

**REGULAR MEETING  
TRAFFIC OPERATIONS COMMITTEE  
MINUTES  
Thursday, September 25, 2003**

The regularly scheduled meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, September 25, 2003, at 2:00 p.m. in the temporary Council Chambers at the Police Facility Emergency Operations Center. Present were Tony Peña, Jim Benson, and Scott Huth. Paul Crook represented the absent Robert Hutton and Kim Raddatz represented the absent John Traylor. Also present was Principal Engineer Ed Walton.

1. Minutes of the August 28, 2003 Meeting – Mr. Benson moved to approve the minutes and was seconded by Mr. Crook. The motion passed unanimously.
2. Oral Communications – Lori Nies, 516 B Avenue, had to leave before Item #3 was discussed, but stated that she supports a four-way stop at Fifth and B. She has noticed that traffic is better with the diverters up, but there is a great possibility they will be coming down. Traffic drives very fast and there have been a number of close calls. Some drivers don't realize it's a one-way stop and cars will proceed and not notice a car coming through.
3. Recommendation Regarding the Request for Analysis of a 4-Way Stop Intersection at B Avenue and Fifth Street – Mr. Walton summarized the report. Guy Zeller requested that the City investigate installing a four-way stop at Fifth and B. This issue has been reviewed three times in the past and every time it was denied because the warrants have not been met. He explained that warrants ensure that issues are looked at in a consistent manner. The warrant for four-way stops looks at traffic volume, accidents, visibility and special conditions for residential areas. The recommendation this time is to deny the request and keep the intersection as it is. He said there probably has been a change in traffic patterns primarily because of the semi-diverters. There used to be more traffic on B Avenue and now it's the opposite, but this may change.

Brian Lippe, 550 B Avenue, said that one reason there have been no accidents is that people on B Avenue have "cat-like" reflexes. He's nearly been involved in accidents at this intersection. There seems to be inconsistent placement of stop signs. It's a no brainer that traffic will about triple when the diverters come down. Cars go 50 mph.

Guy Zeller, 534 B Avenue, said we can all agree that traffic is a problem in Coronado; per the recent survey, it is THE problem. He's disappointed with the recommendation and thinks it's due to the criteria. The criteria was established in 1979 and no consideration has been given to more modern concepts like traffic calming. Also, no consideration was given to speed. The issue is not just safety – it's quality of life. Traffic is stressful. No consideration was given to the effect the speed humps on Glorietta and Pomona have given to A, B and C. A does not go through to Orange, there

are stop signs on C and B has become the avenue of choice. If anyone in the room thinks that traffic will return to historic lower levels, he has a bridge to sell them.

Rob Jones, 455 B Avenue, sits on his porch and watches people roar by. There is no dip requiring people to slow down – they barrel through. Certainly traffic will increase if the semi-diverters come down. He wondered if a stoplight at Fourth and B was still in the works. If so, it will further increase the traffic volume on B. He asked what's wrong with stop signs there and who is violently opposed to stop signs there? The answer is the people who speed. The question should not be “why?” but “why not?”

John Bock (sp?), 436 B Avenue, agrees with Admiral Zeller. People are frustrated by traffic on Orange Avenue and when they get to B they release their frustration and go 40-50 mph. Children and elderly people are passing. This is why he supports a four-way stop.

Nancy Reynolds, T.O.C. secretary, read a phone message she had received from someone unable to attend the meeting. Karen and Joseph Moore, 520 B Avenue, are in support of a four-way stop at Fifth and B. Ms. Moore said “people start at Fourth, get up a head of steam and shoot through to get to the Cays or elsewhere. It's unsafe.”

Regarding a stoplight, Mr. Benson said that at SANDAG's Transportation Committee meeting last week they approved a jointly-funded process to install five signals along Fourth Street. After a lot of discussion with Caltrans, SANDAG and City staff, the conclusion was that, based on impacts to people, a full environmental process would be required rather than a Negative Declaration. What benefits one group impacts another. It's about a four-year process. Intuitively, if signals are put in, B becomes more of a magnet than it is. He said that unwarranted stop signs can lead to accidents if they're not seen as being warranted because people are inclined to do “California stops” and roll through. He said that as part of the Major Traffic Study (MTS) the City will be looking at whether the warrants should be changed.

Mr. Zeller commented that he respectfully disagrees with Mr. Benson's comment about unwarranted stop signs leading to accidents. He thinks 300 vehicles per hour is unreasonable and this is part of the warrant under Special Conditions for Residential Areas. He said another part of the warrant states “No existing stop sign or signal is located on the principal street within a distance of 800 feet.” Fifth is not the principal street, B is. Mr. Walton noted that there are stop signs on Sixth and Fourth that are within 800'.

Ruth Olson, 470 B Avenue, thinks stop signs would be OK. She hopes a light is put in at Fourth and B. She has a lot of trips to the hospital and she walks.

Mr. Huth observed that he travels this way to get back to the Public Services Yard and he notices that cars traveling on B to Fourth are going at a pretty good speed. He would like to see the new warrant evaluated because it might take into account traffic calming and number of vehicles. Mr. Raddatz said he drives the same route and concurs with Mr.

Huth. Mr. Peña wishes there were four-way stops at all intersections from Pomona to Orange. He's aware of where stop signs are, but does not feel all drivers are. It would be better if this was consistent and would provide a safer environment. Mr. Crook would like to see what happens with the study, but does not think this should go away. He recommends that this issue come back to the T.O.C. if the diverters come down because the numbers will probably go up and meet the warrant. Mr. Huth suggested bringing this item back in three or four months, after the MTS and maybe the diverters coming down. Mr. Benson warned that the diverters coming down wouldn't be four months due to the level of environmental study that needs to be done.

Mr. Peña said he is hearing concerns that the item should be continued when the MTS is complete and potentially have new warrants. Mr. Crook offered to try to put the speed trailer out with the top down to capture vehicle speeds. With the top down motorists are not affected by the display. He moved to wait until the MTS is done and/or the City gets information about the diverters coming down and then revisit the issue. Mr. Huth seconded the motion and it passed unanimously.

4. Discussion Item – Effect of Coronado Unified School District's Decision to Discontinue Bus Service – Tracy Stickel, 50 Blue Anchor, lives in "Baja Coronado." She passed out copies of the *Coronado Eagle & Journal* in which there is a front-page story about a new committee, Kids in School Safely (KISS). She said that Gray Davis and the school district decide what to cut and one thing that has been cut is school bus service. There are 145 middle school students and 113 high school students (of whom maybe half drive) who come up from the Cays, Strand Housing and NAB. The parents have been told it's their responsibility to get their children to school. Her group is motivated strongly to get buses back. Her son rides the 901 bus to school, but not home because he would have to cross the Strand. She doesn't even like her husband walking the dog there. Kids are now choosing other options to get to school – it's about an eight-mile ride from the Cays and after the bike path ends kids choose to cross at the five-way intersection, go up Pomona and typically cross at Sixth. She is asking the T.O.C. to investigate a Safe Route to School (SR2S) for these kids from the exit of the bike path to the middle school. She suggests a blinking light to suggest that drivers stop. She'd also like to look at a larger, more fluid, moving loading zone on the back side of G. Right now people leave their vehicles or double park. She'd like to get on the waiting list for the blinking message board that might say "Did you see the stop sign? Stop!"

Mr. Huth asked if the school district had been charging for bus service and Ms. Stickel replied no, it had been district funded. Mr. Huth said he had observed a school bus fueling in the Public Services Yard and asked if this was a Coronado school bus. Ms. Stickel replied that it is for 24 special ed students, some of whom go to school outside of Coronado. She'd like the district to consider putting regular students on the special ed buses, but understands that some parents are concerned about their children misbehaving or special ed students having seizures or anger management issues.

Cleopatra Thomas, 117 Rendova Circle in NAB, said her concern is safety. She would like her children to ride the buses if they're available because there's a large amount of

traffic coming out of NAB. She's OK with her children riding bikes, but there could be a person directing traffic or better signage so drivers could be aware that school is in session and children are present. She would like to see a route up Tenth and there's no real good way to get from the bike path to Tenth. Middle schoolers are not always aware of traffic, but if some things are in place so people can see them it would be a great help. Mothers would feel a lot better knowing their children have a safe route to and from school. Fathers would too.

Renee Brennan, 108 Rendova Circle, carpools her kids, but has noticed more cars and kids at the school. She's seen officers in front of H, Village Elementary, and notices more parents dropping kids off and the kids darting in front. A solution may be DARE officers to convince kids to use the crosswalks and maybe the principal could put something out saying not to let kids dart out in front of cars.

Mr. Huth asked when bus movement is over in the a.m. and Ms. Thomas responded that she thinks it's 8:00-8:10. He asked when the last bus drop-off is and Ms. Stickel said that at the Cays it's 4:00. She wondered if there could be a one-way loop so the traffic would all be going in one direction.

Mr. Peña noted that the school district could help with education and Safe Route to Schools. He asked if the school district had ever asked parents to pay for bus service. The response from the parents present was "no." Mr. Huth said that parents pay something for service to the east county school districts and is surprised that CUSD did not suggest this – it might be something KISS wants to take up with the school district as a concept. Mr. Benson noted that a lot of school districts have been dealing with this issue for over five years. Many districts have cut out bus service; Coronado is one of the last to do this. The irony for traffic engineers is that now we're seeing more and more traffic as a result. Schools are designed to handle a certain amount of cars delivering kids to school and are now seeing three to five times that amount. State law makes the school districts, rather than cities, responsible for student safety. By the Caltrans traffic manual, the Safe Route to Schools program is triggered by a request from the school district to the City. Admittedly, the districts can't do everything, like the five corners issue. One solution would be to have a guard at that intersection, but the issue is who pays? He also said that the circulation around the middle school at G Avenue could be looked at to see if there are new conditions now. As for the crossing at NAB, that has always been a difficult issue. Sometimes traffic backs up down the Strand and it's never been identified exactly why. The Navy could possibly do something to control the traffic where it crosses the bike path.

Mr. Huth asked for clarification: Is the City being asked to look at a path of travel from the south up to the school? Mr. Benson said the school district should formally ask the City.

Brian Lippe, 550 B Avenue, said you should either go back to the State and fix the problem with public money or use private money. He said if you push the balloon it will pop out somewhere else. This town's worth \$85 billion in property.

Mr. Crook asked Ms. Stickel whether Dr. Wheeler [CUSD superintendent] had contacted Chula Vista and whether Chula Vista could give a price for service and was interested in doing it. Ms. Stickel says her experience is that the school district makes one phone call and says they're done with it. She understands that Chula Vista could do this, but would need to give new pricing.

Mr. Benson said if the City is being asked to talk about Safe Route to School the school district needs to acknowledge that they are involved. Mr. Peña asked what the school district is thinking, are they aware of the problems and will they be contacting the City? Ms. Stickel said the school district has asked KISS to operate like the Sports Program – go to the community and try to fund it. They do not realize that only one-third of the folks are the “rich folks in the Cays,” but the rest are at NAB or Navy housing and not as able to pay. Mr. Raddatz asked if the school district had come to the City before regarding SR2S and Mr. Benson responded that they had, about two years ago. Mr. Benson asked if MTDB had been contacted. Mr. Raddatz said it is hard to support something that might be a duplication of effort with the school district. Mr. Huth assured the KISS members present that the City is constantly monitoring issues like movement around the schools, but a study and analysis like SR2S would be more of a formal request. Ms. Stickel asked if KISS should have the school district contact the Committee at its next meeting. She was informed that the contact could be made before the meeting through the Engineering Department

5. Discussion Item – Peak Hour Traffic Conditions at the Intersection of Orange Avenue and Second Street (continued from August) – Mr. Walton reported that this had been discussed at the last T.O.C. meeting and no good solution was brought forth. In the meantime, Dave Johnson polled other cities and came up with a possible solution. Mr. Walton sees two potential problems with the proposed solution: People will see it at this location and want it at other locations on Orange Avenue which are Caltrans streets. The second is that cars will get “caught” out in the marked area.

Mr. Peña wondered why this is a problem that needs solving. Mr. Benson said that during the peak traffic hours traffic backs up all the way to First Street. When cars are in the median area there's often never a place to get onto Orange. Cars can sit there for a couple of cycles. Mr. Raddatz feels personally that the solution would be an eyesore; per the vehicle code, cars should not block the intersection anyway. Mr. Walton thinks that when the diverters come out traffic on A, B and C will increase and decrease on Second. Mr. Crook doesn't know if this would work at this intersection; there are just too many cars.

Mr. Benson moved that, after due consideration, painting of signage not be implemented. Mr. Raddatz seconded the motion and it passed unanimously.

The meeting adjourned at 3:38 p.m.