

**CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES
Thursday, March 25, 2004**

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, March 25, 2004, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Robert Hutton, Tony Peña, Scott Huth, Ed Walton and Kim Raddatz. Also present were Dave Johnson, Assistant Engineer and Elizabeth Brett, Traffic Sergeant.

1. Minutes of the February 26, 2004 Meeting – The minutes were unanimously approved.
2. Oral Communications – None.
3. Recommendation Regarding the Application for Speed Humps on D Avenue between Third and Fourth Streets – Mr. Johnson reported that Story Vogel requested that the City study conditions on the 300 block of D Avenue and make a recommendation to install speed humps. Residents made a similar request in July 2002 and that time the recommendation was not to install them due to a lack of a demonstrated speeding problem and the street segment's grade. Mr. Johnson explained the criteria used to determine eligibility of a street for speed humps: demonstrated speeding problem, street type, street grade, sight distance, whether the street is a truck route and emergency response. Staff performed two speed surveys on March 11 and 18 during free-flow conditions when drivers are not influenced by conditions such as rush hour. The 300 block of D Avenue is governed by a prima facie speed of 25 mph. The critical speed of 28 and 29 mph as found during the speed surveys is within the acceptable five mph range for a 25 mph speed zone. The street grade limitation adopted by the City is 5% and the street grade of this roadway segment is 6%.

Mr. Johnson explained that critical speed is the speed at which (or below) 85% of drivers drive. Mr. Huth said that looking at an arithmetic mean or median, it seems like there's a grouping at the speed limit or below and Mr. Johnson agreed. He said there is usually a bell-shaped curve apparent in speed surveys.

David Joos, Fourth and D Avenue, is very conscious of all that goes on. There are different factors involved such as the time the test is taken – you can go from a normal, unimpeded situation to a situation where cars are backed up, standing still. 150' from the intersection is where the speed survey was taken – that means there's quite a bit of acceleration from the stop sign or going around the corner. Somebody's going to get nailed and has been nailed. There are driveways and parallel parking. Around 7:30 or 8:00 at night is when you get a lot of excessive speed; he doesn't know if it's being measured at that time or not. Mr. Johnson clarified that the road tubes that Mr. Joos referred to when he said to "150' from the intersection" do not measure speed; they are for vehicle counts. Speed is measured with a radar gun.

Ken Kohler, 310 D Avenue, has been here for 10 years and has observed a lot of traffic during that time. Traffic has become a crisis in Coronado. There's a new city hall,

high school and library progressing nicely, but the City hasn't made much progress with controlling traffic. More needs to be done to stem this crisis on the streets of Coronado, particularly the street where he lives. He has gathered some signatures from people who cannot be here today who endorse speed humps on D. It seems that it would be more pertinent, with the potential for accidents and breaking the law, that the speeds should be recorded at other times of the day, like between 3:00-4:30, when people are anxious to get across Third or Fourth. He questioned the critical speed and feels D Avenue has met that particular criteria. He knows there's a tendency to go by the book and say yes or no based on the book, but the speed hump criteria is dated 1998. He thinks the situation in Coronado has got to the point to where the assumptions the book are based on are no longer valid and the book needs to be changed.

Story Vogel, 350 D Avenue, said that Dave and Ken live at opposite ends of the street and he lives in the middle. D Avenue is a unique situation. In the last 15 years, four homes have been replaced with 27. This has led to increased density and traffic. He thinks that maybe with the exception of E Avenue between Third and Fourth Streets, this may be the highest point in Coronado. You can't see the end of D at Third and it makes it much different than the streets thought about when the speed hump program was first developed, such as Pomona. Written criteria do not always meet the situation. He praised Mr. Johnson, but said he took the surveys between the narrow hours of 10:00-11:30 and people do drive faster at other times. People tend to accelerate when they see a hill. He will concede that most cars are bunched around the speed limit, but does not feel that is relevant in this situation. He reviewed the history of speed humps in Coronado and quoted "it is the discretion and responsibility of any city that decides to install them." The Mayor, at a public hearing in 1999, said "everyone in the City will be asking for speed humps." He quoted Mr. Walton as saying "no concrete conclusion can be drawn because of limited traffic volumes and seasonal fluctuations."

He continued that D Avenue residents are essentially attempting to reduce speeds at which people travel. They are trying to point out that D is a special situation. They don't live on A, B or C and are not asking the T.O.C. to close their street. Traffic on D has increased since the closure of A, B and C. The problem is that the speeding problem is impacted by a number of things whether it be turn restrictions and inability to see the end of the street. If you look at it solely based on this, speed humps do not meet the metrics. While speed humps are not mentioned in the Manual of Uniform Traffic Control Devices, discretion is left to the City. There is a defined problem and it's so close to the criteria. Give speed humps to E Avenue too.

He distributed pictures of Van Dyke Avenue in San Diego – it has a 12-15% grade and has speed humps. He thinks this shows that standards can be waived in certain situations. He also spoke about back-ups throughout the day – when they're not speeding, it's a parking lot. Now they're having bobtail gas tankers, double dump trucks, provisions trucks and tour buses avoiding Orange. All these factors militate to looking at the rules in an expansive fashion purely as an attempt to slow traffic. He asks politely that the T.O.C. grant speed humps.

Mr. Hutton asked if Mr. Vogel agreed that the speed survey should be done from 3:00-4:30 p.m. and Mr. Vogel responded that he lives at the crest of the hill, so he's aware of acceleration. From 5:45-6:00 in the morning they're flying. Stand in front of his house and you'll see it. Not in the afternoon; then it's a parking lot. He's trying to

overcome the presumptive case that it does not meet the criteria. There's a 23-hour period when Mr. Johnson was not there. It's a marginal call whether the criteria are met, but the location of the street makes it unique.

Mr. Hutton said that you can sometimes get cooperation from trucks by talking to them. He noted that trucks are allowed to deviate from their routes if there can be a more direct route. He continued that on the speed issue there is anecdotal information that speeds are greater than what is indicated in the report. He does not want to base a decision on anecdotal evidence and thinks an additional speed survey is needed. Mr. Huth agreed and said that it should be narrowed down to two to three windows of time. Right now he doesn't see a need for speed humps based on speed. If the diverters are removed the hope is that the street will go back to what it was pre-diverters. He would throw out as an alternate that instead of denying the speed humps, two or more times be picked to re-survey the speed. Mr. Walton said he is willing to go along with that, but he would be surprised to see a change in speed based on the time of day. Pomona, Glorietta and Sixth Street all had speeds of 30-40-45 mph. With the installation of speed humps, the top speeds came down, but the critical speed did not change.

Mr. Vogel said the goal is slow people down; he knows you need measurable criteria. He wants the perception changed that drivers need to accelerate to get over this street. The situation is peculiar because of the topography. Mr. Peña wondered if speed humps would be visible at a distance on a street with this configuration and Mr. Johnson responded that if there is not sufficient vertical or horizontal sight distance it could cause a roadway hazard. If the Council were to recommend putting speed humps in, he would only recommend that one be put in at the crest because you wouldn't be able to see others. Mr. Vogel said that if there was a speed hump 100' from the entrance to D on Third you'd see it and slow down. When approaching the crest you'd be going slower and on the way down you'd see the other hump and would not go fast. After the first time going across you'd know what to expect.

Mr. Hutton said he did not see the sight distance requirement changing without taking on tremendous liability and, in addition, the grade does not meet the requirement. He added a caveat about speed surveys. He said sometimes the City is asked to go back and survey and they find out that they may need to increase the speed limit based on the critical speed in order to have enforcement. This is according to State law. Mr. Johnson added that when you do a speed survey under free flow conditions, it will tell you if there are any inherent causes for fast speed, like Pomona.

Mr. Vogel asked if, from an engineering point of view, is there a parameter that says people tend to accelerate going over a hill? Mr. Walton said that with the installation of speed humps, it's found that there's a reduction of speed at the speed hump and then acceleration between the humps. The overall speed remains the same.

Mr. Peña feels there are two fatal flaws and there is no need to do any additional speed surveys. Mr. Raddatz said that he also does not see a need for another survey. He admits that he is not a proponent of speed humps due to what they do to fire vehicles and equipment. Mr. Joos said that speed is related to safety; there is a school near and another six-dwelling unit is being built. After 9:00 most of the diagonal parking has loosened up, but before then it's congested. He thinks there will be a few more "bangs." Mr. Johnson said he has only records for accidents that are reported to the police. There may be accidents that go unreported. And some of the accidents in the area may have

occurred in the intersection and would not have been reported as D Avenue accidents. Mr. Raddatz offered to pull calls relating to accidents in this area.

Mr. Peña made a motion to support the staff report recommendation to not install speed humps at this location and it was seconded by Mr. Raddatz. It passed unanimously with the exception of Mr. Huth who left at 2:50 p.m. Mr. Hutton explained to the audience that the T.O.C. is an advisory committee and this decision can be appealed to the City Council.

4. Review of Draft 2003 Annual Traffic Report – Mr. Johnson said the report should have been stamped “Draft.” There are still a few statistics missing. The Engineering Department has an intern working on this and he is not quite up to speed yet. Mr. Peña said that the Planning Commission is looking at safety issues at alleys, such as restricting fence heights. There is anecdotal information that cars are speeding down alleys and bushes or whatever are impeding sight distance. He wants to make sure first that there are problems. Mr. Johnson said the traffic collision map will show that. Sgt. Brett said that over the past year there have not been any collisions where that was a primary or secondary factor. She will email Mr. Peña a message to that effect.

Mr. Peña moved to accept the draft report and forward it to the City Council. Mr. Hutton seconded the motion and it was approved unanimously (with the exception of Mr. Huth who had previously left, as noted above, and Mr. Raddatz who left at 3:10 p.m.).

The meeting adjourned at 3:19 p.m.