

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES

Thursday, December 20, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, December 20, 2007, at 2:00 p.m. in the Council Chambers. Present were Scott Huth, Ed Walton, Lou Scanlon and Kim Raddatz. Peter Fait represented the absent Tony Peña. Assistant Engineer Dave Johnson was also present.

1. Minutes of the October 25, 2007 Meeting – Mr. Scanlon moved to approve the minutes as written, Mr. Walton seconded the motion and it passed unanimously, with Mr. Raddatz abstaining.

2. Oral Communications – Jon Ryan, 716 Margarita, commented on the intersection of Glorietta, Pomona and Tenth, near the tennis courts, which he passes through between 6:45-7:45 a.m., Monday through Friday. He knows that there's a recommendation in the C.I.P. to take a look at Seventh and Pomona for solutions and that may be coming forth. There are a lot of things going on around the tennis courts, with a bike path and so forth in the future. He thinks police enforcement might be helpful there in the morning. A lot of people don't stop, there are a lot of "Hollywood stops" and there's a lot of traffic coming up from the Strand heading down Pomona. There are a lot of bike riders and a lot of walkers and it's really challenging. Enforcement would send a message. Mr. Scanlon said the Police Department can address this.

3. Request to Install a Blue Curb Zone in Front of 477 B Avenue – Mr. Johnson reported that Beverly Hinkle requested a handicap blue curb zone in front of her residence at 477 B Avenue. She states that she and her husband both have disabilities which prevent them from traveling a great distance without difficulty. The City has a warrant to install residential blue curb zones and the three main criteria are: (1) The requestor must possess a handicap placard designating their vehicle for handicap purposes; (2) A doctor's note stating that the person requires assistance to travel a distance greater than 50 feet; and (3) There can be no area on their property which could be converted to usage for handicap parking. That includes garages and clear spaces on the property that could be converted. In this case, the requestor meets the first two criteria, but they do have a garage on their property and that is a disqualifying factor. Based on the criteria, it is the staff recommendation that a blue curb zone not be installed at this location.

Mr. Walton said he's driven by the residence on several occasions during daylight hours and there seems to be open parking on both B Avenue and Fifth Street (the residence is a corner lot). They also have a double-car garage which they could convert to handicap parking so he is inclined to go with the staff recommendation.

Mr. Fait asked if the distance from a garage to a house and whether there is a grade change to the accessible path of travel are factored into decisions and Mr. Johnson said that they are considered. He went on to say that typically, the City expects the requestor to try

their best to modify a pathway to accommodate accessibility. Mrs. Hinkle has told him that she uses the garage to park, but she finds it difficult because there are a couple of steps from the garage up to the main house. He suggested that she look into modifying those steps to try to make it easier for her. Mr. Fait felt the steps could be converted to a ramp or made wider, if necessary.

Mr. Huth noted that a letter was received from a resident in the area in opposition to installing a blue curb zone at this location.

Mr. Walton moved to accept the staff recommendation to deny installation of a blue curb at this location and Mr. Scanlon seconded it. The motion passed unanimously.

4. Recommendation to Incorporate Two-Hour and 30-Minute Parking Zones in the Vicinity of the Proposed Coronado Rotary Plaza – Mr. Johnson said that there is an upcoming Rotary Park project that will modify traffic circulation and create a larger park area. Seven additional diagonal parking spaces on the south side of Isabella have been proposed. Two of these spaces are proposed to be 30-minute zones and the other five to be two-hour zones. All of the existing diagonal parking at the center median of Isabella will remain intact. Currently, some of those parking spaces have an eight-hour metered time limit and it is proposed to convert the northernmost 14 spaces to two hours.

Mr. Huth asked if feedback had been received expressing a desire to have better turnover and Mr. Johnson said that was correct. Mr. Fait asked how far down the Isabella curb the parallel metered parking goes and what are the time limits. Mr. Johnson said the curbside parking extends to approximately the same area that the eight-hour diagonal parking metered zone ends and they are two-hour zones. Mr. Johnson suspects that the reason there is eight-hour parking in the median is to accommodate business employees and the two-hour curbside parking is to accommodate business patrons who wouldn't necessarily be there long term.

Bob Lindsay, 1117 Isabella, feels that the proposal makes the area more congested; therefore, safety is an issue. The passage on Isabella from Ocean is the main thoroughfare to get to Orange Avenue. He wondered if the re-striping would make the parking spaces closer together and Mr. Johnson responded that no new spaces are being created with the re-striping. Mr. Lindsay felt that the double diagonal parking at the east end of Isabella is a consideration, especially with the higher 30-minute turnover. Double diagonal parking is probably one of the most hazardous types of parking and he feels the situation is a little more hazardous than before. Additionally, he is concerned about the pricing for metered parking. Now you can park on Isabella either for free or one dollar for a working day. It's about twelve-and-a-half cents per hour. It's hard to believe parking in the business district is considered a problem when it's so cheap; you can't find parking that cheap anywhere. It's priced so low in Coronado that it doesn't discourage anybody from parking their car someplace. There's a question as to whether we should be providing parking for employees all day for a dollar and congestion is a big consideration with the double diagonal parking right at the end of Isabella.

Jon Ryan, 716 Margarita, tends to agree with Mr. Lindsay relative to metered parking pricing. He travels in his job throughout San Diego County and parks at meters all over the place. With the exception of La Jolla Village where it's totally free, Coronado is by far the cheapest and easiest. As a citizen, he loves the way it is, but elsewhere he can put a quarter in and it's only for 15 or 30 minutes. It makes you do your business, get in, get out, move on and somebody else can come in and park. Here, you can get a spot near your office and go out every two hours and put in a quarter, so you're not really getting the turnover that was

intended. Maybe it's time to take a look at the last time the parking was re-priced. You'd generate more income and get more turnover.

Mr. Fait asked if the two-hour parking lines up with the professional offices on the north side of Isabella and Mr. Johnson replied that there's a mix of businesses and residences on Isabella and the northernmost spaces that are proposed to be two-hour are nearer the business area where patrons are expected to be for a shorter period of time.

Mr. Fait asked if the double angle parking is similar to the layout in a typical parking lot and Mr. Johnson said he wasn't sure what the lane width is at that location, but generally you want at least a 14' travel width. This is very similar to what you'd find in a parking lot.

Mr. Huth has heard other comments on the parking meter rates and he wondered if the rate is raised would it move people into the residential area more?

Mr. Walton said the Coronado Rotary Plaza project manager, Eric Minicilli, has worked extensively with the businesses and residents to gain consensus and this is pretty much what they would like to see. He's done an admirable job of trying to accommodate all of the interests in that area.

Mr. Minicilli introduced himself as an engineer with the City of Coronado Engineering Department. He reported having had a lot of contact with the businesses and residents in the Rotary Plaza area. One thing he kept hearing was that they want more parking turnover in the median, especially during the summer. When you're paying a dollar to park there for eight hours, by de facto, changing those to spaces to two hours is going to up the price for at least those spaces. People didn't want to see more of half of the spaces change and there wasn't much feeling for extending the metering farther toward the beach, so the same number of spaces is there. The biggest issue was not to lose any parking as the size of the plaza was extended and that's why the double angled parking is there. The only issue associated with that was the feeling that we should find some short-term parking near the businesses such as the liquor store and the tanning salon.

Mr. Fait asked if the 30-minute zones could be used for patrons of the Flower Lady and Mr. Minicilli said it's definitely close enough, but he will also be looking to put a 12-minute spot on Orange Avenue next to the bus stop. He already has approval from MTS for this and will bring it to the TOC in the future. He expects that space to be mainly used for the Flower Lady patrons.

Mr. Huth moved to approve the staff recommendation and Mr. Raddatz seconded the motion. It passed unanimously.

The meeting adjourned at 2:28 p.m.