

## CITY OF CORONADO

### TRAFFIC OPERATIONS COMMITTEE MINUTES

Thursday, January 27, 2005

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 27, 2005, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Robert Hutton, Ed Walton, Scott Huth and Kim Raddatz. Tony Peña was absent and represented by Ed Kleeman. Also present were Dave Johnson, Assistant Engineer and Sgt. Laszlo Waczek.

1. Minutes of the November 18, 2004 Meeting – The minutes were unanimously approved as written.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Install a No Parking Red Curb Zone in Front of the Residence at 53 Green Turtle Road – Mr. Johnson summarized the report and said that Patrick Kenney, 53 Green Turtle Road, requested a 12'-15' red curb be installed in front of his residence. Mr. Kenney's letter states that vehicles parked here obscure the stop sign and this could possibly be a safety concern. The accident history indicates that during the most recent three-year period there were no reported collisions at this intersection. At the present time, the only red curb zones in the Cays are in front of fire hydrants or along roadway sections that cannot accommodate appropriate parallel parking and travel way widths. There has been a lot of construction lately on Green Turtle Road resulting in competition for on-street parking, but this is temporary in nature.

Mr. Kenney wanted to clarify that the request is not for a red curb zone by his residence, but by the stop sign. He made several points: (1) Parking – all the traffic to Green Turtle Cay must pass through this intersection. There are 204 homes in Green Turtle each of which has a three to four car garage. There are 208 parking spots within Green Turtle Cay. Here we're talking about one parking spot which is less than one-half of one percent; (2) Temporary construction – #'s 34, 36 and 38 Green Turtle (across the street from him) have been under construction for over two years. Before that will be complete, the neighbor at 2 Admiralty Cross got a permit for construction. 8 Admiralty Cross has major construction going on and 44 Green Turtle (kitty corner from him) has work going on. To call three years of construction "temporary" is akin to calling the Navy traffic temporary because it's only in the morning and afternoon. It's never ending, never stopping construction; (3) Safety – For vehicles going west, if a big vehicle is parked there they don't see the stop sign. Mr. Kenney displayed some photos he had taken showing large vehicles parked at the subject site. There are children on Admiralty Cross who don't stop at stop signs. Some day there's going to be a serious accident at this intersection. This is solvable by one can of red paint. He reiterated that he is not asking for a red curb zone in front of his residence, but in front of the stop sign.

Mr. Hutton said that he and the traffic sergeant viewed the area as recently as this morning. The limit line is much further back than indicated on the aerial view included

in the T.O.C. report. They parked an SUV there and didn't see as much blockage as in Mr. Kenney's photo, but the photo was taken from a low angle. They found that you can see the stop mark on the roadway and then pull to the limit line and see the stop sign. What they didn't see were large construction vehicles. Mr. Kenney's description of the activity there is accurate – it's almost like new construction. Sgt. Waczek added that you can see the stop sign as you approach it; it's only blocked when you're parallel to it and a large vehicle is parked there.

Mr. Raddatz asked for clarification – would large vehicles be parking in the driveway? Sgt. Waczek replied that they could be. Mr. Kleeman asked if cars need to park behind the limit line and Sgt. Waczek said they do. Mr. Hutton said the police look at whether a driveway is rendered unusable if cars are parked there; they must be blocking the driveway, not just encroaching, for the police to tow.

Mr. Hutton asked if Mr. Johnson looked at any limitations on the size of vehicles that can be parked near the stop sign and whether the homeowners association had been asked for input and Mr. Johnson responded no. Mr. Kleeman asked how many intersections in the Cays have the same level usage and Mr. Johnson replied maybe Trinidad Bend and Port Royale. Mr. Kleeman wondered if marking a red curb at this location would set a precedent and Mr. Johnson felt that, if installed here, there would be requests at other locations.

Mr. Walton said his chief concerns are (1) safety and (2) parking because there is not a lot of on-street parking in the Cays. There have been no accidents in the past three years, so that's an indication that it's not a problem area. There are on-street markings that also provide a clue. Also, it's his feeling that probably 90% of the drivers there are repeat drivers. Mr. Kenney said that Green Turtle is different because almost all of the homes are on the water, built in the 70s and subject to major renovation. He said there is a lot of traffic that is not residential; much of it is workers who may not even live in the States.

Mr. Kleeman asked if there is anything else that can be done to bring awareness to the stop sign and Mr. Johnson replied that sometimes raised pavement markers (RPMs) are used, but they're more typically used to alert drivers to a condition not readily apparent, which does not apply to this stop sign.

Mr. Hutton would like to look at putting a height limit (6') there, but would want it to be supported by the other residents. Mr. Walton thinks the height limit on A Avenue was because of a vehicle visibility issue and he doesn't see visibility as a problem here. Mr. Johnson observed that this would require signage to be enforceable. The Vehicle Code says that vehicles over 6' can be prohibited within 100' of an intersection. Mr. Huth asked when "Stop Ahead" signs are used and Mr. Johnson said the City typically doesn't use them because the Caltrans Traffic Manual says they should only be used when speeds are 30 mph or greater or there are sight limitations to the stop sign.

Mr. Raddatz said he was concerned about getting the homeowners' association support. Mr. Huth suggested moving the bar to be like the aerial photo and putting some red paint on the radius which would leave room for a small vehicle to park. Mr. Johnson said he would not recommend this because the stop bar would need to line up with the back of the sidewalk which when extended into the intersection represents the unmarked crosswalk lines. Mr. Kenney said large vehicles park 3' into his driveway and he has two large cars; why does he have to maneuver around the vehicle? Mr. Huth said a driveway apron stand-off could be considered and Mr. Johnson noted that this is suggested in the staff report, but to this date, there has been no application of this in the Cays. He's

concerned that if this is done, there might be other requests and it would impact parking. The City would want to involve the homeowners' association if this were to be considered. Mr. Walton noted that typically, stand-offs are requested for smaller, 8' driveways.

Mr. Hutton felt this issue needed another look at possible solutions and Mr. Huth recommended sending it back to staff to look at other options, including re-visiting parking, driveway aprons, the stop sign and how they all relate, as well as contacting the homeowners' association.

4. Recommendation Regarding the Request for Installation of a Marked Pedestrian Crosswalk at the Intersection of Orange Avenue and Second Street – Mr. Johnson said a resident, Myron Hunt, requested this intersection be reviewed because of safety concerns. There was a marked crosswalk at this location that was removed with an overlay project. The City's policy is not to install or reinstall marked crosswalks unless they meet the established City warrant. He reviewed the warrant: (a) General Condition of the Intersection – it was felt that this intersection is not confusing to pedestrians; therefore, that condition is not met; (b) Pedestrian Volume – the total pedestrian volume is 10 or more during the peak pedestrian hour. This condition is met; (c) Approach Vehicle Speed – the posted speed limit is 30 mph. This condition is met; (d) Gap Time – there were sufficient gap times for pedestrian crossings; therefore, this condition is not met; (e) Visibility – this condition is not met because there is a large tree in the median that can obscure northbound traffic; and (f) Illumination – there are two lights in place so this condition is met. The warrant states that all conditions must be met to install a marked crosswalk and because (a), (d) and (e) are not met the recommendation is to not install a marked crosswalk at this location.

He said that the issue of traffic conditions at this intersection came before the T.O.C. within the last two years and there was discussion about having some markings to prevent blocking the intersection; he included this with this staff report in case the Committee has had a change of mind. The reported accident history indicates nine collisions in the most recent three-year history. The collision that prompted the request was caused by driver error and it does not appear that a crosswalk would have prevented it.

Myron Hunt, 1106 Second Street, said that he has lived at this location for 10 years. It is 50' from Orange Avenue and he has seen plenty of accidents. This accident caused both cars to go up onto the median and he had been there seconds before. There was another accident two months previously where the cars also ended up in the median. It seems to him that there were less accidents when the crosswalk striping was there. He asked about what changed the process to not re-stripe the crosswalk. He said there is crosswalk striping north and south, but not east and west and wondered why.

Mr. Kleeman said he lived for 14 months at the Coronado Bay Club and used this intersection frequently. This intersection seems to funnel a lot of traffic from the supermarket, etc. He believes it tends to have more traffic than similar non-signalized intersections on Orange Avenue and it can be difficult to get out of town using this intersection.

Mr. Hutton said it is counter-intuitive, but putting crosswalks in makes pedestrians less safe and crosswalks would not have made a difference in this accident. Trying to solve the issue by painting marks for pedestrians would put pedestrians at risk. Mr. Hunt asked if maybe something else could be done. Mr. Johnson said he was

unaware of any controls other than restricting through movements that would correct the type of accidents occurring. Mr. Walton felt that removing the semi-diverters would decrease traffic at Second and Orange. Mr. Huth agreed that it is a very busy intersection, but he does not support crosswalks. He likes the idea of watching it since the diverters are down and re-looking at it for discussion about six months from now. There are three mixed-use developments being constructed that may increase the activity in this area; two of them will be open in six months. Mr. Hutton also felt that the pedestrian volume will go up due to the new developments.

Mr. Huth made a motion to support the staff recommendation to not install crosswalks and to look at this issue again in six months. The motion was seconded by Mr. Raddatz and approved unanimously.

The meeting adjourned at 3:05 p.m.