

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES

Thursday, May 22, 2008

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, May 22, 2008, at 2:00 p.m. in the Council Chambers. Present were Scott Huth, Ed Walton and Tony Peña. Ed Hadfield represented the absent Kim Raddatz and Eric Hima represented the absent Lou Scanlon. Assistant Engineer Dave Johnson was also present.

1. Minutes of the April 3, 2008 Special Meeting – The minutes were approved unanimously.
2. Oral Communications – None.
3. Request to Create a Taxi Zone at 1500 Orange Avenue – Mr. Johnson reported that Ms. Carelyn Reynolds requested a taxi cab stand on the southbound side of Orange Avenue adjacent to the Hotel del Coronado. At present there is a 60' taxi cab stand on the northbound side adjacent to the Glorietta Bay Inn. Ms. Reynolds feels there is a safety issue with the placement of the current taxi cab stand where guests of the Hotel Del who are not waiting to have a taxi called onto hotel grounds will typically cross Orange Avenue at the entrance to the Hotel Del. Orange Avenue in that location is fairly busy and cars are typically traveling about 25 mph, so that presents a precarious position for pedestrians to get across to the cab stand. Mr. Johnson spoke to one of the Hotel Del's transportation managers at the valet service who informed him that at present the Hotel Del does not allow cabs to stage on their property. When a guest wants a taxi they will call one onto the site. Several years ago they had cabs staged on their property, but for reasons unknown to Mr. Johnson they decided not to stage cabs any longer on their property. The taxi cab stand adjacent to the Glorietta Bay Inn is currently the only taxi stand in the City. One at Tenth and Orange was deleted a few years ago. The staff recommendation is to install a taxi cab stand in the northernmost 20' of the existing 50' yellow zone in front of Grande Hall; this is just to the north of a 50' white passenger loading zone. Staff would like to remove one space from the 60' adjacent to the Glorietta Bay Inn so there would be no net loss in parking. A metered zone would be established where this space was removed and the existing stand would be reduced from 60' to 40'. An alternative would be to take the first metered parking space just north of the existing yellow zone in front of Grande Hall and convert it to a 20' taxi stand. That would delete one metered zone and there would be a loss of meter revenue. Sgt. Hima indicated that the loss of revenue would not be significant.

Ms. Carelyn Reynolds, Coronado Cab Company, P.O. Box 180179, Coronado, CA 92178, explained that a few years back the Hotel Del had entered into a contract for remuneration so they wanted to make sure that only the cab company they had contracted with had the best access. Since then she believes it's a space issue; they want as much parking for their guests as they possibly can. She would like to have a stand on the southbound side because she feels it's more efficient, but if that means that the 60' zone

adjacent to the Glorietta Bay Inn would be reduced she'd need to have a chance to think that through to see if they'd want to go ahead; they need as much space as possible.

Ms. Reynolds said that sometimes a request for a cab stand brings up other issues. Some hotels and homeowners associations contacted her because apparently there's some controversy regarding parking of charter buses in that area. She's not certain if her request for one space is going to open up a great deal of controversy; if anyone hears of something like that she'd appreciate knowing, so she'd know if it makes good sense to continue with her request before it goes to the City Council.

Todd Shallen, Vice President and General Manager, Hotel del Coronado, 1500 Orange Avenue, said that the hotel contracted with Presidential Transportation in 2000 which still provides shuttle service for hotel guests. Per their agreement, the hotel has parking spaces for six shuttle vans on the property. They serve as the hotel's primary taxi service and the hotel does not have any more spaces for other taxis. If the hotel needs auxiliary taxi service they make a phone call or signal to a cab across the street and the cabs drive across the street to the hotel entrance. He said pedestrian safety can be addressed in ways other than moving one taxi stand to face south on Orange Avenue; signage would be one way. He doesn't feel there's very good signage and he thinks that the City, Caltrans and the Hotel Del could do a better job of preventing pedestrians from crossing there. He pointed out that not every pedestrian crossing the street is a Hotel Del guest.

Mr. Shallen is concerned about the hotel's master plan. The Orange Avenue streetscape will have some changes and at some point there will be construction out there, so whatever is agreed upon, it needs to be understood that it will be temporary. The hotel entrance will change and the space on Orange Avenue is being discussed as bus space. However that ends up, there will be some change to that street area in the coming years.

He said that one reason they don't allow taxi services to park on the property is the condition of the cabs. They get a tremendous amount of complaints from their guests about the quality of the taxi cabs, inside and outside; it's not something they want to have regularly on the property.

He doesn't have a problem with putting a 20' taxi cab stand on the Hotel Del side of Orange Avenue, but his recommendation is to relocate one of the metered parking spaces to the other side of the street and not affect the loading zone over there.

Mr. Huth asked if the bellboys signal the cab drivers from across the street and Mr. Shallen responded that if the hotel's shuttles are busy sometimes they do; the drivers are cooperative and are looking.

[The first part of the following dialogue could not be heard due to a microphone not being turned on.] Sgt. Hima observed that shuttle buses have a significant problem with the amount of space they're given, so he's weighing in as to whether we need to maintain or eliminate the 100' zone or is the elimination of 20' going to make a significant difference. Mr. Shallen said it could make a significant difference in times of high volume. The challenge is to operate a large hotel in almost the confines of a city center and there really is no place for large group movements of hotel guests. There are times when four to six buses are lined up and the hotel will end up blocking off meters as well to try to get as much space as possible. Today they had no groups with buses, but yet there were three buses there today that had nothing to do with the hotel and they took up the bus loading zone and the passenger loading zone as well. He's very cautious of losing any of that space to another usage. If one metered space is moved across the street and there's no net loss of metered space, he doesn't see why that wouldn't be a good compromise. He thinks Ms. Reynolds is looking for a fourth space.

Mr. Walton has observed that the loading zone is quite often used by buses, livery services and taxi cabs. He's also observed the cab stand on the other side of the street; sometimes there are no cabs there and sometimes there are three with a fourth waiting. He's inclined to transfer the farthest metered parking space on the southbound side to the northbound side. He has seen people run across the street to get a cab.

Mr. Huth does not like the idea of increasing the space for cabs, but he does like the change out that has been described so there is no net loss of public parking. He asked if that would be workable for Ms. Reynolds. Ms. Reynolds responded that at this point she is inclined to withdraw her request. Mr. Huth said based on that, the issue would be held in abeyance unless there was any more feedback.

4. Request for Installation of a Marked Pedestrian Crosswalk at the Intersection of Second Street and Prospect Place – The recommendation to not install a marked crosswalk at the intersection of Second Street and Prospect Place was approved unanimously under consent, with Mr. Walton making the motion and Mr. Peña seconding it.

5. Request to Install a Blue Curb Zone in Front of the Residence at 718 B Avenue – Approved unanimously under consent, with Mr. Walton making the motion and Mr. Peña seconding it.

The meeting adjourned at 2:43 p.m.