

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES

Thursday, July 26, 2007

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, July 26, 2007, at 2:00 p.m. in the Council Chambers. Present were Scott Huth, Ed Walton and Lou Scanlon. Peter Fait represented the absent Tony Peña and Kim Raddatz was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

1. Minutes of the June 28, 2007 Meeting – Mr. Walton moved to approve the minutes and Mr. Huth seconded the motion. The motion passed unanimously.

2. Oral Communications – Mr. Fait had a citizen ask about the placement and length of the red curb on the corners of Park View Place and Pomona. There was a complaint that they are absent or too short. There may be a conflict with the view line or cars hanging over into the intersection. Mr. Johnson said he'd take a look at the area.

3. Recommendation Regarding the Installation of a 140-Foot Red Curb Section at the Intersection of Silver Strand Boulevard and Pomona Avenue – Mr. Johnson said there is a section of curb between the entrance to Strand Way at the Boathouse Restaurant and the Pomona Avenue intersection. There's an existing 70' red curb near the intersection to keep cars from parking along the northbound approach to Pomona Avenue. The remaining 140' of curb line is unpainted and therefore open to legal parking. In the past we haven't seen cars parked there and something that has become kind of a pattern is for vehicles that are traveling northbound on Silver Strand Boulevard, wanting to turn right onto Pomona, to use that parking lane as a de facto right-turn lane, or a slip lane, to get beyond the through traffic stopped at the light on Silver Strand. This summer, several people realized that this is open parking and have been parking legally in this location. Unfortunately, commuters traveling northbound still wanted to use that parking lane as a turn lane and Mr. Johnson and several others have witnessed cars pulling in behind parked vehicles and waiting for them to execute a turn when there was no one in the vehicle. This caused a hazardous situation where these vehicles would have to back up and merge into fast-moving traffic. Therefore, staff proposes to install 140' of red curb at this location which would be approximately seven parking spaces lost. Historically, we haven't seen cars parking there; it's probably only utilized during the summer months. He has worked with Caltrans and they have given approval to go ahead and do that, if that's the desire of the T.O.C.

Mr. Fait said he is concerned about the loss of parking spaces and asked if alternatives had been considered. It might be prudent to pass on to Council an alternative recommendation; for example, if we wanted to have parking there, what could we do to make the parking safe and so that the northbound traffic would know that it was a parking spot, not a through lane? Could there be a small bulb-out or painting on the road to make it clearly identifiable as parking? A side benefit of having parking there is that it might

minimize the number of cars queued up in the right-turn lane which could help pedestrians trying to cross Pomona; that is a difficult intersection for pedestrians.

Mr. Johnson said there could be pavement markings there to delineate the parking lane a little better to let drivers know it is open for parking, but on the other hand, it wasn't specifically designed that way. Because of the volume of vehicles turning right on Pomona Avenue, having no parking there would really improve the traffic operations at this intersection and if you were to encourage parking at this location, that would have a negative impact on the traffic queues here. He guesses that at least 50%, and maybe more, of the vehicles approaching that intersection in the northbound lane are going to Pomona. To encourage parking there by delineating on-street parking would be detrimental to traffic operations. Another potential appeasement to taking away parking is the possibility of a parking lane being added to Strand Way with upcoming improvements; he hasn't seen the plans, however. This would be a safer location for parking in that general vicinity. In addition, the amount of parking in the Boathouse Restaurant and the City Hall area has been expanded. He feels that the parking here, which only seems to be utilized during the summer months, will not have a big detrimental affect on the area. Mr. Fait said sometimes when there are major events at the Hotel Del, hotel employees are pushed out onto the streets and this has been one of the prime locations they look at. He thinks the Council likes to look at alternative recommendations and wondered if markings or more visible signage for parking could be considered. If Council wanted to consider that, it might be prudent to explore how you'd do it and include it in an alternative recommendation.

Mr. Walton said that the entire Strand Way configuration will go to the Council at their next meeting to discuss whether it should be two way or one way. Councilmember Monroe has suggested that it be left as a one-way street; if that's the case, there is opportunity to pick up some parking. He doesn't, however, believe there would be enough width to do that if it remains as a two-way street from the Boathouse Restaurant onto the Yacht Club.

Mr. Fait asked if changing the curb line along the highway (not Strand Way) was being considered and Mr. Walton said there will some improvements on the highway and the curb line might move slightly toward the median of the highway.

Mr. Huth suggested that it would be good to note the number of parking spaces that would be lost (seven) in the staff report to Council. He asked what the standard length for a turn pocket is. Mr. Johnson said it depends on traffic volumes and there would be maybe a 100-200' turn pocket here to host the capacity of vehicles turning right. Mr. Walton didn't feel that at this particular location a dedicated turn lane could be installed; there's not enough width for three 12' lanes; however, it is legal to pass a car on the right to make a right-hand turn, so you don't need a dedicated lane.

Mr. Scanlon moved to approve the staff recommendation to install a 140' red curb section at this intersection and forward the item to the City Council. Mr. Huth seconded the motion and noted that the T.O.C. doesn't need to include this in their recommendation, but in the staff report to Council, Mr. Johnson should expand on an alternative of retaining the parking with new delineations. The motion passed unanimously.

4. 2006 Annual Traffic Report – Mr. Johnson reviewed some of the highlights of the report. In 2006 there was a 2.5% decrease in the annual average daily traffic on the bridge from 2005's total of 75,600/day to 73,700. There was no change on the Strand

Highway near the Amphibious Base. One thing included this year that wasn't included in the past are the five-day averages; the annual average daily traffic is the entire volumes, counted all year, divided by 365, so this normalizes that number by including holidays and weekends when traffic volumes are much lower. There was a peak in July of 89,000 vehicles in an eight-day period, which is quite a bit more than what Caltrans reports on an annual basis, to a low in December of 72,000. The Strand is also included, but unfortunately, for most of the first part of 2006, the counter on Strand Highway was not collecting data.

In 2006 there were 225 collisions, up slightly from 2005 when there were 205 collisions. Some more specific collision statistics have been summarized, such as single vehicles, number of accidents with injuries, hit and runs, auto-bicycle, auto-pedestrian and DUI. Also, unfortunately, in 2006 there were three fatal collisions with four fatalities. This was the first year in two or three with fatal collisions. Hit and runs were a little higher in 2006; there were 50, more than the 36 in 2005. Mr. Walton observed that alcohol-related accidents were up in 2006.

Mr. Fait observed that as the traffic volumes have greatly increased over the past 30 years, the accidents have gone down. Mr. Huth observed that larger traffic volumes sometimes slow the traffic down and Mr. Fait noted that some speed limits have been reduced.

Mr. Johnson said he'd have a collision map for the Council to review along with the Annual Traffic Report so that they can see where the collisions are occurring. Mr. Huth suggested addressing whether or not there's any plan to re-evaluate intersections or relay the information to Caltrans if it's on the Strand.

Mr. Fait said that it might be helpful for the average daily traffic, which is now shown cumulatively, to be broken down into north and southbound numbers and, for the bridge, east and westbound. Mr. Johnson explained that it is contained in the report, but is not termed northbound and southbound, but rather entering and leaving Coronado. Historically, there's very little difference in the splits at the bridge and the Strand; it's nearly 50-50 in both directions. It's statistically insignificant. Mr. Walton said he feels peak-hour numbers are more important.

Mr. Scanlon asked if primary collision factor information was included and Mr. Johnson said he has that information, but it's not in the Annual Report. He can include that as a graph when the report goes to Council. Mr. Scanlon said that information would help the Police in directing their enforcement efforts.

Mr. Walton moved to accept the report and forward it to the City Council with the changes mentioned during discussion, particularly grouping the causation of accidents and including the traffic collision map. Perhaps some of those collisions could be broken out by type, particularly auto-pedestrian and auto-bicycle accidents, to show those locations separately. Mr. Fait seconded the motion and it passed unanimously.

The meeting adjourned at 2:41 p.m.