

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
SPECIAL MEETING MINUTES

Thursday, December 18, 2008

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, December 18, 2008, at 2:00 p.m. in the Council Chambers. Scott Huth, Ed Walton, Lou Scanlon and Rachel Hurst were present. Mike Blood represented the absent Kim Raddatz.

1. Minutes of the October 23, 2008 Meeting – Mr. Blood moved to approve the minutes, Mr. Scanlon seconded the motion and they were approved unanimously with Ms. Hurst abstaining.

2. Oral Communications – Helen Walker, 1502 Glorietta, lives at the very foot of Pomona and Glorietta. In the last four years she's seen a substantial increase in buses, shuttles and commercial vehicles; on a weekend, there will be as many as eight buses, four of which stop in front of her house. This starts at 7:30 in the morning and goes on until 11:00 at night. She read in the paper that the Hotel Del says they're not their buses but she knows as a former employee of the Del's events department that they are the guests of the corporate and social events that book the buses. Every kind of truck with eight wheels comes down their street; it's a nightmare. The simple solution would be to put a no left-turn and stage the buses on R.H. Dana.

William Arnold, 465 C Avenue, wanted to go on record as supporting a four-way stop at C and Fifth. They get a lot of base traffic which tends to avoid Fourth by going on Fifth and then taking a left on C or keep going down Fifth. They go through the intersection pretty fast; in fact, there's a dip and you can hear them scrape when they hit it.

3. Request to Install a Blue Curb in Front of 560 H Avenue – Mr. Johnson said that Beth Kalal requested a blue curb at 560 H Avenue. She has provided proof that she has a disability which severely limits her mobility and her property is not served by a driveway at the front of the property. The warrant for a residential blue curb states that the requestor must provide proof that they have a valid blue curb handicap placard; a doctor's recommendation stating that the person is unable of unassisted travel of greater than 50 feet; and that there is not a place on the property that could be converted to host the handicap parking. Mr. Johnson said that Ms. Kalal meets the first two criteria; however, it was observed that she has a garage on the property that is accessed from the alley. Therefore, she doesn't meet the third criterion and the staff recommendation is to not install a blue curb zone at this location.

Beth Kalal, 560 H Avenue, addressed the history of parking in front of her house. They bought the house in 1973 and at that time there was no problem with parking. The school across the corner was an open field for years, the lot splits across the block had not occurred and she was young and healthy. What has changed is the new school campus; the school board said when all three schools were finished there would be plenty of parking; that was 20 years ago and it is clearly not true. They actually have a residential permit area in

front of their house which is not enforced. For weekend and evening events at school there is no parking. There are occasions when she's come home to find no parking for blocks around her house and she's gone back to her office to wait out the event until she could go home. Lot splits have resulted in higher density and more car street parking that has spilled over to her side of the block. The lot splits have involved construction with dumpsters and construction trucks. Lastly, she became disabled; she has had six knee surgeries and she suffered a permanent back injury as a result of a rear-end collision.

Lindsey Kalal, 560 H Avenue, said that the house and garage were built in 1942. Garages back then were sized based on Model Ts and 1930 cars. The inside of their garage is 9'-3" wide. With his wife's Taurus there is 1'-2" on the side of the car, but the car door is 10" thick; this leaves four inches in which to get out. This is not enough space for a disabled person. The garage is built on a slab so he can't pick it up and move it. The space behind the garage is 14'-4" and the Taurus is 16'-10" long. There's no way to put a handicap space back there. Mr. Huth asked if the car could be parked parallel to the alley and Mr. Kalal explained that the fence goes along the property line, there's a sliding gate behind the garage and you can't move the fence in because the pool's only three feet from the fence.

Mr. Blood asked how many parking spaces would be displaced if the blue curb is granted and Mr. Johnson said blue curb zones are a standard 20' which is one parking space. He noted that if the blue curb zone is granted it would not be for Ms. Kalal's exclusive use; by law, it would be available to anyone with a valid blue curb placard.

Mr. Huth asked how the property could be altered to accommodate Ms. Kalal's vehicle and Mr. Johnson said the garage is a stand-alone structure; technically it could be converted; of course there would be some costs involved.

Mr. Walton said he had his own experience with a small garage where he could barely open the door and squeeze out and he couldn't imagine doing it if he had anything that limited his mobility. He said he is inclined to say that this can't be retrofitted without substantial cost.

Mr. Scanlon moved to forward to the City Council a recommendation to approve a blue curb at 560 H Avenue and Mr. Walton seconded it. The motion passed unanimously.

4. Request for Analysis of a Four-Way Stop Intersection at C Avenue and Fifth Street – Mr. Johnson said that Ivan Dunn requested that the intersection of Fifth and C be looked at to see if it qualified for two additional stop signs, which would make it a four-way stop. The conditions of the warrant are:

Volume: *Total vehicular volume entering the intersection from all approaches averages 300 vehicles per hour for any eight hours of an average day; and the vehicular volume entering the intersection from the minor street for the same eight hours averages at least one-third of the total volume entering the intersection.* The volume entering the intersection averages 397 vehicles per hour for any eight hours of an average day; the vehicular volume entering the intersection from the minor street for the same eight hours is approximately 31.5% of the total intersection hourly average, which is less than the required one-third of the total volume entering the intersection. This condition was not met.

Accidents: *Six or more types of accidents susceptible of correction by stop signs within a 12-month period.* There have been no reported accidents at this intersection over the last 12-month period. This condition was not met.

Visibility: *Sight distance (straight line) on at least one of the approaches of the principal street for vehicles or pedestrians crossing the intersection is less than 160 feet. These two streets have no curvature and intersect at right angles. There is sight distance on each approach to the intersection. This condition was not met.*

Special Conditions for Residential Areas: *In residential areas the minimum vehicle volume may be reduced to sixty percent of the stated value of 300 vehicles provided all the following conditions are met:*

- a. *Both streets have residential frontage with existing 25 miles per hour speed limit. This condition was met as both C Avenue and Fifth Street are located in residential zones.*
- b. *Neither street is a designated “through” street. This condition was met.*
- c. *Neither street exceeds 48 feet of curb-to-curb roadway width. This condition was met as both streets have a roadway width of 48 feet.*
- d. *No existing stop sign or signal is located on the principal street within a distance of 800 feet. This condition was not met. There is an existing stop sign at the intersection of Fifth Street and B Avenue, which is less than 800 feet from the subject intersection.*
- e. *Streets from at least three legs extend 800 feet or more from the intersection. This condition was met.*
- f. *Installation of a four-way or three-way stop is compatible with the overall traffic circulation requirements for the area. This condition was met.*

The warrant states that all conditions must be met to allow reduction of the traffic volume warrant. Since special condition (d) is not met, the reduction to the traffic volume criteria is not applicable.

Based on the established City warrant and the collected traffic data, this intersection does not qualify for a four-way stop and it is recommended that no additional traffic control be installed at this intersection.

Ivan Dunn, 416 C Avenue, has had a number of instances where he’s pulled his car out into a two-way stop intersection and experienced tension and anxiety. He’d like a look taken at two-way intersections, perhaps taking into account some conditions that cause anxiety other than just automobile-centric data. He feels that slowing traffic momentum, improving the village environment, reducing anxiety and increasing safety could be worth taking a look around the town, including the Eighth and C intersection, to see if there are opportunities to place more four-way stop intersections to reduce tension and anxiety.

Josephine Arnold, 465 C Avenue, is concerned about the safety of the Fifth and C intersection. When either walking or driving toward the intersection from her house it is often very difficult to see the traffic coming from Orange down Fifth toward B. Many people park closer than they should to the street, it’s hard to see any cars coming and they’re always coming at a breakneck pace because they know they don’t have to stop. She’s also concerned about the many children who walk and bike to school from her area. She’d like to see making C and Fifth a four-way stop carefully considered.

Tom Christiansen, 476 C Avenue, is not in favor of additional stop signs here. He thinks that stop signs are great for the people that really use them, but the North Island commuters are really determined to get out of town as fast as they can. He doesn't think one more stop sign would really slow down any of the traffic but it will make a lot more noise for anyone living on the corner. He mentioned that starting and accelerating make more pollution. The dip on the street slows them down anyway. He wouldn't have a problem swapping the sign out; if you wanted to put it on Fifth instead of C, but he doesn't think another stop sign will affect safety or do anything for negating traffic.

Mr. Huth observed that there is a lot of North Island cut-through traffic and he concurs that the cross gutter slows people down. He also wondered if anyone had any thoughts about Mr. Christiansen's suggestion of swapping the signs. Mr. Johnson said that stop signs are used for right-of-way designation, not for speed control, so stop signs are put on the minor street where the least number of cars are going to be delayed.

Mr. Walton said he believes the swale slows traffic and he wouldn't want to see stop signs go in that don't meet the warrant. The criteria have been set and he hasn't heard anything objective saying we need to install them. There's not a visibility problem; if you're on C Avenue you may have to inch out to get visibility, but you have the opposite lane on Fifth Street to get your sight distance.

Mr. Walton moved to not install additional stop controls at this intersection and Mr. Blood seconded it. It passed unanimously.

5. Request to Remove a Speed Hump on Pomona Avenue – Mr. Johnson said the City received a letter from the Coronado 14 Homeowners' Association requesting that the existing speed hump in front of 1641 Pomona be considered for removal. Traveling northbound that's the very first speed hump between the five-points intersection and Silver Strand Boulevard. The association stated that the noise generated by traffic passing over the hump is affecting quality of life for the tenants that are exposed to it. A survey was delivered to the Coronado 14 condos and the condos next door requesting whether or not they supported this action and the replies are included in the agenda package as Exhibit C; there were also some in the addendum to the agenda. In March 1998 the City Council approved a policy for installation of speed humps on City streets. This was done in response to citizen concerns about speeding vehicles on the streets. A petition in favor of installation, modification or removal of the humps must be signed by at least 67% of the affected residents. In this case, when the humps were being considered in 2000, a petition was submitted and 84% of the affected residents were in favor of speed humps.

Mr. Johnson said that speed humps have been very effective in reducing vehicle speeds in residential zones where speeding problems exist. The Engineering Department has found that vehicle speeds are most affected within a couple hundred feet of the humps and that excessive speeds are reduced. There is the possibility that drivers are still able to travel above the posted speed limit in the area of the speed humps. A speed survey was taken along this stretch of Pomona Avenue in 1999, prior to the humps being installed, and showed vehicle critical speeds of 39 mph northbound and 37 mph southbound. After the speed hump installation the critical speed was reduced to 28 mph in both directions. Due to the local effect that speed humps have on vehicle speeds it's necessary to implement a series of speed humps to reduce speeds along the entire roadway stretch. A 500' spacing is optimal between humps. An unavoidable problem with placing speed humps in a residential area is that they end up being installed adjacent to a residence. Speed humps cause vehicles to slow and accelerate as they traverse which results in the generation of noise around the speed hump.

Also, pick-up trucks with cargo in the bed can accentuate that noise when they're traversing the humps. The speed humps along this section of Pomona are spaced to provide a consistent traffic-calming environment and they complement the other speed humps on Pomona north of the five-points intersection and along Glorietta Boulevard. Staff understands the noise associated with the hump, but its removal will only result in increased vehicle speeds which will raise the likelihood for citizen complaints about speeds and possible speed-related collisions. It is recommended that the speed hump not be removed.

Amy Meldon, Pomona Avenue resident, opposes removal of the speed hump. Traffic comes off a 45-mph zone and if they have a green light they'll continue with that speed. The evidence is very clear that the humps slow people down. Traffic has only gotten worse and people are in more of a hurry. She has two children and feels we need to do all we can to slow Pomona down because right now it's used as a major thoroughfare. The removal of speed humps will cause severe a safety issue for children, especially in proximity to the tennis courts. For people who don't like the noise, the alternative is very scary. She lives in front of a speed hump and deals with it.

Marylee Goyan, 1615 Glorietta Boulevard, was asked by some people in the condos next door to represent them and they are strongly opposed to the removal of that speed hump because drivers gunned their motors before the humps were put in. She thinks that the study shows that the speed humps should remain. Although they have addresses on Pomona and Glorietta, the entire 32 condos face Pomona and are impacted by what goes on there.

Jennifer Luther, 640 Pomona, opposes removal of the speed hump. She feels that it was initially put in after a careful study of the situation and was part of a system and it's the first gateway to Coronado from the Strand. People go 70-80 miles and hour on the Strand and they scream into Coronado fast in the morning. She has seen commuters not stop at the stop sign and if the speed hump hadn't been there they would have been screaming down Glorietta or Pomona. There are 71 schoolchildren who have to cross Pomona in the morning; it's extremely important to keep the speed down.

Wayne Sink, 1641 Glorietta Boulevard, says he is probably the individual most affected by this particular speed hump. He's representing several of his neighbors and 100% of the owners of the Coronado 14 condominiums. They took an action a couple of years ago at a homeowners' meeting to support his request to have the speed hump removed; he has given Mr. Johnson a copy of the meeting minutes. He wanted to make it clear that this is not an assault on the speed hump program or any efforts the City does to try to calm traffic. This is an objection to this specific speed hump, which is a horrible neighbor to have. It's only about 15' from his residence and maybe 25-30' from residences on either side of him. If you look at all the other speed humps on Pomona and Glorietta, the homes are well set back, quite a way back from specific humps. He feels this is a unique situation that could justify recommending its removal to the Council. He's seen traffic go airborne over that hump, stake beds fly off the back of trucks and lawn furniture fly off the back of motor homes.

Tish Emrich, 1611 Glorietta Boulevard, opposes the removal of the speed hump. She has nothing to add to what everyone else has said; they said it so well.

Ms. Hurst said it seems like the speed hump has been successful in slowing traffic, so she would not like to see it removed because that would diminish the success it has achieved. She asked if there is another location for that hump that would still work and diminish the noise to the residents or would it create noise in front of a different residence. Mr. Johnson said that because of the proximity of all of the condos to the roadway there isn't anywhere on Pomona to move that hump that will not affect a resident along there.

Mr. Huth said that he thinks the speed hump is doing what it is supposed to, slowing down speeds. He is concerned about removing it because he sees the speeds increasing and once the construction in the area is over there will inevitably be more pedestrians using the bayfront in that area. This may be something to reconsider when and if that intersection is reconfigured as part of the future development at the Hotel Del.

Mr. Scanlon moved to accept staff's recommendation against removing the speed hump; Mr. Huth seconded it and it passed unanimously.

6. Discussion of Tour Bus Traffic in the 1600 Block of Glorietta Boulevard and Possible Recommendation of any Preferred Alternative to Reduce the Amount of Bus Traffic on the Subject Roadway – Mr. Johnson said the Hotel del Coronado recently amended its master plan which was originally approved by the City in 2002. The original master plan called for buses destined for the hotel to stage on hotel property with ingress and egress from R.H. Dana. This would allow buses to load and unload their passengers on hotel property and exit the island via Orange Avenue. The amended master plan shows the bus location staying in the same spot which is along the curb line in front of the current entrance to the hotel. The City has tried to deal with the many negative aspects to this bus staging location which include noise associated with idling buses, queuing of buses causing traffic congestion on Orange and buses exiting the city through residential neighborhoods. One of the movements in particular is that buses stage at this location and then make a left turn onto Glorietta Boulevard to exit Coronado and eventually end up on Pomona to get on the bridge. He'd like the T.O.C. to possibly forward a recommendation to the Council that would alleviate the number of those buses that currently turn left on Orange to the 1600 block of Glorietta. The 1600 block of Glorietta is primarily a residential street, with the exception of the Glorietta Bay Inn, and the residents have complained about the cut-through traffic for many years. Buses are not the only vehicles using this as a cut-through street. There are also a lot of Navy personnel who exit off of Ocean Boulevard and don't want to use Orange Avenue to get to the bridge. He took traffic counts on this block in October 2008 and found that the weekday average daily traffic was 364 vehicles northbound and 165 vehicles southbound. During that time there was an average of eight buses per day. It should be noted that the counts were taken in October which may be relatively light due to the time of year. The numbers are likely higher in the summer when Coronado is in the peak tourist season. The Hotel del Coronado performed some visual counts of buses utilizing this staging area during summer 2008 and they noted that there was an average of 30 buses per day using the staging area. Their data did not show how many were turning from the staging area onto the 1600 block.

He said the Engineering Department developed several alternatives to present to the public and the T.O.C. to gather input and ultimately forward a preferred concept to the City Council. He described the concepts and displayed photos of them on the screen:

1. Turn Restriction from Orange Avenue – A left-hand turn restriction onto Glorietta from southbound Orange Avenue could be considered. The Vehicle Code gives local jurisdictions authority to restrict this traffic movement with appropriate signage. The advantage of this option is that it's easily implemented with signage and could reduce the amount of cut-through traffic on Glorietta. The disadvantage is that it would require increased enforcement by the Police Department; also, visitors to the Glorietta Bay Inn traveling south on Orange Avenue would be required to make a U-turn at the first available location, which would most likely be at Avenida de las Arenas. It would require approval from Caltrans which may not

support such a restriction. A variation to this concept could be a raised median barrier across the open area which now facilitates that left-hand turn; that would act as a turn restriction, but it would also affect vehicles going southbound on the 1600 block of Glorietta who can now traverse Orange Avenue and continue southbound from that location, so there would be more than one turning movement restricted by constructing a median barrier.

2. Cul-de-Sac – A cul-de-sac at the northern end of the 1600 block of Glorietta with a 30' radius could be installed. The advantages of a cul-de-sac are that it is a physical barrier that would prevent vehicles from traveling through, would not require heavy enforcement by the police and there would be concessions to allow emergency vehicle access. There would be a depressed curb area so that emergency vehicles could get in and out. There would have to be some kind of treatment there to remind regular drivers not to use it. The disadvantages are its high cost and its potential to cause confusion for drivers who are unfamiliar with the circulation in the area.

3. One-Way Street Designation – This would have traffic only traveling in the southbound direction toward the Hotel Del and can be done with signage. This would prohibit both right and left-hand turns from Orange Avenue. The advantages are its ease of installation and low cost. Disadvantages would be that drivers could only access this block from Ynez, at the northern end, and there's also the potential for drivers to ignore a one-way designation.

4. Alternate Bus Staging Areas – An alternate area suggested is a curbside location on R.H. Dana. This is very near where the original master plan showed bus loading to be hosted on the hotel property. Disadvantages are that there is highly utilized public parking here for people accessing the beach. Also, in order to get to this location buses may end up impacting other residential areas that are currently not impacted by buses. Because of improvements at the intersection of R.H. Dana and Churchill you can no longer come westbound on Churchill toward the beach and make a left turn onto R.H. Dana. Another suggested location is in front of the Visitors Center in the 1100 block of Orange Avenue. The disadvantages are similar to those for the R.H. Dana location and the fact that the downtown business district has highly utilized on-street parking; this location would eliminate that parking. It's also been noted that the buses visiting the Del are full of tourists wanting to see the hotel and this area is somewhat removed. It would be several blocks to reach the destination.

5. Woonerf – *Woonerf* is a Dutch word meaning “livable street.” This concept was developed in Europe and it takes away the emphasis of the vehicle and puts it on pedestrians. This can be done through different physical improvements such as narrowing the street, adding retail or landscaping to the street front, and parking stalls that are removed from the curb line which de-emphasizes the vehicle traffic. The advantage of this is that it emphasizes pedestrians and tries to dissuade vehicle traffic. The disadvantages are that it would be a complete reconfiguration of a roadway and there would be costs involved.

6. Preferred Bus Routing – This would let tour bus drivers know that the City wants them to use particular City streets for ingress and egress to the Hotel Del. The preferred route would be a turn at Avenida de las Arenas. Most of the 45' tour buses cannot make a U-turn at this location so they would be diverted onto Strand Way and go back on to northbound Orange Avenue in front of the Boathouse Restaurant. The difficulty with this option is that it would be voluntary. The City's traffic sergeant talks with the tour bus companies to let them know

that that is our preferred routing, but unfortunately, there's no enforcement that can be used to make buses stay on Orange Avenue.

7. No Changes – Although bus traffic and cut-through traffic can be difficult, overall it's not a safety issue and maybe the T.O.C. will recommend to the Council that no changes be made.

Mr. Blood wondered if there was any consideration given to the potential new entrance to the Hotel Del and Mr. Johnson said that Caltrans has still not approved the signalization layout, so what the Del has shown the City to date may not be what actually goes in. He thinks the City would be premature in doing anything at the new entrance (Avenida del Sol) at this time.

Mr. Huth asked if the *woonerf* concept would include heavy lower landscape or other improvements and try to restrict the height of vehicles and Mr. Johnson said that it's used to de-emphasize a vehicle route and if you're driving an oversize vehicle there can be difficulty getting in and out. It's a lot of different concepts rather than a concrete way of designing a street. Some have little parks in the middle of the street with kids playing in them. There are also traffic calming design standards that could be applied to this concept like curb extensions or speed tables, which look like raised crosswalks with decorative concrete.

Mr. Huth asked if there is a way to restrict height and Mr. Johnson said that height can be restricted in a parking situation, but not on a vehicle traveling on the street. Mr. Huth said maybe lower canopy trees could be used so that you wouldn't have to use a sign restricting certain heights and Mr. Johnson said that tour buses (which are also called "stage companies") are exempt from a lot of restrictions of the Vehicle Code. They cannot be restricted based on weight or their length.

Mr. Blood was concerned about emergency vehicle access. He has been down that street many times, picking people up from residences and going to the Glorietta Bay Inn. A cul-de-sac, even one allowing a small curb, would be a definite concern to the Fire Department for large incidents with multiple engines and trucks. There needs to be emergency access on to that street. He's not sure how conducive a *woonerf* is to shoving a 62' truck down that street.

Mr. Huth commented on the no-left turn proposal. He asked if there are any restrictions on the opening before the area of the proposed no-left turn and Mr. Johnson said there are not; it is the main entrance into the Hotel Del. In the future that will be eliminated when they do the main entrance off Avenida del Sol.

John Miller, 1417 Orange Avenue, is the innkeeper at the Villa Capri by the Sea. He said that the turn restrictions, cul-de-sac and one-way street would have a negative impact on the Glorietta Bay Inn and the Villa Capri. Doing any of the three will make it difficult for guests or potential guests to get to these hotels. If the median cut in front of the Villa Capri that Mr. Huth was just asking about goes away as it's supposed to in the amended master plan these hotels will be locked out of potential guests driving down the street. Not only will cars approaching from the south not be able to turn into his driveway, they will not be able to turn on Glorietta. His major issue is the staging of buses on Orange Avenue; Caltrans has told him that they told the City and the Hotel Del that they do not recommend having the bus staging area on Orange Avenue. He is concerned about safety and pollution and provided some pictures taken recently of bus staging. Some of them actually load and unload in front of the Villa Capri. When he says the buses cannot stay there they don't care. This past weekend the Goldfield Stage Lines had buses starting at 5:30 a.m. with engines on until 8:30 a.m. If the buses were not on Orange Avenue we would not be discussing Glorietta

Boulevard because buses would not turn there. In his opinion staff, the Del and people concerned about staging should meet in a workshop format and come up with a plan for a different staging area on the Hotel Del's property. His suggestion is in the new main turn circle at the main entrance.

Holly Ansley, 1630 Glorietta Boulevard, is the general manager of the Glorietta Bay Inn. She said that eliminating large buses on the 1600 block of Glorietta Boulevard is an excellent idea, but if you make Glorietta Boulevard a one-way street and/or limit access via Orange Avenue you will impact the Glorietta Bay Inn's business in more ways than one. They really pride themselves on their curb appeal; guests drive down, see the mansion and want to stop in and see what they're all about. It's easy for them to make a left turn and drive in; they get a lot of walk-in traffic which turns into business. If it becomes difficult to get their guests to the hotel the economic loss to the company would be unacceptable and there would be a loss of TOT revenue. She said she was begging that access to the Glorietta Bay Inn through Orange Avenue not be eliminated. The Glorietta Bay Inn is a huge part of the Coronado community; they contribute to many of the clubs, Chamber and foundations on the island and want to continue to be a very healthy business and a big part of the community. She added that they have guests who call 911 needing immediate attention, so by limiting access to emergency vehicles, timing would be an issue.

Mark DeMichele, 1536 Glorietta Boulevard, at the intersection with Ynez. He has the opportunity to see all the traffic as it comes down Glorietta Boulevard. He is in opposition to the "do nothing" approach. That is not acceptable. The bus problem is a recent phenomenon due to the relocation of the bus staging area at the hotel. There has always been a tremendous amount of traffic going down the 1600 block of Glorietta Boulevard even before the buses and it's a very dangerous situation for the people that live there. This past summer two incidents directly impacted his home during the middle of the night. In one, a car rushed down Glorietta Boulevard, missed the turn, and clipped the guardrail at the park that overlooks the bank going down to Pomona. In the second incident the car wound up in his front yard, taking down three trees. In addition to the buses traveling down Glorietta Boulevard, there are some secondary impacts. When the staging area in front of the hotel is fully occupied the buses rotate through the neighborhood. They go down Glorietta, turn left on Ynez, make a circle and continue to do so until a spot opens up in front of the hotel. Another impact is that they use the neighborhood, specifically in front of his home, to stage the buses; they park the bus there, waiting for someone to call when a spot opens up in the staging area in front of the hotel. City staff has been helpful in talking to the bus operators, but that has not alleviated the problem entirely. The reason this is a problem is that they leave the buses running. He partly works at home and you can't talk on the phone when they're there. Some remediation is needed. He likes the cul-de-sac at Ynez, but is opposed to any remedial action that would impact other areas. We shouldn't transfer our problem to other areas of the community.

Lorraine Duro, 1649 Glorietta Boulevard, has been told that Caltrans will not permit a no-left turn sign. The *woonerf* may be lovely, but there's no median on Glorietta for planting. The condos are right up to the sidewalk so a *woonerf* won't work. The cul-de-sac doesn't seem to be favorable to the Glorietta Bay Inn or the Villa Capri. In the 2002 Hotel Del master plan there were only two staging places along the curb; in the new, Council-approved plan, there are four bus stagings. Why is the staging being increased on Orange Avenue? She'd like the staging area on R.H. Dana to be revisited. That was accepted by a previous Council and previous traffic committees because it was within the hotel property. In the new plan they removed it and returned it to Orange. If they were willing at one time to

have staging in the north end of their parking lot, why not make the cut-in on Dana for staging? Move the street in and allow pedestrian traffic; there are not a lot of spaces used for public parking that would be taken by bus staging. The area across the street is a commercial building; it's not impinging on any residential property. The buses don't just drive down the street; her condo's stairs have been packed with people waiting to be picked up because the staging area is full. Or they use it to spend time telling their guests where they're going to take them and all the time their motors are running; that's about 15' away from their bedrooms. And it's not a parking place; it's a red curb. Get the staging off of Orange.

Marylee Goyan, 1615 Glorietta Boulevard, is representing the board for the Glorietta Bay Condos as well as herself. She seconded Mr. DeMichele's opinion about doing nothing. She's not sure what the answer is, but leaving it the way it is not the answer. If a way could be worked out so that it would be safe for fire trucks, she thinks the cul-de-sac might be a possibility because people could easily access the Glorietta Bay Inn. She's also heard that the state will not allow right and left turn restrictions on Orange Avenue at that point.

Barbara Sturgeon, 1100 Adella, Unit 32, representing the homeowners group, says that not only do buses turn left onto Glorietta from Orange Avenue, they make a loop on Ynez, and then a left on Adella to go onto Orange Avenue. Not all go down Pomona.

Tish Emrich, 1611 Glorietta Boulevard, has seen the traffic increase since 1990. It was a lovely place to live, but they've really lost their quality of life. She is right on the street and has an 83-year-old father on oxygen and it's a real challenge to get him across the street to where the car is parked because it's not just the buses; the traffic flies down there; it's like a freeway. It's very dangerous. She would be in favor of a study of a cul-de-sac. Also, there are bikers and little pedal carts that come down Glorietta from the Hotel Del and it's so dangerous because cars come down Ynez and then where it merges with Glorietta she's seen many near misses. She thinks a look at restaging the buses is a great solution too.

Barry Lloyd, Hotel del Coronado, expressed empathy with what he's heard this evening with regard to the bus traffic. It is something that the hotel takes very seriously; they want to be a good neighbor. The hotel's study performed in June, which is a shoulder season from a tourism standpoint, showed that the vast majority of the buses were coaches that were from an outside coach company, many of them tourist buses that were coming down from the L.A. area. The hotel has very little control of the routes that they take. His responsibility is working with the groups, the coach companies and ground operators that are physically staying and utilizing hotel guestrooms, food and beverage, and events at the hotel. They practice alternative #6 in providing them with flyers showing the alternate route of going down to Avenida des las Arenas and making a U-turn. He thinks the vast majority of them follow this. The staging in front of the hotel is really most conducive to the group business; it is the closest possible location for them to be able to have a coach for a group that is arriving at the hotel and checking in or departing. If you go to R.H. Dana that is a considerable distance for the guest to travel either with their luggage or without to get to the front desk to check in. That's why they've asked to keep that area on Orange Avenue. They certainly do want to partner with the City to manage the unsolicited tour buses that show up because of the hotel's icon status.

Lance Mann, 1623 Glorietta Boulevard, says something has to be done about the buses; they're most obvious example of how the quality of life has been diminished. But cabs also fly through there and the Hotel Del vans drive too fast and there are many of them. It seems like the cul-de-sac would be the best thing for the people who live on Glorietta Boulevard.

Mark Robinson owns and lives at 1111 Adella Avenue, an apartment building. He used to live on E Avenue when they made cul-de-sacs of A, B, C and D at Third and Fourth Streets. It was like upsetting a beehive with people swarming all over town looking for alternate routes. His concern is that by attempting to solve one problem you could create in that same way another problem; that would be to divert traffic that now uses Glorietta onto other streets such as Adella, Ynez and some other streets around there. He'd like to see the buses use Orange Avenue which is kind of a neutral territory going either north or south. All the things that could be done could in the long run have effects on property values and everyone who owns property in the area is concerned about that. The cul-de-sac would absolutely close down Glorietta and he is not in favor of that. He's seen near collisions and been almost hit himself, so it does need to be controlled and slowed down, but to eliminate it as an option for going one way or the other is not a good idea.

Mr. Blood asked that emergency access to the cul-de-sac be explained and Mr. Johnson said that typical cul-de-sacs have a six or eight-inch raised curb all the way around so there's no way to get in and out, but in this case, there would be driveway approaches that would come up from both Ynez and Glorietta to the sidewalk so that an engine could get through. There might have to be some other treatments like bollard with a chain to prevent normal vehicles to get through.

Ms. Hurst asked if there is some type of livable street treatment that could discourage buses on Glorietta but still allow emergency vehicles and Mr. Johnson responded that curb extensions to cause vehicle deflection on the street could be installed. You could use mountable curbs that emergency vehicles could get over but buses would probably find it too difficult to get through and might be discouraged from using it.

Mr. Scanlon asked if there was ever a period when the City did not provide a bus staging area and Mr. Johnson said that as long as he's worked for the City the buses have staged at this location, but he does not have the entire history. There is also a yellow commercial loading zone for Grande Hall at this location.

Mr. Walton said the T.O.C. should be aware that the City Council has taken action on the hotel's master plan; the T.O.C. is an advisory group to the Council and should not make a recommendation against what they've already taken action on. The Council asked the T.O.C. to look at the bus issue and that's why this public meeting is being held today, but they have taken action on the master plan.

Mr. Blood asked about the one-way option and whether there is a way to back that up to allow the Glorietta Bay Inn to have access. Mr. Johnson responded that movements could be allowed onto the property and design it one-way in another area. Mr. Huth said there had been some brainstorming about making a mid-block obstruction to allow for the Glorietta Bay Inn, but there were some concerns about trapped vehicles which would then start making movements on the Inn's property. Mr. Walton said the trouble with this idea was turning vehicles around that didn't intend to go to the Inn; there's limited right-of-way to fit a cul-de-sac in that spot. It works at the Ynez end, but there's very limited right-of-way at the mid-block and the City would probably have to do some right-of-way acquisition. He wouldn't want to do anything that would send non-Inn destined traffic onto their property.

Ms. Hurst said that Mr. Lloyd's testimony indicated that the Hotel Del works with and has some influence over some of the buses, but apparently for the majority that's not the case and the preferred bus routings are voluntary. It seems like an educational kind of thing. She asked who would be doing the educating and how would the voluntary aspect of it be conveyed? We should try to do this, but the "how to do it" is not so clear. She feels that should be done in conjunction with one or more of the other alternatives. It's not a stand-

alone solution. Mr. Johnson said that buses are unrestricted from City streets and the Hotel Del and the City's traffic division sergeant speak to the stage carriers and let them know what our preferred routing is, but it's completely voluntary on their part. It is an educational challenge for the City and the Hotel Del, but as Mr. Lloyd noted, there are a lot of buses that come in unannounced and are unaware of the issues and we can't necessarily reach them.

Mr. Scanlon said it's been addressed with the owners of the stage companies, personally with the drivers and the people coordinating convention-type things. Often these are buses delivering guests to the convention center in San Diego or they are the tourist-type buses. The difficulty is that the drivers change. It's primarily complaint driven and the City has no ability to enforce; it can only urge.

Mr. Walton added that during the development of the master plan the hotel developed a bus management plan that shows the preferred route and they're trying to educate the stages.

Mr. Huth asked how the old entrance will be dealt with in the master plan. Mr. Johnson said the opening where the existing entrance is will become curb space and Mr. Huth asked if there's a way to channel the buses into that location so they can't break out until they get down further. Mr. Johnson said this would be in the Caltrans right-of-way so it would be up to Caltrans to implement it, but if the T.O.C. wants to pursue it perhaps candlesticks pavement markings or K-rail could be used. Mr. Huth asked if there's a solid lane-dividing mechanism to channel the traffic past that so it would make it illegal for the buses in the close lane to make a move across. Mr. Scanlon said if the cut-out were extended and a double-double yellow delineator were placed, in theory it would be illegal for them to cross the double-double yellow until they got to the end of it; it would be like a simulated median. Mr. Huth said that drivers heading to the Glorietta Bay Inn could be told to stay in the far left lane, but business traffic for the Hotel Del and buses would stay in the first lane. Mr. Walton asked if Mr. Huth was suggesting that the parking lane be made a bus-through lane and extend it past the turn to Glorietta so they can't physically make that turn and Mr. Huth said he was looking for a way to physically channel the buses so it's illegal for them to cross into the far left lane to make the turn. Mr. Johnson said it is possible to do something, but we would have to get Caltrans' approval. He noted that there's a bus stop in that location that would need to be looked at; if you make buses come into a parking lane and physically divide them from the travel lane you might have conflict with the existing bus stop there, but it could be dealt with.

Ms. Hurst said there are a lot of buses in one place and there are suggestions about alternative staging areas. Is there some way to have some dispersion of the buses so they're not all in the same location? If some buses wanted to stage at the Visitors Center or the other location that would be great. However, there doesn't seem to be any way to control it so that everyone is not in the same place at the same time which is what's causing the overload in this area. Mr. Huth said that could be looked at a little more.

Mr. Huth commented on the R.H. Dana/Churchill area and asked how buses would get there. To get to that location they'd go through a residential area because you cannot make that maneuver coming down Churchill, so they'd have to come down Churchill, go somewhere on Ocean Boulevard and figure out a way to turn around. Mr. Johnson said he thinks they'd end up coming down Isabella and make a left on Ocean; that would probably be the most direct route. Mr. Walton observed that with the alternate locations there would be nothing to prevent buses from going back up R.H. Dana, making a right on Orange and making a left on Glorietta. He thinks that the bus companies like to go down that way so

they can go along the golf course and show off Coronado a little bit. He sees some drawbacks with the alternate locations.

Mr. Blood said that if there's a way to hold the buses over to the side by the Del until they can get past the turning point, whether it be a physical barrier or some kind of median, it makes a lot of sense to him. He supports something that would take this back for further review with that being a part of it.

Mr. Huth made a motion to send this issue back to staff to do more research, such as lane markings and configurations to keep buses from being able to move across to make that turn onto Glorietta. Mr. Scanlon seconded the motion and it passed unanimously.

The meeting adjourned at 6:52 p.m.