

## CITY OF CORONADO

### TRAFFIC OPERATIONS COMMITTEE MINUTES

Thursday, July 28, 2005

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, July 28, 2005, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Scott Huth, Ed Walton, Tony Peña, Kim Raddatz and Paul Crook. Also present were Dave Johnson, Assistant Engineer and Laszlo Waczek, Patrol Sergeant.

1. Minutes of the June 23, 2005 Meeting – The minutes were unanimously approved as written.

2. Oral Communications – Heinz Steiner, 1007 Flora Avenue, said that the intersection of Isabella, E Avenue, Flora and Tolita has no traffic control measures for westbound traffic. Traffic wanting to cross from Flora to E can make it half-way and traffic from Isabella has no reason to stop. There are daily close calls. He proposed that (1) the view is obstructed by the last parking spaces in the median in which large trucks are routinely parked; if the spaces were marked for small cars only it would help; (2) add a yield sign on Isabella entering the intersection from a southbound direction; and (3) add a crosswalk across Flora to E. There are no other crosswalks until Isabella gets very wide and it is intimidating for pedestrians to cross. He spoke to over 50 residents and business owners and all are in favor of a crosswalk.

Bob Lindsay, 1117 Isabella, has lived there since 1968. Before the median parking went in there was not a problem, but since it went in there has been a constant problem. Beachgoers are not used to the area and go pretty fast. It's a blind intersection for them. Just today there was traffic coming in from every corner. He has seen several close calls. He strongly supports Mr. Steiner's proposal.

Sue Kinsey, 1074 Isabella, has lived at the corner of Isabella and E for 34 years. They're getting so much traffic now and people come around the corner from Orange to E and when they hit E they go like wildfire. She has seen close accidents. She's afraid she'll have to call the police one day because a skateboarder's been hit. She's hoping this can be taken care of.

Gene Rathswohl lives at 924 Eighth Street, the corner of Eighth and E. He feels the only negative in Coronado is the high rate of travel, especially down Eighth and going across D. It seems that a high percent of traffic on Eighth going to Orange is going at a high speed to hit the light all the time. There are no speed limit signs on Eighth or painted on the road. There are no crosswalks at Eighth and D. There is a lot of traffic coming out of the Vons parking lot at Ninth and D and heading for the stop sign on D. Speed is over 25 mph all the time and he's never seen the police give a ticket. He supports whatever enforcement can keep speeds down. Maybe put up an electronic device that flashes the speed. He'd like to see the area monitored.

Ed Graham works at St. Paul's Church and has two issues. He wondered about the possibility of temporary green or yellow parking at the church because parking spots are taken up by students. The church needs something for church service providers.

Also, he's concerned about the Sixth Avenue phone. This could use temporary parking for those who use the phone or are picking up children. Mr. Huth asked him to submit a letter indicating his wishes and said that Engineering would review it and agendaize it for the T.O.C.

3. Recommendation Regarding a Request to Remove Two Metered Parking Spaces on Either Side of the First Street Driveway Servicing Albertson's Supermarket – Mr. Johnson reported that Miles Harvey wrote a letter requesting that two metered spaces be eliminated and red curb painted for sight line improvement. Mr. Johnson said that typically, dangerous intersections manifest themselves in higher than average accident rates. There were no accidents noted at this location. It appears that construction workers are parking large trucks there which can make eastbound traffic difficult to see. Staff feels that eliminating those two spaces would not alleviate the line of sight problem enough. What can be done is to install three-foot red curb standoffs on either side of the wings to discourage cars from parking too close to the driveway wings. Mr. Huth wondered if a compact car designation could be placed at that metered space or if there is any way to condense the spaces there now. Mr. Johnson replied that any adjustment would reduce the standard 22' interior spot and he doesn't think the few feet gained would be beneficial.

Miles Harvey, 1099 First Street, has been going in and out of that parking lot for 16 years. There was no problem until the parking spaces were restriped. Now you have to inch forward into the street. He distributed photos of trucks parking there. This is exacerbated by construction vehicles now, but in his opinion, more sight line is needed. The City report says there are 7,700 trips a day on this section of street and he believes a lot of those are going to Albertson's. At the very least, eliminate one parking space. The problem is super-sized vehicles; you used to be able to look over the hoods.

Nancy Reynolds, T.O.C. secretary, read a phone message from Janet of Top Deck Barbershop. Janet would like to see some metered spaces removed and red curb painted. She feels it will enhance the ability to safely exit the parking lot.

Paul Corriere, the owner of the Albertson's property, doesn't exit there because cars come really fast. He's in favor of removing one metered parking space, painting the space red and marking the rest of the spaces for compact cars. The other side does not seem to be a problem, but this side definitely is. The manager of the store has mentioned this to him. Some cars have to be almost mid-intersection to see.

Mr. Raddatz said that Mr. Harvey's letter says that the problem started with the restriping and he asked Mr. Johnson if this increased the number of parking spaces. Mr. Johnson responded that it made the parking 10'-15' closer to the driveway entrance than before. The recommendation for the red curb standoffs is so that the police have an enforcement tool. He noted that on-street parking in this location is very important.

Mr. Peña observed that people don't respect white parking "T's" if their vehicles are large and they will overlap. He thinks painting one space red will solve the problem. Mr. Walton said he felt there is room for a three-foot standoff and the last space could be shortened to 18'. He noted that on First Street there is a bike path that gives four additional feet for people to enter the roadway. The fact that there's a vehicle parked there all the time shows that the demand is there. He would prefer to use some red curb and enforcement rather than take away parking.

Sgt. Waczek said that "T's" are enforceable if the vehicle is out the box. If the end space goes below 18' it will have to be marked for a compact car.

The question was raised as to whether “T’s” are required and Mr. Johnson said that they are required with metered parking. Mr. Huth said he did not like the concept of reducing parking; maybe the last space could be for a compact with red curb up to it.

Mr. Raddatz moved to paint the east side of the driveway with a three-foot red curb standoff and the west side with a red curb from the driveway apron up to the first “T.” This would be three plus feet. Mr. Walton seconded the motion and it passed unanimously.

4. Recommendation Regarding a Request to Install Approximately 100 Feet of Red Curb No Parking Zone along the East Curb Line of Northbound Orange Avenue in the 1300 Block – Mr. Johnson said a letter was received from a resident concerned with the traffic situation at this intersection. The resident was involved in an accident that occurred when crossing B Avenue westbound and feels the problem would be solved by removing five or six metered parking spaces. Mr. Johnson said there were 16 collisions at this intersection in the past three years, four of which were of the broadside type, but three of those occurred on the opposite (southbound) side. The other intersections along Orange show similar collision histories. There is very limited offsite parking in the downtown area. The accident history shows that even with right angle intersections, drivers don’t show good judgment. He feels that eliminating parking would not improve the accident rate. Parking is much needed by the businesses in that area. He received a call from a business owner in that area who was concerned that eliminating parking would not be beneficial to his business. In addition, the Downtown Specific Plan says we need to maintain parking in the downtown area.

George Bruce, 1020 Alameda, the initiator of this request, has lived in Coronado for over 40 years. He said this intersection is unsafe for pedestrians and motorists trying to enter Coronado in a westerly direction and for drivers going north. The reasons this intersection is dangerous are: (1) Orange Avenue is curved around to the left just before the intersection; (2) traffic coming off the Strand is usually moving much faster than 25 mph. A police officer told him it’s often 45 mph. He would recommend putting a flashing 25 mph sign by the Brigantine. The only speed limit sign now is in the median by the Hotel Del; and (3) as you try to cross to the median lane your vision is seriously diminished for at least 35' by parked vehicles. The first time you can see a car it is 35' away from you. A car traveling at 35 mph comes at you in one second. Therefore, you have no chance to get across without being hit. If you are driving north you have little to no chance to brake. He knows this from sad experience on May 1 when he was hit broadside by a Volkswagen. His car is worth \$22,000 and \$10,000 damage was done to it. If there had been a pedestrian there would have been a fatality. The intersection is unnecessarily unsafe. Are five parking spots more important than safety? He recommends: (1) take away five parking spaces and paint the curb red; and (2) if this is too tough, take away three parking spaces.

Mr. Bruce said his friend, Vice Admiral Kempf, is in the hospital, but asked Mr. Bruce to read his comments. He too has had close calls trying to cross Orange at B. Parked cars on the north side of Orange prevent one from seeing drivers from the south. Add pedestrians crossing Orange when you’re looking left and it’s very dangerous.

Another friend, James Strickland, submitted a letter which Mr. Bruce read. Mr. Strickland has long held concerns about this intersection. After many close calls here he now avoids this route. The sight angle is severely degraded by parked cars. The danger of the intersection is compounded by heavy pedestrian traffic. He believes the best way

to improve sight distance is to remove some parking spaces. "Let's fix this problem before we have a real disaster," he wrote.

Jerry Usalis, 920 Country Club, has been driving there in a truck with higher visibility than Mr. Bruce's sedan and still has difficulty seeing.

Bill McGrath, 1101 First Street, #203, is concerned not only with safety, but also the liability the City might incur. If the Bruces had been hit by a vehicle driven by an illegal immigrant in a stolen car and they'd been seriously hurt, their attorney would be looking for someone to sue. This is a matter that deserves consideration.

At this point Mr. Raddatz left the meeting and was replaced by Sgt. Waczek.

Bill Collier, #58 Antigua Court, avoids this intersection. It is extremely difficult to anticipate how to cross. It makes sense to do something. He wonders about the collision rate being similar to other intersections and thinks traffic volumes might be a little less at Orange and B. He suggested eliminating some parking and using radar.

Gordon Smith, no address given, agrees with what Mr. Bruce and the others have said.

Lionel Rowe, no address given, agrees with Mr. Bruce. His office is a block and a half away from the intersection and he's almost been hit quite a few times. It's a gamble. Is it better to have the parking spaces or not? If you can't take out all five, take out at least one.

Mr. Walton noted that if a car is stopped at B looking south onto Orange, the line of sight will hit a building within three to four spaces and therefore he can't see removing spaces. If you pull out into the crosswalk there is more visibility; however, more vehicles may block views due to the curve. Mr. Bruce spoke and suggested taking out three spaces; it would be 90' and would give an extra second of time. If he'd had an extra second he'd have been across the street.

Mr. Huth said he drives this location periodically and thinks that speeding is a problem. He also believes that people backing into parking spaces actually helps slow traffic and wonders if there are solutions other than eliminating parking because he sees speed as an issue and removing spaces might increase speed by widening the perceived roadway. Mr. Walton said that everyone who spoke mentioned speed and suggested the use of a variable message sign; many drivers who go up and down Orange Avenue are repeat drivers and may need to be reminded about speed. Mr. Johnson said that if we were seeing more collisions here and many were of the broadside type we might wonder if something different was going on, but the accident history is inconclusive to him that it is due to line of sight problems.

Mr. Crook recommended that the Police Department staff look at this and make a recommendation regarding possibly removing a number of spaces (from zero to five) and addressing speed. Mr. Peña seconded the motion to allow the Police to study this and continue it to the next meeting. Mr. Huth asked when the last speed survey was done there and Mr. Johnson said its Caltrans' right-of-way, so he has never done a survey. Mr. Walton said the City could do a spot survey. The motion was unanimously approved.

5. Recommendation Regarding a Request to Modify the Location of Existing Pavement Markings at the Intersection of Orange Avenue and Park Place – Mr. Johnson said that Mr. Heinz Steiner has requested that the existing pavement markings in the vicinity of Orange Avenue and Park Place be modified. Mr. Steiner reports that vehicles turning right onto Orange Avenue frequently block access to drivers wanting to use Park Place to reach the Star Park neighborhood. Mr. Steiner suggests stenciling a line from

the Park Place northerly corner to a point approximately 12' to 14' south from the edge of Rotary Park and the crosswalk marking to eliminate conflicts with vehicles wanting to go south on Orange. Mr. Johnson said that this proposal puts traffic on the left side of the road and typically, we do not drive on the right side of the road in the U.S. Right turns after Rotary Park would have to go around stopped vehicles and go on the wrong side of the road to go to Isabella. In the future there will be a Capital Improvement Program project at Rotary Park and this may be an opportunity to enhance traffic circulation in this area. The staff recommendation is to not move the stop stencil and to look at this intersection when the City proceeds with the Rotary Park project.

Mr. Steiner gave a PowerPoint presentation on his proposal. He believes the existing stop sign marking is vague for where people are to enter Orange Avenue. The intersection is extremely confusing because there are two one-way streets. He believes traffic that runs parallel is safer than traffic that runs perpendicular. He understands that the Rotary Park project is not a slam dunk and won't be happening in the near future. Painting the road is not very expensive and should be done now. He presented his proposal to over 50 business people and residents and they signed a paper saying they support it. There was not a single negative comment to his proposal. When cars are blocked from entering Park Place other cars back up on Orange Avenue, the main artery.

Bob Lindsay, 1117 Isabella Avenue, says cars really do block the entry to Park Place. The very small, indefinable group who choose to go to Isabella can still do so.

Beth Dahill, 1068 Isabella Avenue, lives on the northwest side of Isabella and has a P.O. box so she frequently goes around and enters this intersection. She stops at the sign and someone comes from the right and sits there and then someone comes from Orange and wants to go to Park Place and traffic backs up. This intersection is really bad and causes back-ups. Sometimes there are two or three cars side by side waiting to get onto Orange. She would also like to see more speed signs around town; a couple on Isabella would be nice.

Nancy Reynolds, T.O.C. secretary, read a phone message from Chris at Park Liquor. He can't make it to the meeting, but says he watches near misses every day. He thinks Mr. Steiner's proposal is a good idea.

Mr. Crook said the only problem he sees is that people will still make a right turn at the dotted line Mr. Steiner has proposed and continue on out. Maybe painting a different configuration would work. Mr. Steiner said the stop sign could be placed on the edge of the corner where you want people to wait.

Mr. Huth does not want to encourage traffic coming off Orange to go head onto traffic onto Isabella. There are some design elements that should be looked at. He thinks there's a need to study this and do it now before the Rotary Park project. Today a van pulled up in front of his vehicle where Mr. Steiner would have a stop and it created a problem because some other cars were trying to go through the intersection. He moved to send this back to Engineering to study the entire intersection area and its flow of traffic, look at it from a design engineering standpoint and come back with temporary measures. Mr. Walton seconded the motion and it passed unanimously. Mr. Walton commented that what Mr. Steiner has submitted is good for traffic circulation, but design engineers design to the lowest common element which would be an outsider to Coronado and this might cause people to drive the wrong way. He's reluctant to start shifting people to the wrong side of the road. It is a confusing intersection and something should be done, but he's not sure if Mr. Steiner's proposal is what should be done. Mr. Huth

said we might want to take it to the City Council to see if they want to study it before the Rotary Park project.

6. Recommendation Regarding the Modification of Various Curb Markings around the High School Site – Mr. Johnson reported that certain changes to the curb markings around the high school were requested by the Coronado Unified School District (CUSD). Staff does not feel there are any problems with CUSD’s recommendations. His only concern is the request for white curb; does the high school really have the same pick-up and drop-off situation that the elementary school does? Could people come back and say there’s all this white zone and it’s only used a couple of hours a day? Mr. Peña responded that the district should know what they need. Mr. Walton asked if the times the white zone would be in effect would be designated and Mr. Johnson said yes, as outlined in CUSD’s letter.

Scott Buxbaum, CUSD Assistant Superintendent, said that there is a temporary entrance to the high school on D Avenue and they will have loading and unloading there. But after construction is completed the two main high school entrances will be on Seventh Street. Mr. Johnson indicated item #5 on CUSD’s letter that states “we request that more ‘School Crossing’ signs be placed in the vicinity of Coronado Middle School.” He feels there is appropriate school zone signage and any additional signage would be redundant. Mr. Peña moved to accept the staff recommendation, including incorporating signage for white zones, but not placing more signage for school zoning. Mr. Walton seconded the motion and it passed unanimously.

7. Discussion Item: Consideration of Meeting Location for Future Meetings: The question arose as to where to permanently meet once the Council Chambers is up and running. Mr. Huth noted that once the Council Chambers is operating, the EOC configuration will not be set up as it is now. He recommended staying wherever the floating Council Chambers is. The August 25 meeting will be in the EOC because of the uncertainty of the availability of the Council Chambers at that time.

The meeting adjourned at 4:08 p.m.