

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE

MINUTES

January 28, 2010

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, January 28, 2010, at 2:00 p.m. in the Council Chambers. Scott Huth, Ed Walton, and Lou Scanlon were present. Ann McCaull represented the absent Rachel Hurst and John Traylor was absent and unrepresented. Assistant Engineer Dave Johnson was also present.

1. Minutes of the December 7, 2009 Special Meeting – Approval – Mr. Scanlon moved to approve the minutes, Mr. Walton seconded the motion and they were approved unanimously, with Ms. McCaull abstaining.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Install a Blue Curb Zone in Front of 1448 Third Street – This will be continued to the February 25, 2010 meeting at the request of the applicant.
4. Recommendation Regarding Modification of the Blue Curb Zone Warrant – Mr. Johnson reported that the City has been receiving more residential blue curb requests recently. The nature of recent requests has shown that the warrant needs to provide additional guidance in certain areas. For example, should a blue curb be approved if the requestor does not drive? Proposed changes to the warrant include:
 2. Overall Guidelines
 - a. The residence must be the requestor’s primary residence.
 - b. The requestor must own and operate a vehicle.
 - c. Reasonable conversion of space for disabled parking is more fully defined.
 - d. Temporary disabilities do not qualify for a blue curb zone.
 - e. A minimum of one parking space available to the general public must be maintained along the property’s frontage.
 3. For Condominium or Apartment Complexes
 - a. A majority of the residents must support the blue curb installation.

Mr. Huth commented on 3. a. and asked if the City should be asking the owner of an apartment building, not just the residents, whether a blue curb is desired. Mr. Walton commented that if a property owner authorizes the installation of a blue curb that would take precedence over polling the residents. He thinks something should be added for apartments; maybe a petition with the majority of residents in favor of a blue curb. Mr. Huth prefers the buy-off to be by the property owner, not the tenants. Mr. Walton said that this has not gone to property owners in the past when the property was inhabited by a tenant. If the property owner

is not aware of the situation and doesn't want a blue curb, then the City will not have benefited the person in need. Mr. Scanlon wanted to require a majority of residents to be in favor and also notify the property owner.

Ms. McCaull asked about distance; what if a garage is located in an alley and the resident is so disabled that they cannot get from the garage to their house? Mr. Johnson said there is no difference in the proposed warrant from the current one. Mr. Scanlon recalled an instance when a blue curb was approved for an applicant with a garage but whose wheelchair-accessible van could not unload in the garage.

Mr. Walton commented on 2. e. It sits wrong with him to require residents of 25' lots to seek approval of their neighbors when we wouldn't be requiring the same from owners of 50' lots. He does not want to discriminate against someone with a smaller lot by making them go through another step. Mr. Scanlon suggested adding the words "in instances where possible," while Mr. Huth thought that 2. e. should be eliminated.

Mr. Scanlon moved to forward the revised blue curb warrant to the City Council with the elimination of 2. e. and addition that owners of multi-unit buildings be notified. Mr. Huth seconded the motion and it passed unanimously.

5. Recommendation Regarding Possible Improvements to the Bike Path Crossing at the Coronado Cays Entrance – Mr. Johnson said this highly utilized bike path runs from the Tennis Center on Glorietta Boulevard to the Imperial Beach city limits. In Coronado it is separated from vehicular traffic with the exception of 11 intersection crossings. Stop signs are in place at all intersections along the bike path except for the intersections with Strand Way, Avenida del Sol, Avenida de las Arenas, and Rendova Road, which are controlled by yield signs.

There have been a lot of complaints about vehicle/pedestrian/bike conflicts at the entrance to the Coronado Cays. Mr. Johnson met with representatives of the SANDAG bicycle committee and a lot of their suggestions had to do with realigning the bike path. The City wanted to do something very soon that was not a major project. There are stop signs at this intersection for pedestrians and bikes, but the general behavior of bicyclists is that they do not like to stop. The City is looking for things to do to make cars more cognizant of bikes and pedestrians and vice versa. The City is working on a Bicycle Master Plan and hopefully the consultant can give us more permanent, long-term solutions. In the interim, a couple of suggestions have been made. One is to provide in-street pedestrian crossing signs for outbound traffic at the intersection. A second idea to make bicyclists and pedestrians more aware of the intersection is rumble strips. This would be a tactile feedback device. However, he's heard some concerns about rumble strips not being ADA compliant. People have suggested installing truncated domes like we have at pedestrian ramps. Mr. Scanlon said he's seen a lot of rollerbladers on the bike path and is concerned that these devices may cause them to fall. Mr. Johnson agreed that rollerbladers would probably get the most impact.

Nancy Warner, 861 H Avenue, owns Holland's Bicycles, along with her husband. She thinks putting something in to encourage bicyclists to slow down is a good thing. Speaking to people in the Cays, there have been too many close calls. Her husband is concerned that cutting grooves into the bike path surface will make the surface deteriorate or cause potholes. They think it's appropriate to put something in that won't mar the surface or throw people on the ground.

Mr. Walton believes that without a major realignment there will continue to be conflicts between vehicles and bikes. He thinks that for the interim in-street signs will work to make drivers more aware. He also thinks some kind of texture change on the bike path would be helpful.

Mr. Scanlon wondered about putting candlesticks in the middle of the bike path, about 25' before the intersection, and Mr. Huth said the path is swept every Friday, so anything that is put in has the potential of being scraped off. Mr. Johnson said that his experience with the SANDAG bike committee indicates that bike advocate groups do not like to see anything placed in the middle of a bike path. Mr. Huth said that his experience is that cyclists don't like to get out of their toe clips.

Ms. McCaull concurred with the recommendation for in-street pedestrian crossing signs but has maintenance and safety concerns with rumble strips and how users would be affected. She can envision that this would be a very difficult surface for rollerbladers. She asked if these alternatives have been used elsewhere in the region and whether they were effective. Mr. Johnson was not aware of anywhere they've been used. Mr. Huth said that when he was on the SANDAG bike committee they were putting in Botts dots and this did not go over well.

Mr. Johnson said he sees the issue as one of behavior; bikers don't want to stop and tend to blow through the intersection. Mr. Scanlon asked if the City should consider changing the stop signs to "Yield to Cross Traffic" signs. Mr. Walton responded that the Bicycle Master Plan consultant will be tasked with reviewing all signs.

Mr. Huth wondered if there was any interest in pavement markings. Mr. Walton said he thinks the majority of riders are repeat riders and they know the intersection is there.

Mr. Huth moved that in-street pedestrian crossing signs be installed at the intersection and to have the other issues be reviewed by the Bicycle Master Plan consultant; Ms. McCaull seconded the motion and it passed unanimously.

The meeting adjourned at 3:00 p.m.