

**CITY OF CORONADO  
TRAFFIC OPERATIONS COMMITTEE  
MINUTES  
Thursday, June 24, 2004**

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, June 24, 2004, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Robert Hutton and Ed Walton. Ann McCaull represented the absent Tony Peña, Rick Sitta represented the absent Kim Raddatz and Kim Godby represented the absent Scott Huth. Also present was Dave Johnson, Assistant Engineer.

1. Minutes of the May 27, 2004 Meeting – The minutes were approved; with Mr. Sitta and Ms. McCaull abstaining because they were not present at that meeting.
2. Oral Communications – None.
3. Recommendation Regarding a Request for an All-Way Stop at the Intersection of Sixth Street and Cabrillo Avenue – Mr. Johnson said that at the last TOC meeting the Committee heard the recommendation to not install stop signs based on City warrants. At that time, the City did not have a lot of background on support for stop signs, so the requestor was asked to get back-up and he did. This consists of a petition and letters in favor of stop signs. Today's staff report reiterates the warrants analysis – the intersection still does not meet the warrants, but based on the support evidenced, it is being recommended that this be sent to Council for their decision so it is like other school areas. Ms. McCaull commented that it might be appropriate to go with the staff recommendation because it may be a unique situation. Mr. Walton noted that engineering aspects are not met and this committee makes recommendations based on warrants.

Mr. Johnson said he had learned more history about this intersection since the last meeting. During a stop sign installation project in the 1980s this intersection was made an all-way stop. When Crown School was closed the stops were removed. After re-angendizing this and sending notices to neighbors, the City received letters from three residents in the area and they do not support stop signs at this location.

Mr. Hutton said he learned that use of this area will change significantly with planned new construction. This will go to Council for review in the near future. Perhaps rather than sending the stop sign issue to Council now, the Committee should wait until more is known about the renovations. It sounds like it might be a preschool operation.

Roy Mantz, 600 Cabrillo, lives at the corner of Cabrillo and Sixth and has lived there for 48 years. He previously submitted a letter and read from parts of it: There were stop signs there when Crown School was fully operational and were removed after the school closed. The stop signs did nothing except confuse the situation for drivers. There are only two periods when heavy school traffic occurs – between 8:15-8:45 a.m. and 11:45-12:15 p.m. The other 96% of the time as well as 24 hours a day outside of the school year the intersection is quiet with only commuter traffic and cars ingressing and egressing residences. People do not pay attention to stop signs. Younger drivers,

particularly, ignore signs completely. Others do typical California stops. Mr. Mantz reiterated suggestions he had made in his letter: Enforce the existing yellow crosswalks and school crossing signs; lower the speed limit to 15 mph; mark a drop-off zone with cones like they do at Village Elementary; and enforce parking regulations at the intersection. Another suggestion, provided by a neighbor, was to place temporary portable stop signs during school hours. One thing he has observed is that he has never seen a child crossing the intersection without being accompanied by an adult.

Mr. Mantz summarized by quoting from his letter: “In summary I am as conscious of the safety of our school children as the next person, but in my opinion, the reinstallation of the stop signs at the intersection in question is redundant and overkill; it is a simplistic *pro forma* solution that didn’t work before and will not work again. Times and the situation at Crown School have changed. I am confident that the measures that I have outlined above will alleviate a situation that exists for only about 4% of the school day. For the other 96% of the school day and for the remainder of the year, please don’t inconvenience the commuters who use Sixth Street and please don’t create disturbing noise and pollution for the corner residences by installing needless stop signs less than 30 feet from their master bedrooms.” He urged the committee to reconsider the request and not reinstall the stop signs. Please implement the alternatives he has suggested.

Edith Flynn, 601 Cabrillo, said her points are pretty much the same as Mr. Mantz’. She would be very disappointed to see stop signs go back in. The situation now is very different than it was several years ago when fifth and sixth grade students went to Crown School. Now all the kids are accompanied by adults and during school time the traffic is at a crawl because of congestion. There are huge yellow letters saying “school” and this is plenty of warning. Stop signs cause a lot of noise and pollution. The new school will move west and the new entrance will be at Coronado and Balboa, so this intersection will probably not be used at all as a school crossing.

Brad Willis, 757 C Avenue, introduced his son Morgan and Morgan’s friend. He came before the Committee a month ago and the Committee wanted to see if the concern was more than just his personal concern. The next day he went to the school to get signatures from parents and nearly all of them had horror stories about traffic. He asked for letters from the school and got letters from the elementary school principal, Lorraine Boyle, and the superintendent of schools, Marilyn Wheeler. He noted that Mr. Mantz brought up enforcement and use of cones; he doubts that the police will be able to enforce on any more than an intermittent basis. Lorraine Boyle’s letter said that coning was not felt to be a viable solution and that a drop-off lane would create additional congestion. Crossing guards are not feasible due to the school district’s lean budget. Dr. Wheeler’s letter noted that construction of a new facility will begin in late summer. In her opinion, with the onset of construction, more vehicles will be present and stop signs would be a pro-active step to support student safety. He also got a letter from several teachers. Two days after he came to the Committee there was a near tragedy where people were almost hit. Maybe the reason there wasn’t a horrible accident there before is because there was a three-way stop. If the other intersection will be more impacted due to school construction, other stop signs could be installed and the Cabrillo stops removed. He thinks the safety of children vastly outweighs noise in your bedroom. He urged the Committee not to wait. These small children should have the same advantage of every schoolchild in Coronado. This is the primary location where the crosswalks go straight to

the school. These kids, being so young, have not had the same opportunity to learn about traffic safety. He asked that, at a minimum, this go to the Council and better that it go with the TOC's recommendation. A year or two down the line, if it's more appropriate to put stop signs farther down the line, do so.

Jerry McCormack, 205 Sixth Street, the corner of Country Club and Sixth Street, said that there's a problem with street sweepers not being able to sweep the gutters. They're supposed to come every Wednesday, but week after week they can't clean them because parents and teachers are parked there. There are signs saying no parking, but no one pays attention. She can never park in front of her own house. Sixth and Country Club is a four-way intersection because Country Club goes almost all the way to Tenth Street. Cars park along Sixth from Alameda to the red line on the sidewalk and they whiz past Alameda and don't slow down. Sixth is the only intersection without stop signs. Parked cars are a deterrent – you have to go right out into the street to see if it's clear. It frightens her to see how they go down Sixth and thinks there should be stop signs on Sixth and Country Club because it's the only street that goes through. Mr. Hutton advised Ms. McCormack that the Committee could only comment on items that are on the agenda, but if she would like to put her concerns in a letter the Committee can consider them at another time.

Dale St. Denis, 710 Adella, is an architect and on the Planning Commission. He does not know what the timing is on the new school, but perhaps having a drop off location further down by the chain link fence could be considered. Maybe moving the fence slightly in and having a curb cut might solve future problems.

Mr. Willis thinks it's interesting about this not meeting the warrants. He learned today that there was once a three-way stop there. It must have met the warrants at that time.

Mr. Walton explained that there are stop signs in the City that do not meet the warrants. The TOC is a technical advisory committee to the City Council. Approving items that don't meet the warrants is something for the Council to consider. Stop signs might help if you could channel people into the crosswalks, but people cross where they can park.

Mr. Hutton thinks things are in a state of flux now with the planned construction. He would like to suggest that the Police Department get with the school and parents to work on a drop-off zone that might be temporary because the entrance may move away. They should see what the problem really is when construction is completed. He recommends that this not be approved and not forwarded to Council. The TOC can reconsider this further after construction. Mr. Walton said he could support that.

Ms. Flynn knows what the plans for the new school look like and they don't have a drop-off zone or parking for staff. She's getting a disconnect here – what good does it do to do anything when the school has no plans for this?

Ms. McCormack wondered if there weren't City land in the area that could possibly be used for additional parking.

Mr. Hutton said the City Council will be considering the impacts of the school construction and that will be an opportunity to approach the Council with any concerns. He made a motion not to send this forward to Council, but to have the Police Department address a temporary zone during construction and re-evaluate the situation at a later date. Ms. McCaull seconded the motion and it passed unanimously.

4. Recommendation Regarding the Encroachment of an ADA Compliant Pedestrian Ramp at the Alley Entrance to Vons Supermarket, 868 Orange Avenue – Mr. Johnson said that this had first been heard by the TOC in February 2004. At that time, the TOC questioned why this ADA ramp needed to protrude into the alley right-of-way and requested a legal determination that this entrance is the “primary” entrance to the store. To date, he has not received that information. In addition, the TOC has received no alternatives for redesign. The staff recommendation is to ask for a copy of the legal review for the designation of the rear entrance as the primary entrance and to see alternatives.

David Larson, Nadel Architects, 1111 South Coast Drive, Costa Mesa, CA 92626, said there are two issues: one is ADA compliance – getting people into the store – and the second is safety. The entrance is set into an alcove; customers can’t see anything until they’re out of the alcove. On all new buildings, all entrances need to be ADA accessible; for existing buildings you can get an exception for hardship at the discretion of the building official. But even if you get it there is still the problem of people walking into the alley blind. He distributed some drawings and reviewed some concepts: The first plan does not work because it cuts off what will be the new deli area (it’s now the liquor area); Concept #2 looks at an L-shaped ramp. This would take 6' from the alley; Concept #3 is an 8% slope and impacts the alley in the least possible manner. People will be going down 16" of slope which is not desirable with heavy shopping carts. The best is a T-shaped ramp modification. Parking would be restriped to make the alley access as wide as they can.

Mr. Hutton asked if Engineering had seen these other concepts and Mr. Larson said not until today. Mr. Hutton then asked if Engineering had seen a legal review and Mr. Larson said he was not sure what that means. The parking lot is at this entrance. Mr. Hutton said the City had asked for some help in determining that the alley is the primary entrance; if this is settled, then it comes down to an engineering review of line of sight, etc.

Ms. McCaull said that, looking at the comments from the previous TOC minutes, she noted concerns about whether the City is responsible for accommodating private property. It seems that the proposed remodel could accommodate the handicap ramp entirely on private property. Then issues of alley safety could be addressed separately.

Dale Fujiyama, representing Vons, stated that it is kind of a hardship issue because they might lose part of the deli. He’s concerned about the blind alley and how to make it more visible. Mr. Hutton said that might be premature for this committee; there are issues that might be handled by other forums. It’s not ready to be a TOC issue.

Mr. Larson said there are code requirements that you cannot walk behind cars unless it’s your own; you would have to realign the whole parking lot to accommodate equal access.

Mr. Sitta asked what is the height of the store on the Ninth Street side? Has it been looked at? He does not see that eliminating 6' of alley would eliminate the traffic situation. Has there been any thought of changing the entrance to the Ninth Street side rather than directly into the traffic flow? Mr. Larson said he could study this but he thinks the sidewalk side is lower than the alley.

Ms. McCaull wanted to bring Vons' attention to item #7 (in-pavement flashing crosswalk); they may want to explore this for safety of pedestrians. Jim Symons, representing Vons, said that this is done in the City of Glendale and is very effective. He wondered how many police enforcement issues there have been with speeding in that alley. He observed speeding when he was there.

Mr. Hutton said the Committee was not comfortable evaluating the options. It seems like there are a lot of other options that could be looked at. He suggested looking at Tent City Restaurant and what they've done. The City feels the need to establish what the options are and have some discussion about this entrance being primary or secondary. Mr. Walton recalled earlier discussion about the possibility of lifts and more discussion of construction on private rather than public property.

Dale St. Denis, 710 Adella, has shopped there for years and years and always questioned why the doors are reversed. He's watched kids be knocked on their fannies. Mr. Larson said he was told it had to do with the flow of people so people coming in don't cross people leaving. Also, it forces people leaving to be farther from traffic. Mr. St. Denis said he likes the idea of a splayed wall so that the sight line is 20' or so. Mr. Hutton recommended that Vons get back with the Community Development Department. No action was taken on this item.

5. Recommendation Regarding the Request to Install a Handicap Blue Curb Parking Space in front of the Residence at 1012 Ninth Street – Mr. Johnson said the same request had been made about two years ago. He reviewed the warrants: (1) Requestor is in possession of a handicapped placard; no handicap placard has been received, although he believes she has one; (2) The resident does not have space which could conceivably be converted to disabled parking; there is a driveway that is actually very close to the front door for loading and unloading; and (3) Resident is not capable of unassisted travel of more than 50' and has a doctor's note to support this; no doctor's note has been received. The recommendation is to not approve the request. Mr. Walton moved the staff recommendation; it was seconded by Ms. McCaull and passed unanimously.

6. Recommendation Regarding the Marking of Speed Limits on City Alleys – Mr. Johnson said that on April 27, 2004 the Planning Commission reviewed fence heights along alley/street intersections. They recommended no changes at that time, but did request that the TOC look into marking alleys with speed limit markings. The prima facie speed limit for alleys is 15 mph. There are dozens of alleys in the City and they are not a primary area for accidents. The accidents that do occur there have not occurred due to speeding. The staff recommendation is that they not be marked. An alternative would be to mark the alleys in the business district because they are the most highly traveled.

Dale St. Denis, 710 Adella, said he thinks he's responsible for this request. There are some dangerous alley entrances onto streets. Only one person on the Planning Commission knew of the 15 mph speed limit for alleys. Because of blocking Fourth Street, there is more traffic down the alleys. He thinks the alleys that get more traffic should be marked. People are used to traveling 25-30 mph and do that down alleys.

Mr. Walton said the general public may not be aware of the 15 mph speed limit in alleys, but marking the alleys might not have the desired effect. Maybe the public could be educated through the City newsletter.

Ms. McCaull said that the Community Development Department, through the Planning Commission, committed to doing some public outreach on speed limits and will be pursuing that. She asked Mr. Hutton if the police are aware of a problem and he responded that they do get complaints, but they're not having accidents. When they do get complaints they place an officer there. This is probably more effective than painting or signs. Of all the miles of alleys there are probably only three one-block alleys that are reported.

Ms. McCaull said she appreciated the alternative recommendation to place markings on alleys in the business district, particularly the 100 block of Orange. Large mixed-use projects are happening and it might be good to be proactive. If the Committee is not willing to mark them now, maybe this could be monitored and brought back in the future for consideration.

Mr. Walton moved to accept the staff recommendation not to mark the alleys. Ms. Godby seconded the motion and it passed unanimously.

7. Recommendation Regarding the Installation of an In-Pavement Flashing Crosswalk – Mr. Johnson said the Engineering Department has been following this technology for several years. Until now, these devices have been mostly hardwire systems that require cutting into pavement and they were rather expensive. At a trade show, he was introduced to solar LEDs (light emitting diodes). Their drawback is that they continually flash. He was recently introduced to a company called Spot Devices, Inc. They have LEDs that can be controlled by push buttons. City forces could install them. The Engineering Department would like to consider a trial installation. The candidate sites are: First, the crosswalk at Isabella and Ocean Boulevard. The second location is Ocean Drive and Ocean Boulevard at Sunset Park. Then Sixth and F Avenue at the school could be considered. Because of pricing, the locations are constrained to doing a curb-to-curb width of 48'. Therefore, the intersection at Ocean Boulevard and R.H. Dana cannot be considered. In-pavement flashing crosswalks are usually used at uncontrolled intersections. When installed, they should follow the warrants for uncontrolled crosswalks.

Ms. McCaull asked if the TOC approves this device, would it go in before summer? Mr. Johnson responded that the goal is by the end of July. He explained their configuration and the requirement for a control box on a pole about 12' high. Ms. McCaull asked if the control box could be attached to a lamp post to improve Ocean Boulevard aesthetically. Mr. Hutton said this is really a trial; if they don't work they can come out. There are other devices that respond to proximity. He likes Ocean and Isabella.

Mr. Walton said he is reluctant to place it there because it's new technology. He'd recommend Ocean Drive and Ocean Boulevard because that's a right angle intersection and there are fewer residences. Mr. Hutton was concerned about that location because it's a dead-end street and not everyone crosses at the intersection. He said, regarding funding, the Committee might want to consider Sixth and F because the City is currently spending \$35,000 a year on crossing guards. If they could be eliminated, other locations could be funded. Mr. Johnson said that Sixth and F is a controlled intersection, but he included it because there's always been concern about pedestrian safety there.

Ms. McCaull made a motion to support the staff recommendation at either location on Ocean Boulevard, but she prefers Ocean and Isabella because there are so many pedestrian crossings. It was decided to recommend Ocean Boulevard and Isabella with the alternative of Ocean Boulevard and Ocean Drive. Mr. Sitta seconded the motion and it passed unanimously.

The meeting adjourned at 4:04 p.m.