

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE
MINUTES

Thursday, January 22, 2009

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 22, 2009, at 2:00 p.m. in the Council Chambers. Scott Huth (arrived at 2:15 p.m.), Ed Walton and Rachel Hurst were present. Ed Hadfield represented the absent Kim Raddatz and Lazlo Waczek represented the absent Lou Scanlon.

1. Minutes of the December 18, 2008 Special Meeting – Mr. Hadfield moved to approve the minutes, Mr. Waczek seconded the motion and they were approved unanimously (Mr. Huth was absent).

2. Oral Communications – Marylee Goyan, 1615 Glorietta Boulevard, is concerned that there is no crosswalk at the bottom of the stairway that leads from the Village to Pomona and onto the Yacht Club. In order to get to a crosswalk you have to go down to where Tenth Street comes in. She thinks there was a crosswalk at one point, but it has been covered with asphalt. Mr. Walton said this would be considered at a future T.O.C. meeting.

3. Request to Install a Blue Curb Zone in Front of 525 Orange Avenue – Mr. Johnson reported that the property manager of 525 Orange Avenue requested the installation of a blue curb zone in front of this multi-unit residence. This residence is part of the Community Development Agency's affordable housing program. The property at 525 Orange is not served by a driveway at the front of the property but does have alley access at the rear which provides four open and one disabled on-site parking spaces. Due to the age of the structure, the amount of available on-site parking does not meet current standards for the number of living units on site. Staff was informed by the property manager that at least four tenants hold disabled parking placards and two of the existing housing units were renovated to accommodate present accessible standards. Staff recommends that one additional disabled parking space be provided along the curb in front of the property.

Mr. Hadfield questioned the direct location of the blue curb in relation to the face of the project. There are fire department connections placed on what would normally be considered the alpha-bravo division of that property which is the division closest to Fifth Street. Mr. Johnson said he located it near the south property line, closer to Sixth than Fifth, but the location is flexible.

Mr. Johnson said the blue curb would be subject to a yearly review which requires that a person living in the facility still has a valid placard. Unless there were no disabled persons living in this location the blue curb would remain. Mr. Waczek noted that in addition to the apartment complex there are the Masonic Lodge and other facilities where there would potentially be handicapped people. Mr. Johnson said the blue curb would be available to anybody with a valid placard.

Jerome Henwood, 525 Orange Avenue, Unit 104, spoke to the residents at the complex and learned that there are four disability permits. The residents would like to

request the consideration of possibly having two blue spaces in front; it would make easier access for the disabled residents.

Kim Gomez, 525 Orange Avenue, said that in addition to the residents who have handicap placards there are other residents with placards who don't drive but other people come to facilitate them with grocery shopping, etc. In addition to that, a couple of people have placards for their parents who come to visit. She thinks there are actually six or seven people who have placards and need handicap access curbside parking.

Mr. Walton noted that there are 16 units in this complex and he doesn't want to preclude other residents from being able to park. His initial thought is to install one blue curbside zone and see how that goes. If there's a bigger demand, maybe some of the on-site parking spaces could be changed and the on-street parking for the public be kept. He moved to approve one 20' blue curbside zone in front of 525 Orange Avenue. Mr. Hadfield seconded the motion and it passed unanimously.

4. Request to Install a Right-Turn Restriction on Second Street at Palm Avenue – Mr. Johnson said an inquiry about the volumes of traffic coming up Second Street and making a right-turn onto Palm Avenue to reach the NASNI First Street gate had been received. The Navy operates gates at the west ends of First Street and Third Street; although these gates are separated by only two blocks there is a preference for NASNI-bound drivers to use one or the other due to the street layout within the Naval base. The Navy completed the new Third Street gate entrance in July 2007 and it was anticipated that the traffic entering and exiting the First Street gate would lessen greatly. The Third Street gate with its truck processing capability has greatly decreased large trucks from accessing the First Street gate, but personnel assigned to the north and west ends of the base still prefer to use the First Street gate due to its proximity to those areas. From 5:00 a.m. to 7:00 a.m. there are large volumes of traffic entering the base via the First Street gate, particularly near the top of the hour. This causes traffic to back up on First Street which results in drivers turning right onto the lettered streets to access Palm Avenue via Second Street in order to circumvent the traffic queue. Traffic counters were placed on Second Street between I and J Avenues and on Palm Avenue between J and Alameda. A comparison of the traffic counts taken in 2002 versus 2008 indicates that during the morning hours of 5:00 a.m. to 7:00 a.m. westbound traffic on Second Street has remained relatively constant. A morning turn restriction from Second Street onto Palm will only cause drivers to continue westbound on Second Street to get to Alameda, shifting the perceived problem to another area. The turn restriction would also create an enforcement problem since Police Services does not have the resources to constantly monitor the existing turn restrictions on Third Street, let alone one that would be placed away from travel on an arterial street. It is recommended that a morning right-turn restriction onto Palm Avenue from Second Street not be installed.

Janie Beck, 176 I Avenue, fears that if you put in a turn restriction it will increase traffic on I Avenue. She's for anything that will keep traffic off of Second, but if it's going to increase traffic on I that's not good either. She's against a turn restriction.

Mr. Walton agreed with Ms. Beck and thinks that if traffic is restricted on Palm it will turn onto another street or continue on Second Street. It wouldn't solve a problem; it would just push it to another neighborhood. He moved to accept the staff recommendation to deny the request to install a turn prohibition on Second Street at Palm Avenue. Mr. Huth seconded the motion and it passed unanimously.

5. Red Curb Zones and “Do Not Block Intersection” Signage Near the New Entrances to the Coronado Yacht Club and Strand Way – Mr. Johnson said that the Coronado Yacht Club requested that a “Do Not Block Intersection” sign be installed just west of the new driveway and that red curbing be installed along the westbound curb line, similar to what was in place prior to the Glorietta Bay Promenade project. That project caused the realignment of Strand Way and separated the entrances to Strand Way and the Yacht Club. Prior to this project the entrances shared the same ingress/egress. The Yacht Club entrance has moved north approximately 150' and Strand Way has moved south approximately 150' from the original location. Additionally, Pomona Avenue was widened from 40' to 48' between Strand Way and the five-points intersection.

Staff also analyzed the installation of a turn lane, or turn pocket, to facilitate a left-turn movement from westbound Pomona Avenue into the Yacht Club or onto Strand Way. This was evaluated based on the increased roadway width of 48' on Pomona and the desire to retain as much curbside parking as possible in this area. The standard width for a curbside parking space is eight feet, travel lanes are 12' and a turn lane is a minimum of 10'. In order to host a left-hand turn lane and maintain curbside parking on both sides of the street the required curb-to-curb width is 50' and there is only an existing 48'. Another thing that would give a similar result to a turn lane would be to use red curbs which were used previously when the single point of ingress/egress was shared by Strand Way and the Yacht Club. Red curbing will preclude parking at the curbside in front of the entrance/exit to Strand Way and the Yacht Club. This would allow vehicles wanting to go through the intersection to avoid a left-turning vehicle. Approximately 250' of red curb was used similarly before and staff is recommending that four red curb zones be installed, totaling 280'.

Mr. Johnson also analyzed the request for the “Do Not Block Intersection” marking. Vehicles will occasionally queue up from the stop sign at the five-points intersection and beyond the entrance to the Yacht Club and may hinder ingress/egress to the Yacht Club, but since queuing is caused by the stop sign, it is likely that a stopped vehicle traveling east would allow vehicles ingress/egress to that driveway. It's also likely that signage or pavement marking would not be observed unless there was a vehicle at the entrance waiting to get in or out of the Yacht Club. Caltrans put a “Do Not Block Intersection” sign on Fourth Street at D Avenue and the City has noted that its effectiveness is hit or miss. The requested location doesn't have the volume of traffic that Fourth Street does and staff feels that “Do Not Block Intersection” signage would not be effective and if it were installed it would not necessarily get the desired results. Staff does not recommend the “Do Not Block Intersection” signage, but is recommending the red curb zones as shown in Exhibit A. That would be 110' adjacent to Strand Way, approximately 140' adjacent to the Yacht Club entrance and shorter 15' zones which allow additional sight distance to oncoming vehicles for vehicles turning out of either Strand Way or the Yacht Club.

Mr. Huth said that he has a conflict because he is a member of the Yacht Club and will only participate in the portions that have to do with safety and the red curbing.

Mr. Hadfield asked if there are any conflicts with Fire Department parking and access as related to traffic flow and Mr. Johnson said there's a dual purpose. There is a fire hydrant between the condominiums and the stairway; the 110' red curb just gets into the fire hydrant area of influence and might have to be extended slightly.

Mr. Waczek said that because the five-points intersection is regulated by a stop sign rather than a light, people going in or coming out of the Yacht Club have enough space to move in and out; it's not like being stuck at a red light where traffic is backed up. This can probably be re-evaluated further down the line as everything opens and we can see how it

turns out. Mr. Walton agreed and said not everyone is a typical California driver and won't let people in. He thinks people here are courteous enough that if they see a person waiting they will let them out.

Lou Miliotti, general manager for the Coronado Yacht Club, disagrees with the "Do Not Block Intersection" sign not being recommended. Just because it's not working in another spot doesn't mean it wouldn't work for the Yacht Club.

Marylee Goyan, 1615 Glorietta Boulevard, supports the red zones and feels it needs to go down a little more toward the stairway because of the hydrant. She reiterated her earlier request to have a crosswalk placed on Pomona from the stairway.

Dan Orr, 320 Second Street, asked what is the objection to the "Do Not Block Intersection" sign? Mr. Johnson replied that the one at Fourth and D is not as effective as it was proposed to be and the City is trying to minimize the amount of signs. Coronado has quite a few signs and a lot are not well regarded. This would be one less sign in a location where it would be ignored.

Janie Beck, 176 I Avenue, said she is in favor of the red curb zone and the sign.

Mr. Hadfield made a motion to accept the staff recommendation for the red curb provided that it can be extended to capture the fire hydrant location for Fire Department water supply purposes and that we do not place a "Do Not Block Intersection" sign in the intersection. Ms. Hurst seconded the motion and it passed unanimously with Mr. Huth abstaining.

The meeting adjourned at 2:39 p.m.