

# CITY OF CORONADO

## TRAFFIC OPERATIONS COMMITTEE

### MINUTES

**Thursday, June 25, 2009**

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, June 25, 2009, at 2:00 p.m. in the Council Chambers. Scott Huth, Lou Scanlon, John Traylor and Rachel Hurst were present. Dave Johnson represented the absent Ed Walton.

1. Minutes of the May 28, 2009 Meeting – Approval – The minutes were approved unanimously.
2. Oral Communications – None.
3. Recommendation Regarding a Request for Installation of a Marked Pedestrian Crosswalk and 25-mph Pavement Markings Near the Intersection of Second Street and Prospect Place – Mr. Johnson said a resident inquired about having a crosswalk marked near the intersection of Second and Prospect and having speed limit pavement markings at that location. This area was looked at in 2002 and 2008 for a marked pedestrian crosswalk. This would be an uncontrolled crosswalk since there are no stop or yield signs in that area. When previously looked at, the warrant for a marked crosswalk was not satisfied. In 2009 it is still not satisfied. The warrant for an uncontrolled marked crosswalk calls for installation at a location where there needs to be guidance for a pedestrian through a complex intersection; that condition is not met here as it is a perpendicular crossing location. The other issue is that because of the parallel parking along Second Street passengers and pedestrians will typically cross where they feel is most appropriate and staff doesn't feel that a marked crosswalk would encourage people to walk to a centralized location to cross. The pedestrian volume is met; there are more than 10 pedestrian crossings in the peak pedestrian crossing hour. The vehicle approach speed criterion was met; the 85th percentile speeds are below 35 mph. The fourth criterion, gap time, is not met. The gap time is the period of time that a pedestrian would take to get across the street and have ample time to not be interrupted by a vehicle. The warrant states that there must be at least five crossing opportunities in a five-minute period of time. The curb-to-curb width at this location is 48' and an average pedestrian crosses Second Street in 15 seconds. During the peak vehicle hour this condition is not met as there are more than five crossing opportunities. The next criterion, visibility, says that motorists must have an unrestricted view of all pedestrians at the proposed crosswalk for a distance of not less than 200'. This is met. The last is illumination; there are street lights at the proposed crossing, so that condition is met. The warrant states that all conditions must be met and since two criteria are not met, staff recommends that a marked pedestrian crosswalk not be installed.

He said that the other request by the resident was to paint 25 mph stencil markings on the pavement to remind drivers that they're in a 25 mph zone. There are speed limit signs on Second Street as you turn off Glorietta and head westbound toward the Coronado Bay Club. There is another speed limit sign between Orange and C Avenues. Second Street is used

quite often for commuting to the base or the commercial area around First and B and sometimes the speed limit is not necessarily adhered to and drivers go faster than 25 mph. Staff feels that stencil markings may be beneficial to remind drivers that this is a 25-mph speed zone. The only place with pavement stencils now is on Fourth Street as you approach C Avenue and down the little hill as you exit the City. Staff recommends that two pavement stencils be placed on Second Street adjacent to the hospital.

Mr. Huth asked if there is any arrangement for people going to the hospital to park in the Coronado Bay Club parking lot and Mr. Johnson said he believes that parking lot is strictly provided for the Bay Club residents. Quite a few people park on the north curb line and cross the street to get to the medical offices and hospital.

Mr. Huth noted that this is an area in the rotation of the radar speed sign so there is another source to periodically provide people with information about what the speed limit in the area is.

Mr. Scanlon moved to forward to the City Council staff's recommendation to deny the marked crosswalk and to recommend installing the 25 mph stencils. Mr. Traylor seconded the motion and it passed unanimously.

4. Recommendation Regarding the Request for Installation of Stop Signs on Pomona Avenue at the Yacht Club Entrance – Mr. Johnson received an email from the Coronado Yacht Club on May 7, 2009, describing an accident that occurred on Pomona in front of the Yacht Club the day prior. Mr. Miliotti, the general manager of the Yacht Club asked the T.O.C. to reconsider the decision made in January to not install “Do Not Block Intersection” signage. Mr. Miliotti thought the collision may have been prevented if there were additional controls or signage at that intersection. It was also suggested that staff evaluate a stop sign on Pomona Avenue at the Yacht Club entrance to control vehicles on Pomona.

Mr. Johnson said this is kind of a unique situation because it's a driveway intersecting with a main thoroughfare rather than a regular three-legged intersection, so he looked at the warrants for both two-way and three- and four-way stops. The two-way stop control warrant states that the principal street shall have free flow. Pomona is the principal street with over 10,000 vehicles per day. He didn't take driveway counts at the Yacht Club but the volume there is significantly less than 10,000 and the two-way stop control warrant isn't met at this location. The three- and four-way stop control warrant says that in order to have stop signs at all legs of the intersection there must be six or more collisions within the previous 12 months that could have been prevented with a stop sign. The collision that occurred is the first collision we have a record of since the reconfiguration of Strand Way and the Yacht Club entrance; therefore, the collision criterion is not met. The volume criterion states that “The total vehicular volume entering the intersection from all approaches averages 300 vehicles per hour for any eight hours of an average day and the vehicular volume entering the intersection from the minor street for the same eight hours averages at least one-third of the total volume.” There are about 7,800 vehicles on Pomona during the highest eight-hour period; that would compute to 2,300 vehicles for the same eight hours coming in and out of the Yacht Club entrance and that volume criterion is not met. The recommendation is that stop signs not be installed at that location on Pomona.

He went on to say that in January the T.O.C. looked at “Do Not Block Intersection” signage and realized that vehicles queue from the stop sign at the five-points intersection beyond the Yacht Club entrance. Typically, drivers will allow a gap for vehicles turning left into the Yacht Club; this was why signage was not installed at the time. Staff still

recommends that there not be additional signage be installed there. However, perhaps with the recent accident the T.O.C. would like to reconsider this signage.

The accident involved a vehicle heading southbound toward Silver Strand Boulevard, wanting to make a left-turn into the Yacht Club and they failed to yield the right-of-way to a vehicle traveling toward the five-points intersection; it was a driver error issue and Mr. Johnson doesn't know if signage would have had any effect on the reasons for the accident.

Mr. Huth will abstain from voting, but he wanted to comment that getting into Strand Way in the afternoon when the traffic flow is heavier coming off the base can be very problematic. Is there any value of looking at the placement of the speed hump? He notices that once drivers approach the speed hump the traffic slows a bit; he wondered if that could help make a little break there. He feels there are far fewer people letting cars into Strand Way now because the entrance is farther down the street than before. Mr. Johnson said it seems like drivers hit the first speed hump and because they haven't reached the straightaway on Pomona yet, they immediately accelerate before they get to the next speed hump and it gives other drivers less of an opportunity to make that left turn onto Strand Way. The T.O.C. looked at a request to remove that speed hump last year and determined that the speed hump is part of a system that needs to be equally spaced in order to maintain the effectiveness of the speed humps. He doesn't know if moving that speed hump would benefit the people trying to turn onto Strand Way.

Mr. Traylor made a motion to support the staff recommendation; Mr. Scanlon seconded it and it passed unanimously.

5. Recommendation to Incorporate Two-Hour and Twenty-Minute Parking Zones in the Vicinity of Coronado Rotary Plaza – Mr. Johnson said this was brought to the T.O.C. in December 2007 as part of the traffic circulation plan for the new Rotary Plaza. At that time the T.O.C. recommended that the 14 northernmost diagonal metered spaces in the median be converted from eight-hour parking to two-hour parking. Also, as part of this project, seven diagonal parking spaces were installed adjacent to the liquor store; at that time it was just one or two of the northernmost spaces in that location that were to be converted to 20-minute parking. None of the parking configuration, such as the number of diagonal spaces, has changed since then, but the contractor installed all seven diagonal spaces adjacent to the liquor store as 20-minute parking. The project manager has been in contact with the businesses in the area and has not received any negative feedback about all of the seven spaces being 20-minute parking rather than the one or two originally recommended. Therefore, this has come back to the T.O.C. to make a recommendation to the City Council to keep all seven diagonal spaces as 20-minute parking and that the 14 northernmost spaces in the median be converted from eight-hour to two-hour parking, leaving the rest eight-hour. The conversion of the 14 spaces is because the businesses and residents felt they wanted a little more turnover in the area.

Mr. Traylor asked the history of the eight-hour parking and Mr. Johnson said he thought it had been installed to keep people from parking there for 24 hours so there'd be some turnover. The residents in the area farther south along Isabella didn't want any metered parking and the business area felt they wanted a longer time, where they could park for the duration of their business hours. Eight-hour parking, however, doesn't facilitate much turnover.

Ms. Hurst asked how it was determined that seven spaces should be 20-minutes. Designating spaces for twenty minutes takes them out of the regular parking pool, so you don't want to have too many 20-minute spaces because then those parking spaces are

unavailable to people who going to eat lunch or whatever they're going to do. Mr. Johnson said when this was originally brought to the T.O.C. they wanted to have one or two spaces that were 30-minute parking, but there was some confusion in marking the spaces and they ended up all being marked. Again, the project manager contacted the businesses and residents in the area for their consensus and she felt that everyone was OK with the 20-minute parking spaces. Especially the liquor store and maybe some other businesses in the area have a need for a real quick turnaround, but seven spaces does seem like a lot because probably only the liquor store or a quick run to the bank would be useful for 20 minutes. Other businesses in the area include a dentist and a laundromat and people coming to those businesses may stay longer and they would have to park elsewhere. The original plan was to not meter these spaces, just paint the curbs green. Enforcement would be by the Police marking tires and returning later to see if the car is still parked there.

Rita Sarich, Coronado MainStreet, 1013 Park Place, praised the Rotary Plaza and said it will be a beautiful addition to the downtown. She has spoken to most of the businesses in the area and the Chamber of Commerce about today's proposal. She thinks that most agree that changing the 14 meters on Isabella from eight to two hours is a sound business decision and a discouragement for employees to park there. However, several businesses in the area are concerned about the seven 20-minute spaces. It was quite a dilemma to get the same amount of parking at Rotary Plaza as originally there and the designer had to be very creative about maintaining all the spaces. What has been done now is to take seven spaces away from the original plan and convert them to 20-minute parking. The businesses in that area – the salons, the restaurants – are primarily not in-and-out businesses and their customers cannot utilize 20-minute spaces. So, what has essentially been done now is to create seven 20-minute parking spaces for the exclusive use of one business which already has five spaces and quite a large loading zone on the other side of the building. The Flower Lady also has a loading zone as well. Ms. Sarich feels that she's speaking for the Chamber of Commerce and most of the businesses in saying that they would to have a compromise and go back to zero to two 20-minute spaces as originally suggested to help with in-and-out business and have the rest two-hour. This would retain as much parking as possible to support the businesses.

Niles Soro, 1000 Park Place, the liquor store, feels that if any business has been hurt it's the liquor store. The project has been hurting his business more than anything and they cut part of the liquor store's parking lot, saying it was City property, and shrank the width of the parking spots in the lot. They have three spaces up front and when two cars park it's very difficult for a third car to park; having these 20-minute spaces on the side really helps with in and out. A lot of their customers park there. The entrance coming from the bank or Orange onto Isabella was also cut off from going straight to the liquor store; they forced everyone to go all the way around. He also feels that the City should look at making that a two-way street coming directly into the liquor store from the bank like it used to instead of having to go all the way around a very long stretch of parking lot. Mr. Huth asked if there are three or four parking spaces in the liquor store lot and Mr. Soro said there are four, but they have been shrunken.

Ms. Hurst and Mr. Huth expressed concern about having seven spaces for 20-minute parking when originally it was just two spots that were to be for 20-minutes and the rest were to be metered parking. Mr. Johnson said that because of the depth of these stalls we can't use parking blocks because oversized vehicles would stick out into the travel lane; therefore the new curb acts as the parking block. You would have to set a meter post or a sign post back three feet from the face of curb which then narrows the travel width for pedestrians on the sidewalk. Mr. Traylor asked if meter posts could be placed between the parking stalls at the

green line and Mr. Johnson said that is what the City typically does. It's done along Coronado Plaza but they have parking blocks there and the meter posts are pretty well protected from vehicles pulling forward. There's nothing that prevents the City from trying to do that; we'd just have to see how often we were going out to fix bent meter poles.

Mr. Scanlon said there should be an even number of metered spaces and an odd number of 20-minute spaces; that way you'd minimize the need for meter stanchions. Mr. Traylor said he heard MainStreet saying they'd support zero to two 20-minute parking spaces and suggested designating one space for 20-minute parking to accommodate the liquor store whose perception is that some parking space was lost; that would leave six for meters which would split two, two and two.

Mr. Traylor made a motion to split the motion and accept the staff recommendation to convert the 14 northernmost diagonal spaces in the median to two-hour metered parking and to make another recommendation to retain one 20-minute parking space adjacent to the liquor store and make the other six spaces two-hour metered spaces. Mr. Scanlon seconded the motion and it passed unanimously.

The meeting adjourned at 2:52 p.m.