far is tracking almost 7%. There is good information out there that British Airways will increase the size of its aircraft and add some more seats for its flights to London. The very large structure along Pacific Highway is called the Rental Car Center. It is due to be open next year. It will help the airport but it also gets a lot of traffic off of Harbor

Drive. They are still looking for a tenant to open a restaurant at that location. The California Coastal Commission once again approved the airport parking structure for Terminal 2. This will add a lot more convenience for folks using Terminal 2. The airport is working on a development plan to try to help Terminal 1 and Terminal 2 East, the older portion of Terminal 2. They are just starting that process and are hoping to bring it to the Board in October for input. He spoke about the ALUCP for NOLF IB. They met at the Cays for Coronado. They met again in June or July in Imperial Beach; they briefed the Imperial Beach mayor. Hopefully, they are going to try to bring that portion to the Board in October or November of this year and move that one along. It is not as contentious as the one that affects Coronado. They will be meeting with City staff next week to go through the process. There will be a lot of public meetings that need to take place. The airport is committed to making sure it will hear as much as possible. The small one for Imperial Beach took three or four years. He anticipates the one for North Island will take a little longer. The Chair believes we need to do a lot of outreach for this and has committed funding for it. They will do a full EIR for this.

Councilmember Downey thinks the signage for the cell phone lot makes it a lot easier. She commented that there are not enough places to charge phones and computers in Terminal 1. Perhaps that can be looked at as part of the work to be done.

Mayor Janney commented that they have heard a lot about the need for other improved signage and they will be working on it.

Councilmember Sandke pointed out that one of the things he saw in the SANDAG Transportation budget was some money to link the trolley to the airport and to take advantage of the shuttle bus service that will operate from the terminals to the new rental car facility. He commended the Authority for moving forward with that particular project. He asked if anything has come to Mayor Janney to talk about a water taxi link.

Mayor Janney just heard the Port Commissioner and thinks the Port will be way out ahead of that and he thinks the airport would be willing to hear more on that topic.

## **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.

**11b. Consideration of Appointment to Fill One Vacancy on the Cultural Arts Commission.** Under Consent, the City Council appointed Brenda Jo Robyn to serve out the remainder of the current term which expires December 31, 2017.

**11c. Reconsideration of Bicycle-Related Safety Striping and Pavement Markings Associated with the Annual Street Preventive Maintenance Project.** City Manager Blair King introduced the item. Cliff Maurer, Director of Public Services, provided the staff report for this item.

Councilmember Sandke asked a question about a traffic island that he hadn't seen before on Olive.

Mr. Maurer commented that traffic engineers looked at ways to make this a safer street. That was the genesis for all of this.

Councilmember Downey commented that several speakers over the last few weeks have talked about the idea of maybe putting medians or something in these very large streets to shrink the travel lanes and to make it look prettier instead of painting islands and stuff. One of the issues with that is that we are in a drought so that planting anything might be problematic. Is there anything preventing the City from putting in something raised almost like what was done for the roundabout? Aren't there other ways to make the lanes smaller and safer rather than just painting that would serve the same purpose?

Mr. Maurer believes so. However, if you would put a physical structure that would probably necessitate some lane markings, yield markings on the pavement to correspond with that physical structure.

Councilmember Bailey asked a question. If you were to get rid of the buffer stripings, could you effectively have a buffer zone simply by moving those two lanes over to where it is scheduled to go now without actually having the hash markings to delineate where the buffer zone is?

Mr. Maurer commented that the buffer zones create a space between where the automobiles and bicycles are supposed to be. We know a 10' lane slows drivers down. If we remove the hashings but left the lines, then that would be confusing because it would look like there are multiple travel lanes there. His recommendation would be, if you are going to take the buffer zones out, just go with a bike lane that probably gives a little extra space for parking but which will give a wider travel lane.

Mr. Bailey is talking about leaving the bike lane where it is currently proposed and simply removing the hashings on both sides.

Mr. Maurer added that would also mean removing the exterior lines of the path. He continued with his report.

#### **Mayor Tanaka invited public comment.**

Bob Lindsay stated that about five years ago the City created the Bicycle Master Plan because of state and federal requirements and because of our local needs. When he first came to Coronado right after World War II, there wasn't any congestion or traffic signals and few, if any, stop signs. As our congestion grew, we were forced to regulate traffic. As tourism grew, the car congestion grew. The beach area may be increasing but our street area is stagnant. A main goal of the BMP is to entice people from their cars when moving about Coronado. He is in his late 80s and in a few more years he probably won't be driving. Lately, he has been transitioning to getting around town by bike. He feels much safer in our few bike lanes which designate vehicle separation. He is distressed, therefore, that bike striping might be delayed. As he understands it, each post slurry seal striping delay puts back a street stripe seven years. There is a real need for north-south bike ways on the west side of Orange. Surely the Class II striping with Olive can't be worse in appearance than on Glorietta. Further, the traffic calming expected on Olive from D Avenue to Tenth Street is a bonus that is needed. There is no going back to the pre-bridge days. We have got to deal with not just today but the future – more tourism, more people, more cars, more

congestion. Cycling popularity has been steadily growing. Just look at the thriving pedal business in our village. Five years ago the BMP calculated that there were about 1,000 bike commuters in Coronado. With a successful implementation of a BMP, it is estimated that figure could easily double. All this points for the need to move ahead with our BMP, specifically the bike ways. Without the essential bones, we cannot move ahead with other essential elements like enforcement and, of course, education. Ultimately, we need to persuade people to get out of their cars in this compact community and to walk or cycle and to leave the car home in the garage. We will all be the better for it.

Harold Myers applauded the last speaker. In the 1890s, we had a bicycle path that circled the village. It started at the Hotel, went up Ocean to G, down G all the way to Second and across Orange back to the Hotel. The Coronado Christmas Cycling Club hosted a parade from the Hotel to the Ferry Landing. Then the automobile came to town and since then we have done everything possible to encourage more automobile traffic. One day in 1911, autos going down Orange Avenue were timed and nine were caught exceeding the 15 mph speed limit. What was done to fix the problem? The speed limit was increased to 25 mph. Three years later, on a single day, five speeders were caught exceeding the 25 mph limit. As early as 1915, speeding cars, a double fatality, two-car accident on the Strand. In 1920, a cyclist escaped death in a hit and run near the Hotel laundry. In the 1980s, to accommodate even more motorists, we removed most of the crosswalks from Orange Avenue. We cut turn lanes into the median strip and synchronized the traffic lights. Then, in 1986, a bicyclist was killed in front of the Village Theater. In 1994, a careless motorist on Ocean Boulevard opened a car door into the path of Chelsea Clinton's bicycling friend. Next, the bridge tolls were removed. This May, a pedestrian was killed on Fourth. Bicycles have killed no one. What can we learn from the past? Bicyclists are not the cause of our problems. Motorists are. To solve our problems, we must reduce automobile traffic. It is time we make transit biking and walking our priorities. We need to provide safe alternatives to jumping in the car for every trip. Let's make the free Summer Shuttle free year round. Let's put Imperial Beach traffic back on I-5 where it belongs by implementing congestion-based, Fast Track tolls at the bridge. Fast Track lets drivers pay tolls electronically without stopping, no tolls booths required. This summer the traffic was the worst ever and with the increase in traffic, bicycling becomes more dangerous than ever. Letting everyone know, especially tourists that we need to share our streets with bicycles and pedestrians is a step in the right direction. Please don't kill the striping plan before it is even given a chance.

Byron Miller plays tennis three days a week at Glorietta and since the bicycle path was put in, they still ride on the sidewalk. He watches groups of bicycles go from the bike path out into the street. This creates problems for motorists as they lose the soft shoulder on the sides of the road.

Andy Hanshaw, Executive Director, San Diego Bicycle Coalition, stated that they advocate for safer streets all over the region. They will be working with the City of Coronado to provide the education for the Safe Routes to School program. He spoke in support of the progress the City is making on its BMP. The City has achieved the highest level bicycle friendly community in the entire region by improving bicycle safety for everyone who rides and changing the mindset of people to consider bicycle riding as a mode of transportation. He urged the Council to move the BMP forward and continue to make those improvements. It is really making a difference. It is proven that bicycle lanes improve safety for all road users including motorists and bicyclists. Our city streets are safer when you add safer places to ride. Please continue your progress. Coronado is a beautiful place to live, work and play. Bicycling takes nothing away from that. In fact, it

enhances that by providing safer streets, a cleaner alternative for transportation, and reduces traffic congestion. If the buffer doesn't exist on a bike lane and there is a car parked close by, buffers do create a separation between car doors and bicyclists. Doors can be very dangerous for bicyclists.

Councilmember Downey asked Mr. Hanshaw a question. She is very happy to hear that there is going to be some bicycle safety training for students. We want them to be safe but we also want all bicyclists to learn what the rules of the road are. She is hoping that is part of what the training is.

Mr. Hanshaw responded that it is. They teach that through the Bicycle Rodeos program. They teach not only children but also have adult education courses, for free, each month in the City and they continue to do that through the Safe Routes to School program.

Ms. Downey has received feedback that most of the people who participate in the rodeos are the kinds of kids and parents who already understand those rules. We are trying to get information out to the other people who might not be so inclined to want to learn what they are supposed to be doing. Are we working with the schools so that there is information that can be handed out to the kids who aren't showing up at the rodeos so that there is information made available?

Mr. Hanshaw replied that there is and that can be incorporated into the program. They are meeting next week and that is great input for them to have so they can add that to the entire program they are going to be doing.

Councilmember Bailey mentioned that only two of the eleven proposals the City will consider today are in the BMP. Has Mr. Hanshaw had a chance to look at the other proposals that were not included in the BMP and could weigh in on those?

Mr. Hanshaw has not looked at them in detail.

Christine Donovan feels that is a little distressing since the previous speaker does not live here, if he is going to have that much time.

Mayor Tanaka reminded Ms. Donovan that any Council member may ask questions of any speaker.

Ms. Donovan feels that it should have been made clear that he does not live in Coronado. She asked if the presentation that was up is available to the public.

Mr. King responded that it will be available. Typically, staff posts those on the City website after the Council meeting.

Ms. Donovan asked about the 25,000 population that was referred to in the study that makes Coronado look so abysmal with our accident record. It does not reflect the fact that we have 95,000 cars coming into Coronado a day. It is based on a community of 25,000. She thinks that comes from the California DOT. She has looked at those pages. Of course we have more accidents because we basically have a population of 120,000 if you count the 95,000 cars that come in on week days. She is assuming there were studies done on Glorietta before and after the markings. She is wondering where those studies are and how we can get our hands on them. She is sure there

were speed studies, accident studies, the markings were put in place, and then she is sure other studies were done. She urged everyone to stay for the discussion of the bike fines. That is very seriously a part of our biking problem. According to the 2013 traffic study, 70% of accidents in Coronado that are bike-related are caused by bikes. We do have a serious problem here with bikers not following the rules and with regard to Harold Myers' comment that bikes don't kill, they do kill. There are plenty of hit and runs in major cities where bikers have killed pedestrians and taken off, so bikes can kill.

Peter Jensen began by saying that there was a comment made last time that he wanted to respond to which was that this is a matter of putting aesthetics over safety. This is not a matter of putting aesthetics over safety. It is a matter of demonstrating that there is a safety problem. Olive Avenue is not Glorietta. It doesn't look like Glorietta and it does not get the traffic. So far we don't know what the traffic is except that it is small. One of the comments was that there is not a lot of traffic on Olive. If that is the case and if there were 23 accidents, there is no evidence that any of those occurred on Olive Avenue. That is information the Council should have before making this kind of a decision, before changing the complexion of that neighborhood. If there is really a safety issue on Olive, why not put the minimal necessary to solve the safety problem? That is a compromise that works. Why not look at some of those intersections where the stop signs are so recessed that a driver cannot see a bike or a car or anything on Olive Avenue. That should be part of the plan to improve the safety for the motorists and for the bicyclists. He would encourage more people to bike but let's focus on where there is a safety problem in Coronado and address that. If it is on Olive, then you want to address that but if there is a demonstrable safety issue that is what ought to be focused on rather than a blanket.

Joan Adessa feels the opposite of the last speaker. She is shocked that Alameda Boulevard was designated one of the streets because of the safety issue. The speeding and the oversized vehicles is a real concern. She doesn't know of any other street in our town that goes on Ocean, Tolita, G, Marina, Olive – there is nothing to stop you. The first stop is at Sixth. She is not against the bike lane but the speeding has to be addressed. Speed bumps work beautifully. Alameda is not your normal traffic and that is not going to change. If you are going to insist on putting in a bike lane, please address the speeding, curves, and oversized vehicles.

Eddie Warner wanted to talk about the door zone. The bike path that we call a Safe Route to School on Sixth Street that has been painted has a fatal design flaw. There is a 2½ foot safe zone in that bike lane where you can ride because of the door zone. An educated cyclist won't ride within three feet of a parked car. The Safe Route to School bike path means that you are threading down a 2½ foot wide safe zone. The average person and their handle bars are two feet wide. That leaves a three inch margin on either side where you can ride safely. It also puts you right on the inside edge of the bike lane which is going to irritate any motorists that you come across because they are going to wonder why you aren't riding where you are supposed to. The final measure is if you are riding in the safe part, there is not room for them to be three feet in front of you or they are going down the middle of the lanes. To do this fiasco again on Tenth Street and pretend that it is safe and pretend that we are teaching our children to ride in the safe zone is unthinkable. She urged the Council to please not paint bike lanes in this town again. They are not safe for people on the vast majority of our streets.

Dulce Shaffer is in favor of the bike lanes. She has a four and a six year old and they are starting to ride their bikes. It is safer to have the bike lane. She would like to see the Council put in a bike lane on Pomona.

Judith Mansfield is a bike rider. She didn't drive until she was 32. She would like everyone to stop to realize that this is going to happen. People are not getting educated. They do not know the rules. They don't know the hand signals. That adds to all of this frustration. There are some really big vehicles on these roads and it is very dangerous. We need to start educating, licensing bikes perhaps, giving them forms of a license. There is a way to identify the people who do not obey the rules. She is for educating and possibly licensing

Susan Keith observed that people have some strong feelings on this subject. She reminded everyone that the action item is to reconsider a previous decision by the City Council. She urged the Council to vote to reconsider. She asked that all these discussion items be saved until it comes before the Council in a reconsideration. We are not going to make any decision today because it is not on the agenda. Just the reconsideration. Many people don't want more bike paths. She is not sure the City has the warrants to put them in. It is controversial enough that the Council needs to respect the people of Coronado and allow them to see the Council reconsider this issue.

Chris Evans not only lives on the equator of this issue but lives at the epicenter. She thanked the Council for the opportunity to reconsider this because it has dramatic impact on their neighborhood. Olive Avenue is very different from Glorietta and from the immediate vicinity around the school. Her family feels that this would be overkill. She is not opposed to bicycling and is certainly not opposed to child safety. Let's revisit this. Let's take the time to do this right. They would like to partner on finding a solution that they feel might be more reasonable for that particular neighborhood.

Gerry Lounsbury is requesting that the City Council reconsider this. The City is covering Coronado with paint stripe pollution. It is really getting pretty ugly looking on some of these streets with stripes. Glorietta is one thing but the idea that the stripes have slowed traffic on Glorietta – try going over the speed bumps. You can't go any faster. It is not the stripes. Perhaps there are a few people that actually follow the lane on Glorietta. The bicyclists are really not staying within their lanes. There is nothing we are going to do about people who are driving illegally. It is going to be pretty hard. We can't do much about people who are riding their bikes illegally. Painting more stripes is definitely not the solution to that problem. Seeing the photo of the kids in line or the family in line is very nice but that must have been a photo op. You do not see that very often. If you want to do something, put more speed humps in town. Please reconsider the striping.

Carolyn Rogerson commented about how beautiful the Olive Avenue neighborhood is. That is an area that is very unique. She pointed out that Olive is not Glorietta. Glorietta is a main artery. Olive certainly is not that. She has made a point of driving those streets every time she had an opportunity to do so at various times of the days and evenings. There is no traffic on these streets. You do have to be careful. We need to take responsibility for what we do and what our children do. People have been driving those areas and going to school for decades and it just doesn't make any sense that we are raising children that are less intelligent than their great grandparents, grandparents and parents were. The proposed striping would create a visual cacophony. That will be more confusing than anything. We just have to learn to be careful. She added that she does not

think there are a lot of people here who would feel very comfortable merging from 20 to 12 lanes down to four lanes to get into the Holland or Lincoln tunnels. It is confusing and daunting but you figure out how to do it and do it safely. We have to take responsibility for our behavior, our children's education and we have to deal with our environment.

Nate Shike reported some of the comments received from an online survey that was distributed 48 hours ago that now has over 50 supporters. One comment was that they ride bikes every day to and from school and every single day safety is a concern. It is exhausting and stressful. Driving is no better because we are dodging everyone on bikes trying to make their way. Another signer is concerned about the safety of his children. Bike lanes are proven to work worldwide. Historical data supports this and does not lie. Another resident stated that bike lanes are a must for clarity between motor vehicles and bicycles. He finds that people who follow the rules greatly appreciate the use of clarity for spaces. The current bike lanes work great and should be enough proof that the streets of Coronado can benefit from this action. Another signer said that his autistic son has almost been hit by a car twice in the last few weeks. It is not safe to bike in Coronado and he is saddened by this. Mr. Shike and his four year old have been in situations like that on numerous occasions. They do follow all the bike rules in this town. He teaches his son to ride in the bike lane. He has never seen any issues where the current bike lanes are. Please don't let this influence the decision that has already been made. The Council has the very difficult job of making these difficult decisions which it has already deemed is the right thing to do. He asked that the Council not shut this project down.

Robbins Kelly asked how we got here. When the Bike Action Committee was working on the BMP, did it ever notify residents? Did they share which streets were proposed to have bike markings? No. Did the BMP ever go to the TOC? No. There was no funding for this project at the time and when the time came to implement the project, residents were supposed to be notified. Councilmember Woiwode added the marking plan to the slurry seal project, side stepping the funding issue and leaving residents unaware of what was about to happen to their streets. Public input was avoided and only because of Mayor Tanaka did that change. He felt that residents should be notified when the bike striping was added to the slurry seal. When the residents of Coronado on H Avenue were notified of the pending bike markings scheduled for their street, they banded together to object. The result? Their street was removed from being marked. The residents of Olive Avenue have signed petitions submitted to the Council, held meetings, written letters and emails, and attended Council meetings all to no avail. Why has the implementation of the bike marking plan been so arbitrary? She has been told time and time again that this is for public safety yet where are the accident reports and traffic studies to warrant this? In the accident report Olive Avenue residents were able to obtain for the last ten years, there were eight accidents, none involving bicycles, and speeding has not been an issue either. Where is the justification in changing Olive Avenue from a Class II to a Class III and were we ever notified that we were a Class III to start with? The language used in today's staff report regarding bike markings includes evaluating every street as appropriate. What does this mean? Appropriate to who? The residents? The BAC? The CTC? The TOC? Staff? The City Council? Where are the criteria for designating streets? Since Olive Avenue is a wide street should it get the full Monty regardless of the amount of traffic be it cars or bikes? If the goal of making Olive Avenue a bike 2 lane to make the street safer, where in the plan does it deal with the real issue of the intersections of Olive and Seventh Street not to mention the alley. The City striping plan for Olive in these areas has the bike lanes disappear into the intersections. She thinks this is even more confusing. The reversed diagonal

parking is going to require more signage. Please stop the bike striping in the guise of public safety until the community can get together and work on it.

Pat Callahan, BAC member, commented that the last time he was before the Council he encouraged the conversation to continue. Apparently, today the conversation is continuing. It is an important conversation. It is a conversation about how we can make Coronado a safer, more enjoyable place. All the points raised today were legitimate points. The door zone is a legitimate point. The education is a legitimate point. Where we are is balancing, coming up with a balanced approach, where safety is given the priority that it should be given because over 70% of the students at our schools bicycle to school. When we make the streets safer, we are making it safer for them. The studies, as staff has reported, and the research support the safety of bicycle lanes. Bicycle lanes improve safety. They channelize traffic. They slow the cars. The slower the car, the safer the street, the less serious an accident or an injury will be. These are important discussions and important conversations and he respects everyone who has been up to speak because their point of view is extremely important and we do want to find how we can promote safety and also preserve our community and the feel of this community. He believes that the conversations should continue. He believes that Alameda has high traffic and he has been informed that after the bicycle lanes were installed on Glorietta, the speed was reduced and that was after the speed bumps were installed. Our hope is that on Alameda, with the striping and the channelizing of the traffic, the speeds will also be reduced and will also help to guide both drivers and bicyclists. He appreciates the Council giving its continued attention to this very important subject and he would like to ask that we look at the research and the facts concerning safety and the bicycle striping.

Lynn Scott spoke on behalf of Olive Avenue. She reviewed what the Council has already approved unless it decides to reconsider. There will be a striped lane for parking, a lane of hash marks, a stripe and a bike lane and then another stripe and another lane of hash marks, another stripe and the driving lane and then the center stripe. This will repeat on the other side of Olive – four more lines of stripe, two more lanes of painted hash marks. The view for the people who live on Olive Avenue will be 62 feet of painted lines and hash markings. It really sounds like graffiti outside of our windows. You have to ask yourselves why this is necessary. Olive is a street with very little traffic and few bikes passing through. Just because the street is wide is that enough of a reason to impact our neighborhood so drastically and so negatively? Of course, if it is for safety and Olive is an accident prone street, then that would be the explanation. She got the accident report from the Police Department. There were no accidents on Olive in 2005, 2007 and 2008. In 2006, there was one minor injury accident. In 2009, 2010 and 2011 there was one non-injury accident in each of those years. Nothing in 2012 and 2013. There were three non-injury accidents in 2014 and two non-injury in 2015. There were no biking accidents listed at all. Maybe this is because bikers and motorists can see each other from six blocks away on Olive. It is the safest street in town except for those intersections. The question is whether one minor injury and seven non-injury accidents in ten years make Olive a safety hazard and warrant this commercial strength safety striping, especially if the people living on Olive who will be looking at all the paint in their front yards don't want it. Is our neighborhood a hostage to special interest groups who are looking for convenience since safety, apparently, is not the issue? She hopes the Council has had time to review the petition that almost everyone on Olive signed. It was virtually unanimous that striping was unwanted and unnecessary. She thinks there was one person who disagreed. The question is whether something that almost no one in the neighborhood wants can be imposed on them. Can you paint all those lines literally on our front yard without our consent and for no apparent reason?

Eileen Oya commented that the Council has heard all the pieces to the puzzle. There is one piece of the puzzle that no one seems to be talking about. The fact is that we want a peaceful, safe community and we have peace officers here who are part of this big puzzle. We need more police officers to do their duty to give out tickets to catch these people and then they are going to learn their lesson. There are going to be so many people on cycles who come from other areas that don't know bicycle etiquette and they are not going to learn until something happens. She urged the Council to reconsider and to consider all the pieces to the puzzle because it is very important to our landscape. The graffiti on our streets does not help our property values.

Tim Sullivan commented that, in his experience as a cyclist, bike lanes work. They provide notice to motorists that there could be bicyclists on the road. They are also traffic calming devices. He commented on the reference to the speed on Alameda. In his experience on streets far busier than Alameda that have bike lanes or sharrows, it slows down the traffic and it makes it safer for bicyclists. Other speakers mentioned no more bike lanes constructed as on Sixth because of the door zone. The solution to that is to put in a door zone as you are putting in the bike lane. You don't use the broad brush to eliminate all striping. You use a common sense, balancing approach. You take a look at streets such as Alameda and Tenth that could use bike lanes to mitigate traffic, calm traffic and they are perimeter roads people use to bicycle the City. It makes sense to have bike lanes and striping on those streets. Perhaps Fifth Street as well to service the Middle School. He is not sure you need it on I and J as they are quiet, residential streets. He believes they are proposed for Second and we already have them on First.

Fern Nelson is in favor of relooking at this bicycle plan. Many people are coming out for Council meetings these days because they are concerned about the many disparate plans that are coming out that many people feel they have not been well informed about. The BMP, when it was passed, didn't have a lot of community involvement probably because it was not clear that our streets were going to be striped. She also stated that our plan so far seems to be a little bit disjointed and she feels that our bicycle plan should be part and parcel with the beach path bicycle plan, which should be part of the Fehr and Peers study, which is part of the traffic and the gateway project. These are all pieces of our puzzle. To continue looking at these individual pieces is not in the best interest of our City. She is also concerned about the amount of data that is backing up many of these issues. While she does see some data that has been provided, she agrees that different streets require different things. To paint all of Coronado with the broad brush of bicycle lanes does seem a bit overboard and they are unattractive. She hears that they are supposed to calm traffic but she personally has her doubts. As far as teenagers go, teenagers aren't paying attention to the rules. They don't wear their helmets. Why do we think they are going to ride in the bike lanes? Our bicyclists do not stop at stop signs the way they are supposed to. She thinks that all of our traffic issues and bicycle issues and pedestrian issues need to be looked at in a comprehensive way. She would love to relook at the toll factor because so many of our problems are coming from people who are not residents but are traversing through our community. That is a big problem. She doesn't think the residents should have to pay for that.

Gerry MacCartee thinks that before the Council makes a decision, they should all look at a black slurred street with a white line to see what it looks like. She just had this done in front of her house. 25½ foot diagonal lines were put in for the parking. She looks now like a parking lot. The white is so brilliant it is what you see and maybe if we all just work together we could come up with something that is a little bit better than doing these black streets with these brilliant white

lines everywhere. It takes away from your home, from your outlook on life, from your windows and from this town that we love.

David Fairbank has spoken in favor of the stripes and the bike lanes in the past. He was happy to see the City adopt that plan. He doesn't know whether to be appalled or amused at some of the arguments he has heard in opposition to the stripes. He applauds some of the people who are being honest and say that they just think they are ugly. To say that the lanes make the streets less safe is just absurd. The data shows that separating bikes from cars works. It is cheap. It is easy. For those who say that we have people doing dumb things, the striping addresses those issues. It is a big step in curing the problem. The City came up with a reasonable solution and a program to put in our bike lanes and separating the bikes from the cars. The City did the right thing. Don't be bullied into changing your mind now.

John Collins doesn't think he heard anyone say they thought bike lanes were less safe. What he heard was that this hasn't been as well documented as implied. He has no objection to the simple bike lane striping such as is on Sixth. If anything, it has to be potentially safer than nothing. He agrees with many others that the aesthetics of what is proposed for Olive with the hideous yellow hash marks is so detrimental both aesthetically and with regard to people's property values. He is not convinced that is safer than the simple bike lane such as is on Sixth.

Carolyn Elledge appreciates the beauty of Coronado. She does hate to see that lessened with bike paths. She thinks that with good training children and bicyclers should be able to follow the regular rules. Also, as she lives on Alameda, and since it was previously stated how busy Alameda is, and she doesn't think the Council is going to put those on Orange Avenue, but she thinks Alameda is too busy to have the bike paths. She thinks it is an invitation to ride on that street. We have emergency vehicles going down there. We have the Navy traffic.

Cara Clancy showed a picture of a street with some bike markings in another town in San Diego. She was appalled to find out that is what we are getting. It is going to be an awful lot for Olive. She asked the Council to reconsider and to think about the people who live on Olive who have communicated that they don't want this.

Brad Gerbel was at the April 21 City Council meeting when so many of these same residents were up here speaking and saying that they didn't want this. He got the impression that the Council and the Engineering Department just looked at them and said to take their medicine as they know what is best. He would like the Council to listen to all these people. They all make good points. What he hasn't really heard brought up today is that the whole BMP should be relooked at from the beginning. He also thinks the City needs to take a hard look at the BAC in that he feels like it is made up with people from one view point that are pushing one agenda and it is pretty much like kids in a free candy store. They are getting everything they want and the community is tired of it. The Council needs to do the right thing and listen to us.

Caroline Murray has heard from staff on and on and on about how safe Glorietta is. She is an old lady. She rides her beach bike every Saturday and Sunday morning around the island. She has mentioned this to the Council before. It is chaos because it is striped. She has strollers, in-line skaters, bicyclists all coming at her in her lane. She is just on a beach bike. She has to dodge and go around these people. It is not just a slam dunk that just because you have striped Glorietta that means it is safe. It is the speed bumps that slow people down. It is not the bike lanes.

Barbara Tiffany commented that whether or not you have the bike lanes she thinks that the cyclists have a responsibility, too. She sees, especially on weekends, a group of 25 to 30 bikes going past the house. They are going at least five abreast. When she does rarely drive, she will get behind people who are riding two abreast and they pay no attention to her. Even in the bicycle lanes she has seen people going two abreast. Whether or not we have the bike lane in areas it is really the responsibility of the bikers to be more careful and to take the responsibility to go single.

Ray De Lagrave is a bicyclist, a motorist, and a grandfather. As a bicyclist, he can say that when the striping went in on Glorietta Boulevard he felt a lot safer when riding his bike down there. He knows that the cars behind him are going to be paying attention. As a motorist, when they first put the striping up, he was surprised at how much slower he went because of the narrowness of the driving lane. He always feels much safer there. He feels much safer driving down Sixth Street with all the traffic that is on that street. He is very happy that our children have a chance to benefit from that. He lives on Alameda and he welcomes bike striping on Alameda Boulevard. Alameda Boulevard has a tremendous amount of traffic and traffic that goes fast. He is in favor of this on Tenth and Alameda and he thinks the sharrows are a good idea where they have been identified.

Jean Gazzo spoke against the plan to stripe bike lanes on Alameda and Olive. As the Council is aware, she strongly believes this discussion should be delayed until the public can examine and debate the entire traffic plan. Additionally, she wants to raise her objection to the whole idea of a road diet which is an obnoxious term coined by Federal Highway bureaucrats to describe the strangulation of car traffic on roads by narrowing the roads with bike lanes whether the bike lanes are necessary or not. A road diet is a dishonest engineering trick which is also an attempt at social engineering. Putting Alameda and Olive on road diets is completely inappropriate as a means to slow traffic. Even Ann Dough, the influential Federal Highway researcher who studied three and four lane highways with bike lanes, and not two lane residential roads like Alameda and Olive, stated that road diets should only be used as a last resort after all other methods such as increased enforcement, reducing speed limits, flashing speed indicators, etc. had been tried. Kathy Keehan, the former executive director of the San Diego Bike Coalition, a political advocacy group, and a Rancho Bernardo resident who was a member of the first Coronado Bike Advisory Committee which drew up the initial BMP, said that Coronado was her favorite place to cycle in San Diego because, "They have some good infrastructure in Coronado. They have a good grid network to get you where you need to go. The traffic speeds are slow. There are enough bicyclists that people expect to see bicyclists and that makes it easier." Also, Coronado was recently awarded a national bicycle friendly designation. Instead of going on a bike striping frenzy, why don't we sit back and enjoy our success and our beautiful streets as they are with minor adjustments. As the old saying goes, "If it ain't broke, don't fix it."

Darby Monger raised three daughters in Coronado without any bicycle incidents. We've all been here for a long time and we don't have that many incidents on bicycles. She is trying to figure out why we are trying to stripe this entire town. She thinks these may be useful in towns where the speeds are 40 mph or something like that. Our entire town is a neighborhood. Our entire town is 25 mph. She does not think that this striping is necessary. She thinks they are marking up our beautiful town with ugly, distracting bike lanes. They are distracting and she thinks it makes it more confusing for people. If the Council is agreeing to support this that would be very similar to taking all three of her daughters to a tattoo parlor and having them completely body tattooed.

Michelle Markakis was browsing over the BMP which she was shocked was huge and she did see that they said that the goal was to make a workable implementation strategy that reflects local needs. She is a bicyclist, a dog walker and a motorist. She thinks that we don't have that need on Olive. One of the most charming things about her street is that kids do ride four across because there isn't much traffic on their street and they have freedom to ride. She would be shocked if they rode single file like robots down the road. They aren't going to ride single file. People jog on their street. She sees more joggers than bicyclists and she thinks they will be jogging in those lanes. In the summer when everyone parks on their street and you can't park in front of your own house and you go grocery shopping, people will double park so you can bring your groceries in. She thinks it needs to be more thought out as to what the local need is on Olive. She does see a benefit of the bike lanes on Glorietta. She has ridden her bike down Tenth to Glorietta and down to the Bay many a time and she thinks it is safer to have it on a busy street. On Olive she doesn't see the need.

Mayor Tanaka began by saying that five to six years ago, the City Council put together an ad hoc Bicycle Committee because there was grant money available to potentially put together a Bicycle Master Plan. That ad hoc committee was made up of a spectrum of people who liked biking. One was a parent who really didn't have a proclivity towards biking but she was concerned about how her kids would get to school and so on. The ad hoc committee was the one instrumental in putting together the BMP. That BMP was adopted by the City Council in 2011, and after that process of having an ad hoc committee and then putting together a BMP, the Council decided it would be a smart thing to have a permanent bicycle committee to provide similar advice as the ad hoc group had. We also thought it would be good to have a permanent bicycle committee because now we have this BMP and we haven't really said what we are going to do with it. He is one of the people who voted for the BMP and he wanted to point out something that was obvious to him but was perhaps not to his colleagues. He was okay with having a BMP to give him suggestions for what he would do in the future or what the City would do in the future. Something that occurred on the way to this meeting over those five or six years is that the Council said yes to some of the recommendations and no to others. One of the things that was put together was a route for bicycles and it was more or less a loop, a circuit around the City. That loop initially was going to go down Alameda and then up Sixth Street and then down Coronado Avenue.

Some of the things that the Council approved had little or no opposition from the community such as the bike lane on Sixth. If you have observed City Councils in Coronado over the years, if there is a recommendation and then discussion and no one opposes it, then the Council is probably going to be in a position where it decides to take a chance on this as it doesn't seem like the residents will be impacted negatively as they are not speaking out against it and so the Council moves forward. The Council has reaped its own whirlwind. The Council has selectively implemented some aspects of the BMP and selectively not implemented some. It was suggested to the Council, as part of Safe Routes to School, to put in a bicycle lane on Sixth Street and a bicycle lane on H Avenue. The Council put the one in on Sixth and not on H. Why didn't the Council put the one in on H? The overwhelming speakers from H said they did not want them and the Council listened to them. There was a different meeting where people from Alameda and Coronado Avenue and the Country Club area were adamant that they didn't want this. They didn't want literature coming out from the City telling bicyclists to come down their street. Again, the Council listened and took that out of the plan.

We have a number of people here from Olive because Olive was the first group where the Council heard the residents speak out against but voted to proceed by a Council majority. The Council said that it felt that the street would improve safety-wise if these lanes were put in. A number of speakers asked about the accident history on Olive. That is a perfectly valid train of thought but is not one that was used by the Council. The Council's train of thought was before and after. If you leave Olive exactly the way it is, it will have a certain amount of safety and a certain amount of ambience. The Council voted to put in a bicycle lane on Olive because it felt that the before and after would justify it. If you put that lane in, the after effect would be that the road would be safer. If you aren't convinced by that argument, he understands that and he is not asking you to change your mind but he does want people to understand that was the rationale of the City Council at the time. To some extent, if you polled the Council as citizens and not as Council members, they might still feel the same way but they might not.

Mayor Tanaka went on to say that the City Council has created confusion with its actions. Some of this confusion is unavoidable because we have had many public meetings and no matter how many public meetings we have there will always be some people who say they are just now hearing about this. No matter what a city council does, there is always going to be the potential for a certain amount of backlash. He wants to be sure that the Council owns the lion's share of it. The Council owns the lion's share of the confusion because it has been inconsistent in how this master plan has been applied. He has been on record multiple times saying that the BMP is a piece of advice and he can take it or leave it. He said that a bike lane on H Avenue was not a make or break to him so he let it go. He took the Sixth Street one because he thought it made sense and no one opposed it. The City put the bicycle lanes in on Glorietta and he has no regrets on that. There is a bicycle lane on First Street that he thinks was there before he even joined the Council but he has no regrets about the bicycle lane being there. He is not sure whether he did the right thing when he said no to the bicycle lane on Alameda. He is not sure what the right thing is but he thinks that in the end bicycle lanes work. That leads him to this conclusion. On the most controversial issues that the City has faced, it doesn't really matter what he thinks. The Council is certainly elected to do the people's work and to carry out what it thinks the people's wishes are and to use our best judgment to do what we think is best for Coronado. He doesn't regret any of those decisions. He does regret that the Council has caused confusion.

The best way to clear up confusion is with a vote of the public. He thinks the City Council should consider an advisory vote. He will speak to the City Attorney for information on deadlines, etc. The advisory vote he would propose would involve the following wording: "Do you approve of the City of Coronado painting bicycle lanes on Alameda Boulevard from First Street to Tenth Street and on Tenth Street from Alameda Boulevard to Glorietta Boulevard with the purpose of creating a bicycle loop to connect with the existing bicycle lanes and routes on Glorietta Boulevard, down under the bridge, and around to First Street?" He would suggest that we have our citizens vote on that simple proposition. Do you want to add bicycle lanes on Alameda and Tenth Street? Why? To create a bicycle loop. One of the things the City Council has entirely failed at is to create a context that everyone understands for why we have put in bicycle lanes or voted for sharrows and things like that. He thinks the Council has not explained itself very well in terms of what we are hoping to accomplish and what we think the public benefit is. He thinks it is a pretty easy proposition to ask our residents if they want a bicycle lane loop around the City. He has heard people say to keep Coronado Coronado, too many lanes, graffiti and all of that. As a private citizen, he disagrees with them but it doesn't really matter what he thinks. What matters is what the public wants. If a majority of the public agrees with you that putting a sharrow on every street

is stupid, then we need to hear from it. A simple vote on whether or not to put bicycle lanes on Alameda and down Tenth – if the public says yes to that proposition, at least we have a backbone for what we are trying to accomplish with bike lanes and then he thinks we have the public's approval to try to explore what we want to do in and around that circle. He wants to be clear that if the public votes no on that proposition, he would take that as evidence that everyone who has spoken out about bike lanes and everyone who said enough is enough as an indication that the majority agrees with them. The City Council has a very difficult job trying to interpret what it thinks the majority wants and the toughest judgment call of all is just to insert your own judgment and say that is the best you can do. He also wants to go on record that at the time he went along with the sharrows but he has spoken against sharrows a lot and he is at the point where he doesn't like them. He thinks we have politically done ourselves a great disservice. Every speaker who says, "Don't mark every street." – he can't rebut that. He shouldn't have agreed to the sharrow thing.

Mayor Tanaka stated that the staff report lists four alternatives. The fourth alternative is to install none of the bicycle related pavement markings. Because of the confusion, because of the controversy, he thinks that today we certainly should implement #4. At the earliest possible time, we should put an advisory measure on the ballot. He is not asking for a special election as he does not think the City needs to bear that expense. Going to the ballot and getting some sense of what the public wants will then enable this City Council or a subsequent one to have a better sense of what the public will support and how to carry out the public's wishes. He asked the City Attorney what the timeline would be for such a vote.

City Attorney Johanna Canlas explained that our General Municipal Election is the same as the State's. The next one will be November 2016. In order to put a Council sponsored initiative, we have to have everything called for the vote no later than the second meeting in July. Nothing prevents the Council from taking action sooner but that is the latest possible date. On June 7, 2016, there is going to be a primary election. While that is a statewide election that would be considered a special election for City purposes. The costs are not the same as a regular special election but it is going to be more than the general election in November. For the June election, the latest that the City could take an action to put something on the ballot is the second meeting in February.

Mayor Tanaka has already expressed his feelings but he wanted to share that he thinks that the earlier the vote can be held the better. If it costs a little bit more, he is willing to accept that because there is enough controversy. We are doing the public a favor by settling the controversy if we can.

Councilmember Bailey appreciates Mayor Tanaka's comments because sometimes he thinks the dialogue has been characterized as pro bike versus anti-bike. The more he listens to the public the more he is convinced that that dialogue is really just a symptom of a bigger issue. Hearing from the bicycling community, he hears that they see opportunities to improve safety throughout town. Hearing from the general community, he is hearing that people see opportunities to improve safety as well but they don't just want markings for the sake of markings. To him, that is a dialogue that concerns the process. Nine out of 10 of the proposals the Council is considering today are not even included in the BMP. That is a problem. Today the question is very simple. Do we continue to move forward with an inconsistent approach or do we take a step back and seek the public's input and approach this from a much broader context, a more comprehensive context, than just focusing on bicycling? He thinks there is a lot of merit to bike lanes. He thinks that most of what is proposed today is overkill or unnecessary. He would be in favor of an advisory measure but he

is not necessarily sure he would want that measure to be focused simply on trying to create a route around town. He would be willing to entertain some type of advisory measure that really sought public input before it actually came to a vote. He actually wouldn't mind waiting until November to give us as much time as possible to receive that input.

Councilmember Downey shares Mr. Bailey's concerns on the proposed wording. She has had so much great input from the public and she thinks there is a middle ground that most of us are sitting in. She agreed with the folks who asked why they had to have all of the striped hash marks that are proliferating in the proposed Olive striping and to some extent are on Glorietta. She didn't see the need for that and she thought there was some midway that in the streets that need it, and she is not convinced Olive does, you could just have the one white line that says this is where bikes go on the right and cars go on the left. She thinks there are a lot of people in town that understand that in streets where it is important to designate the places of each of our conveyance methods that is safe. That is good for all of us whether you are in the car or on a bike. She is not sure saying it is because we want to create a loop – that is not why she wants them. She agreed with the folks that said we don't need to create this loop so that there can be a map that we can hand out to show to people who want to come to town to bike. She is not interested in creating a loop. One of our speakers mentioned earlier that she goes down to bike on Glorietta and she takes Tenth to get there. Tenth has more bikes on it than any other street in town. She has asked her kids why that is and it is because they are leaving Starbucks and Clayton's. She thinks we need to say Tenth, not because we want to put a loop there, but because that is the path that people go to get from one end of town down to the other. Although it is congested, she tells her kids to cross Orange at a light. This is a good discussion and she is interested in going to the people but she doesn't want it labeled as because we want a loop. She thinks that the input we want is do you see the benefit in marking. She was so happy when someone talked about warrants. That was one of the things she realized. We don't have a nice set of warrants that say when to put in a Class III or a Class II or a particular bike marking. She is not sure what we are asking the people to vote on. She wants to keep talking about it. Maybe we have a workshop. She doesn't know that it needs to get to a vote. If we all agree we want safety but what does safety mean and then work on getting there.

Councilmember Sandke read from an email he received. The writer said, "I am sad our elected officials do not seem to listen to common sense." We listen to an awful lot of common sense. "The country as a whole is becoming disenchanted with politicians and Coronado is no different." Is that really how you all feel? A different email read, "A decision affecting the rest of their lives is about to be made without their consent. A decision on this is too important to be left solely to the Council." That is right in line with Mayor Tanaka's idea of a vote. He spoke with a person in IB about this problem and he stated that his problem involved getting rid of a drug dealer down the street from him. He is trying to put this in perspective a little bit. He doesn't disagree that the streets would look different with white lines. It is hard to not recognize the passion and emotion that goes into most of the folks who don't want to see any additional markings on the streets. It is difficult for him also to ignore the science. There is a clear recognition that bike lanes work and in Coronado we have evidence of that. Does a combination of the TOC looking at some speed bumps to go with a single line bike lane help? A Class III is as far as he is willing to go on any of these streets. He certainly has a lot of compassion for the folks on Olive. He feels that, should we move ahead with a vote, it would need a little broader scope as Councilmember Downey suggested or a little more definition. If we took it tomorrow the vast passion and the vast emotion and the vast prodding along of which hanging chads you would leave on your ballot would rest with keeping Coronado the way it used to be. We are in the wake of the tsunami of the beach path

which the Council rightly put to bed and he thinks passions related to all things of what Coronado used to be are at an all-time high. He decided to buy property and live in Coronado and raise his family here because of all the things that Coronado still is and not because of what it used to be. It is going to be different going forward and we all know that. The bike lane idea is to bring order to the chaos. If folks on those streets aren't ready for it, as we have done in the past, we have haphazardly applied the BMP so clearly there is a problem there. Of the four options in the agenda today, notwithstanding the fifth that was presented by Mayor Tanaka, he still struggles with how to go forward on this. He does get that there are people upset with it but it is hard for him to look at the science, it is hard for him to look at the hard facts of what we have seen already happen in Coronado, and say bike lanes are a bad idea. He agrees with the Mayor that they do work. He agrees that Tenth Avenue is an ideal place for a single lane bike lane and he hates to miss the opportunity to make that happen at this juncture however he is not sure what options the Council has. He could certainly throttle back the Olive Avenue markings or even eliminate them entirely should we have that as a majority opinion. He thinks hearing differing testimony on the busyness of Alameda cause him to struggle. He thinks, in the overall, if done to the proper specifications specified by federal and state authorities as far as the bike lane markings and the amount of room required for them, that a single bike lane would be beneficial to Alameda. Maybe even going to the TOC and adding some sort of speed bump treatment would be helpful. He wrote down some possible motions but none of them seem appropriate at this point in the discussion.

Mayor Tanaka summarized some of the options available to the Council. We have been haphazard in the past and we could continue to be haphazard and make approvals of things today and that wouldn't necessarily be the wrong thing to do. He still thinks that some kind of an advisory vote would be helpful because we are going to have this meeting repeated indefinitely depending on how controversial a particular street is and also on whether or not we can explain what public purpose we are trying to serve. While he would like an advisory vote, he would be the first to admit that perhaps what he has thrown out isn't the best one. He would be ready to pursue some things. He thinks a bicycle lane on Alameda makes sense. If you decided that Alameda would be worth the risk, how much of Alameda? It eventually connects up with Ocean Boulevard. Do you take it all the way there and terminate the lane? He wouldn't vote for a bicycle lane on Ocean Boulevard. He doesn't even think he would vote for sharrows on Ocean Boulevard but part of it is a public policy thing. He doesn't think he wants to tell people that the City's policy is take your bike on Ocean. That should be your decision because you are legally entitled to use Ocean Boulevard on your bike but he personally doesn't think it is the safest spot for bikes. He thinks one option that is left is if there are places you are ready to proceed on today, right now, that is one of the alternatives. Alternative 1 is to just do what we said we were going to do. Alternative 2 says to install an alternative combination of markings of the Council's preference. He kind of feels like that is what he is hearing all of you say. He hasn't heard anyone say that they want an advisory vote but here is a better wording. The most he has heard is why don't we keep working on it. That means that this keeps brewing with no resolution. He will say, for the record, today, he is ready to not vote for bicycle lanes on Olive. He wants to be clear. He uses his bike a lot and he wishes there was a bicycle lane on Olive. He can't say he is applying a very fair standard to that street if he allowed other areas to get what they wanted and he can't really explain that there is a really powerful public purpose. He thinks there is one but we don't have that in our Master Plan. He can support a bicycle lane on Alameda because he does believe a perimeter approach makes sense. He can remember reading dozens of Dunham Reilly letters talking about the need for a perimeter road. He can remember thinking a dozen times that that ship has sailed. We don't have the ability to create the perimeter he kept asking for but with bicycles we can. He would vote for a perimeter

road immediately because he uses it and it would be nice to have that delineation. He also thinks it is interesting that for the first time the Council can tell a street that it thinks cars can be slowed down on their street and that same street is comfortable with their traffic. He is ready to move forward on that and he is ready to continue to keep the possibility of a perimeter alive. If that is not the will of the Council, he would say that maybe the alternative is to pick things you are willing to go for today or maybe #4 is the alternative because the Council just doesn't know what it wants to do.

Ms. Downey has an idea and it can be done through discussions here or through a ballot measure. One of the things that she takes from all of the input that has come in is that she interpreted the BMP as Mayor Tanaka did in that it is suggestions for the Council to look at. She thought, because of the staff input and the experts who helped produce it, that it knew more than she did. What we didn't ask them to do maybe we should have. Maybe there should have been a set of warrants that said that if your street had this much traffic or it is a thoroughfare to go from the north to the south or whatever the warrant system would have been then these are the types of class facilities you should have on those. Maybe that is what we should have done and maybe that is the motion we could take to the people. Should we establish that so that it is not ad hoc. If the street meets this criteria, just like we do now with other traffic controls, this is what will happen. She thinks people would like it not being arbitrary. They would like someone to say why the City is doing that. She is wondering if that is really what we want. We want a system so it is not so arbitrary that is fair and is also safer.

Mayor Tanaka immediately offered a counter to that. The reason we have warrants is so that when a resident requests something, they can make that request through the TOC and they check if the warrants are met. He does not want to create a system where every street can request a bicycle lane. The whole point of a master plan is to look at the City as a whole and to lay out the plan. He thinks that what Ms. Downey is proposing could possibly work but it is more likely not to work because first you have to devise really good warrants that we believe in and then those warrants have to stand the test of time. The community deserves to have a better understanding of what the City's vision is as a whole and then we can decide whether these are hills worth dying on or not.

Ms. Downey asked if we sat and looked at the streets, had we done what the BMP said and did the kind of markings that were recommended in there, that they use their own kind of defacto system?

Mayor Tanaka commented that Ms. Downey has been on the Council many years. She has observed Mayor Smisek putting a committee together, Mayor Tanaka putting together one, the Council putting together one. He has observed time after time one group recommends one thing and then another council sees it differently. A recommendation for a BMP that the Council accepted in 2011 had in it things that he didn't like but he didn't sit and line item it. In 2015, we don't have a clear blueprint for what we want our public policy to be. Maybe warrants is the way to go but he still doesn't think that fixes our broken system. Our system is that we've said to do some of these things and not to do others. One of the things the Council has intended in the piecemeal approach is if we have put in lanes on Sixth and Alameda, we have a little time to sit and see if people like it. A piecemeal approach may give the feedback the Council is looking for in terms of whether the public accepts the Council's actions. He is doubting himself a little bit. He doesn't know if the public likes the actions we have taken. That is why he would love to put something on the ballot that would give him some idea of what the voters' preference is and then he or a future council could carry that out.

Mr. Bailey certainly agrees that the public deserves better than our current piecemeal and inconsistent approach. It does. There is no question about it. If we were to go to an advisory vote he would want it to be one of a comprehensive plan and to be implemented in its entirety. That would take care of the piecemeal approach. He would be open to the idea of possibly appointing a committee that was more representative of the broader public than simply turning this over to the BAC. Obviously their input should be sought but so should the other groups throughout the community.

Mr. Sandke understands that the City has a circulation standard related to pedestrian movement coming down the pike. He has learned from his short time at SANDAG that an overarching goal of any community should be an active transportation look or an active transportation plan that incorporates bicycles, pedestrians and any other way to move around town other than a car. He wonders if it might not be possible for us to find a way to incorporate a combined review of the BMP and implementation of a pedestrian plan which we already have planned in our CIP. We could come up with that plan through additional workshops. It is a long process but it is one that is very complete and, most importantly, it involves a lot more public input than the BMP has had so far. If anything positive can come from this particular exercise, it is that more input from the public is important.

Ms. Canlas pointed out that a Council-initiated ballot is subject to CEQA and, depending on how comprehensive that plan or that ballot measure is going to be, we need to take the time to do the environmental review.

Mayor Tanaka does not believe it is a flawed approach to look at the whole master plan and then try to come together with something that the public could vote on. He doesn't believe it is flawed to give the public more opportunity to give its input. He does believe the public has had lots of opportunity to give input. He thinks that the people most likely to give input are people who perceive that their ox is being gored. Even though 50 or 100 people might show up for one cause or another, it may not actually be reflective of objective input the Council is seeking. There was a time when you had to state your name and your address and that was helpful for Council members. One of his concerns if you go for the broader approach of researching this package of what the BMP is and put it to a vote, is that it will take a while. He doesn't know where we are on the Gateway thing but we are somewhere. He doesn't know where we are on the lights proposed by the Traffic Commission but we are somewhere. The Fehr and Peers study that was mentioned is also somewhere. We are somewhere on a lot of things right now and he is amused that he has 18 months left. It is going to take a while to redo what has already been done. Maybe that is a good thing. Maybe all that input will create a better report. His prediction is that it will just create a big delay and he is also concerned that the more things you put on a ballot measure, the easier it is to vote it down. He thinks it might be easier to try to craft something simple and the simpler the proposition the better you might get a sense from whether or not there is support. He has heard a number of times, "...graffiting our streets..." and he does not agree with that but if a majority of the residents feel that way then he wants to know it. If 50 plus one percent says it is graffiti, then he is out of the graffiti business. That is what he is looking for. He is ready to go and the sooner the better. He doesn't feel as if that is a big CEQA issue if we make it a smaller question but he does agree that there probably will be a better product if you go for reviewing the whole master plan.

Mr. King wanted to interject a thought in terms of prioritization. The question before the Council right now, though, is the Council has awarded a contract and in that contract there is a lump sum proposal to stripe the streets. We have issued that contract and that contractor is going to begin work. Staff needs to receive direction from the Council whether the City should proceed with the contract as is or modify it. That is the basic question. The second issue, as Mayor Tanaka has pointed out, is that we have talked about the scope of work and he is concerned. We have a small, lean staff. He knows, coming forward, there is a recommendation from the Coronado Transportation Commission on issues related to Third and Fourth Street and there is a project to look at the Gateway project. That is just within the transportation area. We also have a variety of other projects that the Council has tasked staff with that are fairly time intensive. As the Council considers what its options are, he asked that the Council also consider staff's time as it will have a difficult time delivering these larger, bigger projects to the Council with any credible staff analysis.

Mayor Tanaka referred to the four proposals in the staff report. He added the option of putting something to a vote.

Mr. Bailey needs more time to think about this. He would be in favor of moving that we suspend the proposed markings for now and direct staff to come back to the Council at a later date to give more information on revisiting the BMP which will already be a future agenda item.

Mr. Sandke could support that; however, if there was a way to move forward on Tenth Avenue today he would be happy with that.

Mr. Bailey would rather not move forward with an inconsistent approach.

**MS (Bailey/Sandke) moved that the City Council suspend the proposed markings and set up on a future Council agenda how to move forward with the Bicycle Master Plan.**

Mayor Tanaka asked if the motion includes making this a high priority.

Mr. Bailey would leave that up to the rest of the Council and is open to discussion.

Mayor Tanaka is not sure he supports the motion but he thinks he does. He would prefer it be a high priority.

**MS (Bailey/Sandke) moved that the City Council suspend the proposed markings and set up on a future Council agenda how to move forward with the Bicycle Master Plan and to make this a high priority.**

Ms. Downey wants to make sure she understands the motion. She was going to make a motion that says that we agree, for the purposes of the existing contract that is pending to start in the next couple of weeks, that we will not be marking what was identified in the agenda. This motion is beyond that and she is trying to understand the difference and what else it is doing.

Mr. Bailey thinks it gives us an opportunity to bring back the BMP. We all have other questions on how we want to address it with future markings but we also see that we are probably going to want to suspend the proposed markings and he is trying to accomplish both in the same motion.

Mayor Tanaka summarized that Mr. Bailey's motion is Alternative 4 with the addition of the direction to staff to bring this back so that the Council can continue to deliberate on what we might do in the future with a high priority.

Ms. Downey still does not understand what staff is coming back to the Council with.

Mr. Bailey wants a future agenda item so that we can deliberate on whether or not we all want to come up with a more comprehensive approach to bicycle markings or pedestrian mobility throughout town.

**MSUC (Bailey/Sandke) moved that the City Council adopt Alternative 4 and install none of the bicycle-related pavement markings in the contract.**

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

Mr. Bailey asked the City Manager a question. At a previous City Council meeting, he believes the Council asked staff to agendize revisiting the BMP. Has that already been done?

Mr. King believes that is the case. It has come up several times and did come up at the last meeting as well.

Mr. Bailey continued by saying that perhaps at that meeting, giving it a high priority, we can discuss how and whether or not we want to move forward with changing the BMP or taking a more comprehensive approach.

Mayor Tanaka asked if we can, without objection, direct the City Manager in that way. The Council agreed.

**11d. Approval of a Resolution Authorizing the Establishment of New Fines for Vehicle Code and City Ordinance Infractions Committed by Bicyclists, in an Effort to Improve Compliance and Safety.** City Manager Blair King gave the report and offered an amendment to the resolution of an additional "Be It Further Resolved" that, in the alternative to what is proposed; that is, the \$50 for the first offense, \$100 for the second offense, and \$250 for the third offense, that in the alternative that the City Manager is also authorized to set fines with the initial violation not to exceed \$100 to effectuate the intent of Vehicle Code Section 42001(d). Mr. King explained the reason for this amendment.

City Attorney Johanna Canlas provided an example. If bail is set at \$25 for a base bicycle fine, it becomes \$198 and that is because there is a \$31 penalty assessment for every \$10 of a fine or portion thereof. There is a \$40 court operations assessment. There is a \$35 criminal conviction assessment. There is a \$1 fee for night court and a \$4 EMAT fee. So, for a \$25 fine it becomes \$198.

Mayor Tanaka asked if he understands the situation clearly that if we use the Davis model, we sidestep all of that and if we say the fine is \$50 that is basically what the fine is. If we say the second offense is \$100 then that is what it will be and we can kind of side step the courts adding all these fees.

Ms. Canlas responded that is the case and that basically what is done is it is reduced accordingly. There will be a reduction in the court fees and penalties so that everything is included in that \$50. Right now, because we are the first ones in San Diego County that are doing this, the court is working with us and they are trying to get a determination from the state Judicial Council in how we can best implement this process. We had hoped that we would have it in time for today's meeting but that didn't happen so we are hoping to get this through in time for the October 6 deadline for next year's schedule.

Mayor Tanaka asked if that is why Mr. King is looking for the action he is looking for.

Mr. King agreed and said that he is looking for the moral authority of the Council that it understands the principle staff is trying to achieve. Due to discussions that will take place in Sacramento, it could deviate from the actual resolution that is before the Council and that is why he would like the additional whereas to give him the authority to set the fee at no higher than \$100 for the first offense in order to achieve that.

#### **Mayor Tanaka invited public comment.**

Eddie Warner commented that with the support of the Coronado MainStreet board, two summers ago, she attempted to get started a program to limit the number of people riding bikes in the business district on the sidewalks. She brought it to the BAC and got support from the Police Department. It didn't quite come across as strongly as we hoped it would. We were making an attempt at giving an incentive for people following the regulations. This goes along in that vein. She heartily suggests that the Council go through with this as a means of doing enforcement in the bicycle community. It will make the officers more comfortable in doing enforcement and she thinks it will improve the education of the cyclists as well as the motorists and it will tamp down the rising aggravation that seems to be growing between the cycling community and the motorists in town. She hopes the Council approves it.

Carolyn Rogerson pointed out that everyone wants enforcement of the rules and regulations, the rules of the road and especially California Vehicle Code 21202(a) which addresses bicycles impeding the flow of traffic, riding on the sidewalks, etc. It is all well and good to say that we need more enforcement and she knows the Council realizes this but she doesn't think the public realizes what a yeoman's job our Police Department is doing. We consider ourselves a small town. We have a small police department for the demands of a 2015 Coronado. They have to deal with everything that goes on from the Ferry Landing all the way down and including the very edge of the Coronado Cays. This is a huge area that needs patrolling and needs law enforcement. We are kidding ourselves if we think that we are going to designate a few policemen who are going to be on the main thoroughfares of town just to stop kids who want to ride their bicycles on the sidewalk. She really thinks that the Council, as it goes through its budgets, the Council should come up with some way to entice and improve the number of police personnel in this City. They will then be able to enforce these rules to make the public happier. She really thinks this is putting an extreme demand on the Police Department. She doesn't see how they do all that they do now.

Harold Myers thinks we are asking an awful lot of our police force all the time. He is in favor of this proposition but he doesn't want to send a message to the Police Department that we need more enforcement of our school kids. The Davis plan is because UC Davis is full of college aged cyclists. Our problem is we have a lot of young kids that go to school on their bikes. Last week he took a picture of a skateboarder who received a ticket. He does not know the circumstances but is sure it was justified. He is not sure, though, that this had a positive impact, in any way, on this youth. It is not going to give him a positive feeling towards the police force, towards growing up in Coronado, and it is not going to make him a safer skateboarder. He thinks we should pass this so that we can issue tickets but probably more towards the adults. After listening to speakers before the Council at the last meeting and at this meeting, it is clear to him that it is not the kids who need training. This is a job for a parent and not a police officer. The adults need training. A lot of people have no idea when it is required for bicycles to use a bicycle path. People are saying they don't want it but then at the same time they are saying they are all over the road. A lot of people don't know what the three foot rule is and how to apply it when you are driving down the street as a motorist. When is it legal for cyclists to ride two abreast? A lot of people don't seem to know about that. Where is it legal to ride bicycles in Coronado? When was the last time that you, as an adult, had any training on the rules of the road? He has never seen school children honking and finger pointing over the right-of-way. It is the grown-ups and he thinks we need more education for the adults and we should let the adults parent their own school age children.

Brad Gerbel wanted to talk about the enforcement of laws that are already on the books. The laws give us a framework for where we are supposed to operate and if there is no enforcement people aren't going to follow the rules. He lives at Eighth and E and he sees kids riding to school every day. There is a stop sign there, crossing Eighth. They don't stop. If it was enforced, maybe they would stop. He would also like to see a warning system or a first time offender system where maybe they can go to a class and get that wiped away and learn something. Unfortunately, it falls on the police to do some of the parenting job. He would love to see the rules on the books enforced more strictly and he thinks we could get good things out of the community if that was the case.

Christine Donovan thinks she recognizes the officer who was ticketing the skateboarder from the photo. She is a fabulous person and does an excellent job. She doesn't necessarily think the kid got a bad impression of the police. One of her concerns when she is reading through all the BAC stuff is that no allowance was made for the cost of all this increased biking. A lot of what BAC was doing was going to bring more bikers in. She is wondering if there can be police employees who just monitor bicycling. She also thinks there needs to be a different penalty for the adults who are the really aggravating ones from the 18 and under. She thinks that needs to be explored and she really thinks the adults are the problem. They should know better and they should pay those big fines. The police need more support. Our citizens who have been critical of BAC would be the first ones to get behind the police and say to start enforcing these rules. The bicyclists have pressured the police to pull back. We absolutely need more enforcement. We are letting people know that this is a great place to bike. People are coming here a lot more and they are not being monitored and they are adults and if they are going to do what they do she thinks they should pay the \$300. Kids she feels totally differently about, even kids on Orange Avenue sidewalks. She doesn't think they should be treated the same.

Pat Callahan, BAC member, explained that the BAC has supported this because it gives the police officers more tools to work with, more flexibility. We know it is difficult but he believes this will make their task easier and will make enforcement something that is realistic.

Mayor Tanaka pointed out that he will certainly support this. It will make enforcement more likely and more people than not are asking for more enforcement, not less. He pointed out that you cannot selectively enforce. You cannot direct the police to just hit the kids up any more than you can tell them to hit the adults up. He likes the idea that maybe there is a group only for bikes but when he takes a step back his bigger concern is just traffic in general. If he had to pick between the officers doing what they normally do within their normal command structure or from up here as Council members saying that we want to change that, he is not going to do that. He hopes the Police Department is hearing loud and clear that there is at least a perception among a great many of our residents that bicyclists aren't being part of the normal queue of enforcement. He thinks the Council said a couple of months ago that it wanted stepped up enforcement on Third and Fourth and he thinks part of this item before the Council is saying that the public would like to perceive that the bicycle laws are part of what our police officers are routinely enforcing. He has no idea if officers are more or less likely to ticket because it is going to be \$350 but he is supporting this because he thinks the potential is likely to go up if they feel it is \$50 or \$100 on the second offense.

Chief Jon Froomin responded that an officer should be unconcerned with what the bail amount is. They are sworn to uphold the law and to enforce it to change behavior. Certainly the pressure from the community and the Council regarding complaints because of these fines is real. As the City Attorney pointed out, a \$25 bicycle helmet fine turns out to be \$198. If a parent is asking their 16 year old to pay that fine that is pretty expensive. The Department gets a lot of backlash. Having the lower bail amount should lead to officers feeling more comfortable because there will probably be fewer complaints when the citations are issued.

Councilmember Sandke has every confidence going forward that the police officers will be able to use their discretion as to when they give that ticket and when they don't. If you gave a ticket for every infraction you saw, you would be giving tickets way too often. It would be impossible for them to get much done if all they did was issue tickets. He would encourage the Council to consider adding traffic police who might also be able to double up on enforcement of bicycles. In the downtown area we could even use some senior volunteers. A uniform presence doesn't hurt and it would be a nice way to ambassadorize some reminders. He will clearly support the motion.

**MSUC (Sandke/Downey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE ESTABLISHMENT OF NEW FINES FOR VEHICLE CODE AND CITY ORDINANCE INFRACTIONS COMMITTED BY BICYCLISTS, IN AN EFFORT TO IMPROVE COMPLIANCE AND SAFETY. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8766.**

Councilmember Downey commented that in the interest of moving the last item forward she didn't say everything she had prepared to say. She wants to discuss it because this appears to her as if the statement is that we didn't make it safer by putting in lanes and now we are going to be penalizing them. She will support this because she thinks it will make it safer for everyone but she thinks our bike plan needs to have four parts. It needs to have enforcement but it needs to have

education. It needs to have markings to show people where to go and they know how to follow the rules. And it needs to be based on actual evidence of traffic or safety or those concerns. She does like the option of being able to go to a class for a first ticket. That is the whole education component. She corrects people all over town. She would like to see us add that component in so that the first time you could go to class instead of paying a fine. That is the education component she was going to talk about in the earlier item. She was going to ask Mr. Bailey to help her develop an easy, online quiz or training module where you could be tested. We should be adding that as part of this fee schedule.

Mayor Tanaka pointed out that is in the staff report and Mr. King pointed out that there was an attempt to work with the School District on it. He agrees with Ms. Downey that he doesn't want it to be that much staff time. There are online ways to get rid of your first ticket but they take hours. There are people out there that game systems. So if you do something online you have to do something that is difficult to game. The alternative is to require seat time. He thinks that, to do this right, it would require staff time. It would require us to create that diversion program. He agrees with what Ms. Downey is saying and thinks it would be more effective to either require someone to go to something or to some sort of program or pay a fine or however that is set up and we should accept that some people are just going to pay their fine. He thinks that might be something that is separately considered. This is pretty straight forward in terms of do we want to create this new bail system. Perhaps on Ms. Downey's own initiative or in the revision of the BMP that is perhaps a better place to do something in terms of a first strike.

Ms. Downey will support the motion as is but commented that between her and Mr. Bailey they can come up with an easy 100 question online quiz that would be sufficient for this. We should leave that option in the future.

Mr. Bailey is supportive of these new rates and thinks these other conversations have a lot of merit to them but they should be considered separately.

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

- 12. **CITY ATTORNEY:** No report.
- 13. **COMMUNICATIONS - WRITTEN:** None.
- 14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:01 p.m.

Approved: October 6, 2015

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

Attest:

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