

**REGULAR MEETING  
TRAFFIC OPERATIONS COMMITTEE  
MINUTES  
Thursday, June 26, 2003**

The regularly scheduled meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, June 26, 2003, at 2:00 p.m. in the Council Chambers at City Hall. Present were Robert Hutton, John Traylor, Ed Walton, Tony Peña and Scott Huth. Also present were Assistant Engineer Dave Johnson and Traffic Sergeant Elizabeth Brett.

1. Minutes of the May 22, 2003 Meeting – Mr. Traylor moved to approve the minutes and was seconded by Mr. Huth. The motion passed unanimously.
2. Oral Communications – None.
3. Recommendation Regarding the Request to Install a K-Rail Type Barrier along Property Frontage at 277 B Avenue – The applicant was not present. Mr. Traylor asked if the K-rail would be intended to prevent items from going into the applicant's yard and Mr. Walton said he felt her real concern is for potential vehicles coming onto her property. Mr. Traylor asked if there was anything that would prevent her from constructing something on her private property and Mr. Walton said no. Mr. Traylor moved to accept the staff recommendation that no K-rail be installed. It was seconded by Mr. Peña and passed unanimously.
4. Recommendation Regarding On-Street Parking Conditions in the 100 Block of C Avenue – Mr. Johnson summarized the staff report. Mr. William Perkins approached the City, stating that parking is difficult in the 100 block of C Avenue and cars are often parked all day. He feels that on-street parking is desirable for use by commercial buildings in that area. There is a mixed-use building on the corner and two more coming. Mr. Johnson said his observations have indicated that there is not a lot of vehicle turnover, resulting in very infrequent openings for parking on the north half of the block. It's possible that some of this parking is by military personnel who do not have base parking privileges as it seems to open up after 3:00 p.m. Cabs have also been noted to be parked there for long periods of time. On the south half of the block, however, there is relatively regular vehicle turnover. Based on his observations of parking conditions, staff has proposed installation of metered parking at this location. One ramification could be the pushing of these vehicles to other parts of the area. Staff does not recommend metered parking on the south side because it does not seem to be having the same problem.

Mr. Hutton asked if two or four-hour parking had been considered and Mr. Johnson responded yes, but meters were recommended because there is already metered parking in the area and additional meters could both help the problem and generate some revenue. Mr. Traylor asked how signage would affect police operations and Mr. Hutton responded that they rely on complaints as Coronado does not have a number of people who can go

out and check on violators, as they do in other communities. Meters tend to self-enforce, but are labor intensive on maintenance and collection.

Mr. Huth wondered if contractor vehicles from the project being constructed are part of the problem and Mr. Johnson responded that it appears to be passenger-type vehicles that are parking there. Mr. Hutton wondered if other or future residents would be supportive of metered parking. Mr. Peña said there would be plenty of parking for residents of the developments yet to be built. He would like to wait until all the projects are complete and see how things settle out before making a change. Mr. Hutton was also concerned that this would squeeze the problem to another area. He is concerned with what Mr. Peña brought up in that the whole character of the neighborhood is changing. Mr. Johnson said that in the future there will be three more retail developments in the area and there will be even more of a need for more on-street parking for turnover of visitors to the retail establishments. Mr. Peña said if it is left status quo, why can't people park on the south side and walk over? The farthest away a person would be is 400-500'. Mr. Johnson said he feels the goal of metered parking is to discourage people from parking all day.

Mr. Peña said that a major parking study was done of the downtown area and in certain areas there wasn't much of a parking problem – it was a convenience problem. Mr. Johnson agreed and said that if someone were visiting a retail establishment, they would be able to find a space in the south end, however, the recommendation aims to change the parking dynamic and discourage the all-day parkers who are not even conducting business in the vicinity.

Mr. Traylor said that in Mr. Perkins' letter he had mentioned congestion and poor sight lines and asked Mr. Johnson what his findings had been in this regard. Mr. Johnson said he did not find the corner sight distance affected by parked vehicles nor did he find congestion caused by parking conditions.

William Perkins, 1128 First Street (Crown View complex), wanted to make a clarification on congestion and sight. There have been numerous times that Coronado Moving Company has parked on the Crown View side for days or an entire weekend and it is hard to see when coming out of the parking garage. As far as congestion, trucks that service Albertson's are forced to double park. The biggest reason for this request is to allow a turnover of spaces. He said we're all guilty of wanting to park as close to a retail establishment as possible and if these 19 spaces are occupied all day long, people will be deterred from visiting these places. Mr. Peña asked if there is parking in the alley and Mr. Perkins said there is, but other people use it. Mr. Peña said he is in the neighborhood often and he just doesn't see a major problem. He often sees the Crown View stalls open.

Mr. Perkins said that eventually there will be more retail shops and maybe now is the time to take the first step and install meters on C Avenue. There are no spaces available by the barbershop and if people can't park, they'll go somewhere else. Mr. Peña asked if there was a sign in the barbershop stating "parking in the rear" and Mr. Perkins said there was not.

Mr. Walton said he sees two competing interests: the first is retail where you want a high turnover and the second is residential, where people might be visiting for a few hours. He also agrees with Mr. Peña that it would a good idea to wait for the other developments to be built. Mr. Hutton said that meters would help, but they will displace parking to other residential areas. The street is changing – the idea is not a bad one, but maybe it should be the entire block or wait until the new developments are built and include the new tenants in the decision. Mr. Huth thinks the whole block will need meters, but thinks it should wait until after the other projects are finished because the workers are going to need parking. The need for turnover is there, but he would feel more comfortable waiting.

Mr. Walton moved to defer a decision until the three other developments are complete and then consider metered parking. Mr. Peña seconded the motion and it passed unanimously.

The meeting adjourned at 2:40 p.m.