

**SPECIAL MEETING
TRAFFIC OPERATIONS COMMITTEE
MINUTES
Thursday, December 11, 2003**

A special meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, December 11, 2003, at 2:00 p.m. in the temporary Council Chambers at the Police Facility Emergency Operations Center. Present were Robert Hutton, Tony Peña, John Traylor, Scott Huth and Ed Walton. Also present were Dave Johnson, Assistant Engineer and Elizabeth Brett, Traffic Sergeant.

1. Minutes of the October 23, 2003 Meeting – Mr. Peña moved to approve the minutes and was seconded by Mr. Traylor. The motion passed unanimously.
2. Oral Communications – None.
3. Recommendation Regarding the Request to Convert a Portion of a Yellow Curb Zone to a Blue Curb Zone in Front of 111 Orange Avenue – The requestor, Robert Gillchrest, called the Engineering Department and requested that this item be postponed until the January meeting.
4. Recommendation Regarding the Request for Installation of Angle Parking on the North Side of First Street between A Avenue and the East End Cul-de-Sac – Mr. Johnson reviewed the staff report. The Engineering Department received a request from a resident in the 1400 block of First Street to install angle parking. They cited difficulty in parking for residents and visitors to their condominium building and also the number of recreational vehicles in the area. Mr. Johnson described the configuration of First Street: It has a street width of 60' curb to curb. There are no traffic controls between A Avenue and the cul-de-sac. Parallel parking is allowed on both sides of the street. The north side of the block has two driveways that provide access to a condominium complex and the south side has no driveways.

He reviewed the warrants for angle parking: (1) Street width must be at least 48' for angle parking on one side of the street; this condition is met; (2) Street width must be a minimum of 60' for angle parking on both sides of the street; this condition is met; (3) Average traffic volume is 2,000 or less; this condition is met; and (4) There will be no intermingling of angle parking and parallel parking in a single block length row. The warrants are met at this location.

A survey was distributed to the residents of the Coronado Village condominiums. Out of 22 surveys, 14 were returned. Eight were in favor of angle parking, with one resident requesting that it be placed on the south side of the block. Six were not in favor, with one resident writing that if it had to be done, put it on the south side.

Mr. Johnson said the north side of the 1400 block of First Street allows for twelve parallel parking spaces along its 233 feet of open curb space. It has two driveways that are twenty-four feet wide and a thirty-foot red curb zone to maintain access to a fire hydrant. Installation of 60-degree angle parking along this side of the block would yield a total of sixteen spaces, an increase of four spaces. The south side of the block supports eleven parallel parking spaces along its 225-foot open curb length and 60-degree angle parking would yield twenty spaces, an increase of nine spaces

He said that although angle parking would increase the number of available parking spaces, there are associated drawbacks. The sight distance for backing is decreased. If angle parking were to be installed on the north side, there are two existing driveways where drivers would experience decreased sight distance. And, as noted by some residents, increased available parking will increase activity and noise. The Engineering Department office is near this location so he has been able to observe – there is a lot of parking activity, but typically, you can find a spot on this block. There is relatively frequent turnover and space available on both the north and south sides. The original request was for parking on the north side, but if this is found to have deficiencies, he noted that he has also addressed angle parking on the south side. The disadvantage to that side is that people would be forced to cross the street. The recommendation, because parking is not heavily impacted and because of negative implications, is to not install angle parking. Mr. Huth also noted that diagonal parking areas tend to collect more debris because the street sweeper cannot get in. A higher level of maintenance is required.

Patty Andersen, 1437 First Street, lives in one of the units that faces the sidewalk. She is concerned about car lights coming into her windows. Bedrooms are only about 3' from the sidewalk. She feels there is plenty of parking without diagonal parking and that the real concern is with RV's and large commercial vehicles that take up parking spaces. One individual has five cars at a time for sale. It's completely incomprehensible that this should be a commercial car lot. Sgt. Brett noted that she had spoken to the City's code enforcement officer, John Swanson, and a letter has been sent to that individual.

Carol Gittes, 1409 First Street, speaking for herself and Anthony Gittes, believes that two people on the homeowner's association board have up to seven vehicles for sale that are moved every three weeks, not every 72 hours. This has been going on for years. She thinks that if we could get rid of the used car and truck business proliferation on this street there would be enough parking. Maybe there could be some handicap parking in the area. She is aware of three handicap signs in the area.

Charles Talmadge, 1423 First Street, agrees with Ms. Andersen. His biggest concern is that there is a speedway coming out of the Bay Club. They put pedal to the metal. If angle parking is put in there would be 17' the residents would have to look around to get out of their driveways. This would not happen on the south side of the street. He said he had provided written comments to Mr. Johnson and Mr. Johnson indicated that they were in the T.O.C.'s agenda packages.

Mr. Hutton said he felt that placing angle parking on the south side would encourage oversize vehicles to park on the north side. Ms. Andersen asked if it would be possible to put signage to discourage oversize vehicles. It's hard to believe, but people camp for weeks. Mr. Hutton said a restriction can only be for vehicles over 6' in height and to be enforced, it must be signed. Mr. Talmadge wondered if there is any way to restrict moving trucks from parking on A Avenue – their office is in Imperial Beach. Mr. Hutton responded that moving companies pay vehicle fees to allow them to use public streets. The City has a resolution to disallow parking on the residential side of A Avenue, but not on the other side.

Mr. Huth asked if there is anything in the vehicle code that allows you to look at the entrance and exit of major intersections, like the Bay Club and Ferry Landing, for high-profile vehicles. He also recalled that the DMV does not allow someone to sell more than three or four vehicles unless they have a dealer's license and a commercial location. Mr. Hutton said that to be a dealer you must sell five or more vehicles per year. Sgt. Brett said that of the vehicles being sold at this location, half are in an individual's name and half are in a business' name. Mr. Huth felt that those in the business name should be on a commercial lot and Sgt. Brett responded that the individual could be selling under his business, but may not have a dealer's license.

Mr. Huth said if diagonal parking is installed, he would rather see it on the other side of the street, but without doing anything else, it will take other vehicles and throw them smack against the property. Mr. Peña agreed with him. Mr. Walton said that although there's a high demand for parking, he doesn't think it's critical. He is somewhat opposed to diagonal parking because of the negatives and would like to look at some other way to get rid of large vehicles and address cars for sale.

Charles White, 1445 First Street, is the president of the homeowner's association. His wife and he agree with the City recommendation. Some time ago there was a problem with moving trucks on A Avenue and some residents went down to City Hall to support the lady who brought it up. They were to put signs on A and First. Signs on A got put in, but First never did. He spoke to the Police Chief about this and was told that the Police Chief thought they were put in. Also, there's a big problem with enforcement of people spending the night in RV's. The police knock on the door and then they're not sleeping, so it's not a violation. He calls when cars are illegally parked and even if they've been there 72 hours the police dispatcher is unresponsive. Another problem is people not using garages for parking cars; they're using them for storage of household items and basically, the code says the residents should use the parking that is designed into their residence. The primary reason is to keep cars off the streets, so the streets can be used for visitors and guests. City Council told him it's really not enforced or only if someone is living in a garage. Mr. Peña said basically, Mr. White is right; the code requires that garage spaces remain free and unencumbered for parking. You don't have to park there, but it must be clear. It could also be part of the condo's CC&R's to require this. Mr. White said he hears that the City won't do anything unless someone complains and Mr. Hutton asked him what he would do as the HOA president. Mr. White said he's "not doing much." He thinks it could be a fire hazard.

Mr. Hutton said, to clarify his discussions with Mr. White, they spoke about temporary posting of signs for street sweeping. Mr. White said this hasn't happened yet. Mr. Hutton continued that the ordinance allows for some restriction of oversized commercial vehicles – it may be possible to post this block on both sides. Regarding the 72-hour parking restriction, in every phone call the Police got from this area, those calls were responded to. There is no law against having a for sale sign in a car. Mr. White said he has told residents to call the Police if they see curtains drawn or leveling jacks on an RV. Sgt. Brett said that although the City has a Municipal Code that says you can't sleep in a vehicle, the Vehicle Code does not state this. In a couple of cases this went to court and the Vehicle Code prevailed over the Municipal Code. Mr. Hutton said the Municipal Code is pretty much a toothless tiger in this instance.

Mr. Hutton said, getting back to diagonal parking, he thinks the real motivation is what can be done about large vehicles parking there? Maybe a partial solution would be a restriction on oversized vehicles.

Hilary Dorn, 1419 First Street, said his wife's letter started all of this. They thought diagonal parking would alleviate the problem of recreational vehicles camping in a residential area and discourage the use of the city street as a used car lot. He would like suggestions on how to solve the problem of people abusing parking privileges on the street.

Mr. Huth made a motion to support the staff recommendation to not install angle parking and look into extending the commercial vehicle parking signage along the Bay Club on A so that it covers the cul-de-sac. Mr. Peña seconded the motion. Mr. Walton said this would most likely not disallow recreational vehicles. Mr. Johnson said that the City Attorney had stated at the time the signage was installed on A Avenue that the Municipal Code and Vehicle Code were not in concurrence. We could not use the wording "oversize vehicles," because that would include recreational vehicles. Mr. Traylor asked if parallel curb parking marks could be used to mark spaces for a typical passenger vehicle or small truck and Mr. Hutton responded that he thinks the code says marked spaces can't be enforced unless they're in a metered zone. The motion passed unanimously.

Mr. Hutton said the City would go back and look at posting to see what the law will allow. He said it would be nice to have something in writing from the homeowner's association because it supports everyone. Mrs. Gittes asked if there was any way of checking the car sellers and Mr. Hutton responded only if they're there for over three days. Sgt. Brett said that the City is now pursuing this from a business license angle, not a traffic angle.

5. Discussion Item – Recommendation Regarding Pavement Delineation of the Truck Loading Zone in the Alley of Block 4 – Mr. Walton said he brought this back because the T.O.C. already approved a 25' loading zone. He had envisioned this running the entire length of the new property being developed and wanted the T.O.C. to be aware

that it's only 25'. He recommends changing the original recommendation to be the entire length of the development, not just 25'. Mr. Hutton noted that typically, loading zones are painted yellow and this is proposed to be white. Mr. Johnson said he understood that since signs are in place for loading, yellow marking is not required. If no signs were in place, then it would need to be yellow. Sgt. Brett said if the zone went beyond the signs it would need to be yellow. Mr. Johnson said there is no problem going to yellow if it will help with enforcement.

Mr. Huth moved to make the loading zone the entire length of the development and use yellow paint. Mr. Traylor seconded the motion and it passed unanimously.

The meeting adjourned at 2:57 p.m.