

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES
Thursday, April 22, 2004

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, April 22, 2004, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Robert Hutton, Tony Peña, Scott Huth, Kim Raddatz and Jim Benson. Also present was Dave Johnson, Assistant Engineer.

1. Minutes of the March 25, 2004 Meeting – The minutes were unanimously approved, with Mr. Benson abstaining because he was not present at that meeting.
2. Oral Communications – None.
3. Recommendation Regarding the Request to Install Stop Signs at the Intersection of Palm Avenue and I Avenue – Mr. Johnson reviewed the staff report. Jeanne Fox, a Palm Avenue resident, requested a four-way stop at the intersection of Palm Avenue and I Avenue. The warrant for a four-way stop was reviewed in relation to this intersection. The warrant addresses volume, accidents and visibility. None of the criteria were met. There are special conditions for residential areas, but all criteria must be met and since the criteria for street width and existing stop signs were not met, the special conditions do not apply. Mr. Hutton asked if the one accident that occurred in the preceding 12 months could have been prevented by a stop sign and Mr. Johnson responded yes. Mr. Hutton asked for a definition of a “through street” and Mr. Johnson said it is a street with no traffic controls, but there are controls at the intersecting streets. Mr. Hutton asked if a yield sign would be of value and Mr. Johnson said he had not evaluated that.

Jeanne Fox, 230 Palm Avenue, said that this request was one component of a proposed redesign of Palm. If this is denied, the plan for curb bulbouts falls away. She questions the car counts; it’s difficult to get a car count on Palm. It depends on the number of carriers, special events or whether it’s payday. She does not recollect if when the counter was out there was a high volume; she thinks it was low to average. This kind of skews the count. She wondered if another count could be taken due to the variables. She feels that Special Condition “c.” (street width cannot exceed 48 feet) is a backhanded way of looking at Palm Avenue – the width encourages speeding and donuts. The street width is a critical condition that argues for qualifying for stop signs instead of against them. This triggers high speed passing, endangerment of pedestrians and reckless driving. This intersection has a children’s park with playground equipment intended for preschool children and it is a route to school for children in the northwest quadrant. The average speeds are 10 miles over the speed limit and at any given time cars are speeding. The accident reports did not include accidents for Third and Palm, which does have a higher accident count. She feels stop signs would decrease accidents at Third and Palm. If the intersection was controlled, the speed limit would be 15 miles per hour in the intersection; now the average is 35 and that’s not the top speed. There is an incredible safety hazard.

Richard Parker, 235 I Avenue, has lived there for 25 years. He feels that most of the things Ms. Fox said do not apply. There is a bad period in the morning for about an hour and a half. Stop signs would only cause more noise with everybody stopping and peeling out. There is a stop sign at Third and Palm for children's safety. He does not see problems with accidents; there have not been enough to warrant stop signs. He is thoroughly against stop signs at this location. It's a nice, quiet neighborhood most of the time and this would ruin a nice, peaceful neighborhood.

Rod Weissenberger, 229 I Avenue, said the proposed stop sign would be in front of his house. The Navy commute is the only time there are many cars. He opposes stop signs because of sailors with loud boom boxes and rice burner cars stopping and starting and all the noise entailed.

Mr. Hutton said he had spoken to someone on First Street who was a supporter of stop signs there, but now, in hindsight, regrets having supported them. Mr. Benson said that he had the same conversation with someone who may not be the same person Mr. Hutton spoke to and they had the same concern, especially regarding trucks with air brakes.

Ms. Fox said that the volume of traffic has increased since 9/11. Traffic has redirected out of the First Street gate turning left on Palm. She's seen an incredible increase in the traffic volume in the last three years. It might be quiet on I Avenue, but not Palm. There are stop signs on Second Street; she'd like parity in street design.

Mr. Hutton felt that stop signs would add to disruption, noise and acceleration and would not decrease volume. Mr. Peña said that the warrants are not even close to being met and he doesn't really see overwhelming support for stop signs. He recommended accepting the recommendation to not install stop signs at this intersection. Mr. Benson seconded the motion and it passed unanimously.

4. Recommendation Regarding the Request to Install Candlestick Delineators at the Intersections of Palm Avenue/Third Street and Palm Avenue/Alameda Boulevard – Mr. Johnson said that Jeanne Fox had requested a "corner redesign" and staff felt that rather than doing a "hard redesign," it could be done with candlestick delineators. The turning radii for vehicles could be decreased this way. He noted that he had made some assumptions with the estimate in the report (\$1,500), but after consulting with Public Services, he feels we're looking at a cost of between \$5,000-7,500 for both locations.

Mr. Benson asked Mr. Hutton if a speeder cutting the corner and running over a candlestick becomes reckless driving and Mr. Hutton responded that the key element for reckless driving is to show endangerment. Running over a candlestick would add more than just a left-turn violation, though. Mr. Benson asked Mr. Johnson who the candlesticks down the centerline of Alameda were intended to control and Mr. Johnson said they are to discourage sweeping turns to protect the candlesticks on Palm. Mr. Huth said he is not sure why we'd want to go past Palm and Mr. Johnson said that one of the objectives is to have drivers stay on the designated collector street (Alameda) and this might encourage them to stay on Alameda. Mr. Huth is also concerned about the bulbout on the west corner. Those bulbout areas tend to be a maintenance concern because the sweeper can't get in there.

Mr. Benson said he'd like to try putting all of the delineators in. It almost replicates what's happening with drivers on Fourth turning left on Orange and squeezing

into a 12' lane. Mr. Johnson feels that without the bulbout drivers will drive closer to the curb and still maintain their speed. Mr. Peña asked if the delineators would be wide enough to let a wheelchair through and Mr. Johnson replied yes, along the crosswalk lines. It may require some kind of marking to indicate to pedestrians they're still expected to use the crosswalk. Mr. Peña asked if adjacent homeowners had been notified. He finds that candlesticks look nice when they're new, but they get dirty and then are not aesthetically pleasing. It could start looking like North Island. Mr. Johnson said he notified the entire length of Palm for both issues.

Mr. Huth said from a parking standpoint, this might eliminate some on-street parking and Mr. Johnson said that possibly a parking space could be eliminated, but there's a possibility for a redesign to minimize loss of parking spaces. Mr. Hutton said he likes the design, but thinks the bulbout area could be hit a lot. He wondered if a layout of dots could be put there instead. Motorcycles and low-slung cars do not like these. Mr. Johnson said the dots are called raised pavement markers or RPMs and are usually used to warn of unexpected conditions. There is noise associated with their use and after time drivers get used to them.

Mr. Hutton said that he had spoken to Lt. Lawton and they feel that the design has a lot of merit. If a decision is made to proceed with only one aspect of it, they suggest Palm and Alameda because speeds are higher there. Ms. Fox said that this is part of a whole package – the ideas all play together in a total design package. She is for everything that will reduce speed. Palm already has an industrial look so she doesn't think candlesticks are that much of a visual impairment. She thinks the benefits outweigh any concerns.

Mr. Huth moved to approve the staff recommendation and the motion was seconded by Mr. Benson. It passed unanimously. Mr. Hutton said he assumed that Mr. Johnson would finesse the design before it goes to the City Council.

5. Recommendation to Install a Red Curb Section on Orange Avenue at the Northeast Corner of Orange Avenue/Third Street – Mr. Hutton asked if the hotels had been notified and Mr. Johnson responded that they had. The staff recommendation to install a 30' red curb section on Orange Avenue just north of the northeast corner of Orange Avenue and Third Street was approved unanimously on consent.

The meeting adjourned at 2:50 p.m.