

CITY OF CORONADO
TRAFFIC OPERATIONS COMMITTEE

MINUTES

February 25, 2010

A meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, February 25, 2010, at 2:00 p.m. in the Council Chambers. Scott Huth, Ed Walton, and Rachel Hurst were present. Eric Hima represented the absent Lou Scanlon and Ed Hadfield represented the absent John Traylor. Assistant Engineer Dave Johnson was also present.

1. Minutes of the January 25, 2010 Meeting – Approval – Mr. Hima moved to approve the minutes, Mr. Walton seconded the motion and they were approved, with Mr. Hadfield and Ms. Hurst abstaining.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Install a Blue Curb Zone in Front of 1448 Third Street – Mr. Johnson said that last month the City Council approved a revision to the blue curb warrant, but this request was made prior to that adoption, so it was evaluated against the prior warrant. There were three requirements that needed to be met: (1) The requestor must be in possession of a handicap placard; (2) They must have a doctor's note stating that they are incapable of travel greater than 50'; and (3) There is no place on the property that could be converted to host the parking of a vehicle. The applicant has provided a valid blue curb placard and a doctor's note. A review of the property at 1448 Third Street shows an existing garage that is served by a driveway off Third. The recommendation from the Engineering Department, based on warrant analysis, is that a blue curb zone not be installed at this location because it doesn't satisfy the requirement that there be no space on the property that could be converted to host handicap parking.

Richard Rebuffattee, 1448 Third Street, said his house was built in the 1940s. At one time his dad could get an old Volkswagen in the garage but had trouble getting out of it and into the house and he was five foot-nine. It's more like a storage area than a garage. Cars have gotten larger since then. You can get your car in there, but then you can only open the door a little. Plus, parking in his neighborhood is insanity.

Mr. Huth asked if there was room between the sidewalk and the driveway to park a vehicle and Mr. Johnson said you'd be straddling the sidewalk. Mr. Rebuffattee said it's about five feet from the garage to the sidewalk.

Mr. Johnson said he concurred with Mr. Rebuffattee that it would be difficult to park a modern car in this garage. In the past this committee has heard similar situations and made the decision that a blue curb zone would be allowed because of a substandard-size garage. His personal opinion is that the garage is too small to house a modern vehicle.

Mr. Walton said he visited the site and it looks like the garage door is a standard size door, but the exterior wall would be very close to that, so he would not argue that it would be very difficult to get in and out.

Mr. Huth asked if there had been any comments from neighbors in addition to the one letter in the agenda packet objecting to the installation of a blue curb and Mr. Johnson said he'd received phone calls stating that parking in this area is already very difficult and that having a blue curb zone in this location wouldn't necessarily make it easier for the residents to park because of the hospital being so close. They felt the blue curb would most likely be occupied by a hospital-bound vehicle since anyone with a handicap placard could park there and it would not allow better access for the requestor or the residents in the area.

Mr. Hadfield said there is a blue curb adjacent to the Fire Station. The facility next to the Fire Station has an elderly population and there was a significant amount of construction going on where they were unable to park their vehicles there. That blue curb helped three individuals who live in that housing. From that standpoint, having a blue curb adjacent to the hospital could be a benefit even though it would primarily be taken up by the requestor. However, it could increase the potential of having parking availability for people with handicaps. Initially, he was against installation of a blue curb until he saw the requestor, heard his argument about the situation, and recognized the challenges that he faces with his garage and being taller than average. His garage is small and it would be extremely challenging for him, if not nearly impossible, to get out of his car in the garage.

Mr. Hadfield made a motion to install a blue curb at 1448 Third Street; Mr. Hima seconded the motion and it passed unanimously.

4. Recommendation Regarding a Request for Installation of Red Curb Zones at Multiple Locations in the Coronado Cays – Mr. Johnson reported that the Coronado Cays requested the painting of “no parking” red curb zones at many locations in the Cays. They also requested a project to place pedestrian ramps at selected locations. The City is going ahead with a C.I.P. project to install some pedestrian ramps. The majority of locations that the Cays requested red curbs for already have pedestrian ramps, not necessarily up to today's standard ADA-accessible ramp with truncated domes and the landing grade and width that today's pedestrian ramps have. Some of the other locations staff felt were not highly utilized pedestrian crossings, particularly in the cul-de-sac bulbs, for instance, in the Sixpence and Green Turtle areas. This seems to be more of a parking issue than a pedestrian safety issue.

The majority of locations have pedestrian ramps; if someone is parked in front of a pedestrian ramp it is enforceable under Vehicle Code section 22500, so the person can be ticketed. The biggest concern from the Cays was that cars are parked close to crossing locations. Staff feels that a red curb zone is somewhat redundant since someone who's parked in front of a ped ramp can be cited. Therefore, right now, staff is not recommending any of the requested red curb zones to be installed since most of them will be taken care of by the upcoming C.I.P. project, particularly in the Jamaica Village and Green Turtle areas. The rest of the neighborhoods have existing ped ramps where parking can be enforced. The recommendation is to not install any red curb zones at this time.

Mr. Huth asked if it is legal to park on the radius of Green Turtle and Mr. Johnson said nothing precludes people from parking along a radius unless there's a red curb zone or a ped ramp. If it's not marked as a no parking zone it's legal to park there. He noted though that there is a ped ramp or a marked crosswalk at that location.

Tim Burns, maintenance manager, Coronado Cays Homeowners Association (CCHOA), is here on behalf of Larry Peterson, the general manager. He thinks the CCHOA's concern was with Green Turtle. There's always been a parking issue there and they were concerned about the new fire truck being able to make the turns to get to the end of the streets. He's seen the fire truck out there and it doesn't seem to have a problem getting around the corners. There's a lot of

construction down there; as soon as they build a house they tear it down and rebuild it. It's an ongoing nightmare as far as parking. Maybe red curbing here could be reconsidered in the future. They are happy to see the 22 locations for the ped ramps; that will really help. He has worked for the CCHOA for almost 19 years and has seen more disabled people and people in wheelchairs in the Cays now that some of the residents have aged. He expressed thanks for the upcoming project; it will really help out. He appreciated the consideration for red curbs because there is a parking issue over there; the streets are tight as it is.

Mr. Hadfield moved to accept the staff recommendation to not install additional red curbing in the Coronado Cays, Mr. Hima seconded the motion and it passed unanimously.

5. Recommendation Regarding Consistency in Turn Restriction Signage on Third Street between A Avenue and Orange Avenue – Mr. Johnson reported that in December 2009 the T.O.C. voted to recommend to the City Council an afternoon left-turn restriction from Third Street onto the 300 block of the A/B alley. This restriction was proposed to be in effect Monday through Friday from 2:30-4:30 p.m. which would be consistent with a turn restriction on the 300 block of the B/C alley, which at the time was the only afternoon turn restriction in effect. The issue was brought to the Council and they approved the turn restriction, but they also asked staff to reanalyze the afternoon turn restrictions in the area, particularly whether or not the 2:30-4:30 p.m. time frame was covering the peak vehicle periods. Staff took traffic counts on the A/B alley for the December 2009 recommendation and found that the 2:30-4:30 p.m. period did include the majority of the peak afternoon traffic, but the peak period does extend into the 5:00 hour. So the data was reanalyzed and staff is now recommending that the turn restriction time period be increased to 3:00-6:00 p.m. That will encompass what was found to be the greatest afternoon vehicle period. Staff is also recommending that a turn restriction be placed on the 300 blocks of the A/B alley, B/C alley and the C/Orange alley. That way there is consistency. A turn restriction onto the A, B and C Avenues in the afternoons was also looked at. There was a de facto turn restriction during the semi-diverter trial period; that project caused some undesirable traffic effects around the City. As a result of that project there has been some traffic that has returned to the avenues in the afternoon, but we're definitely not seeing the peak volumes we did prior to the semi-diverter project. He thinks one benefit of the project was that some drivers learned that there's no real time savings to cross the residential areas in the 300 blocks and they use the signals at the intersections of Third and Orange and Fourth and Orange. Therefore, staff is not recommending any afternoon turn restrictions on the avenues, only those alleys. Staff will be looking into speed limits in the alleys at a future date. The 300 block of the B/C alley currently has a 15 mph sign to remind drivers that that is the speed limit on alleys.

Jan Clark, 344 A Avenue, said her property abuts the A/B alley. She thanked the committee for thinking about increasing the restriction. She doesn't know how many members of the committee have been through her alley, but it seems as if everybody else has and they're speeding, so she's glad the City will be looking at the speed limit. As she's said before to the City Council, an alley isn't a street; there aren't any stop signs and it shouldn't be treated as a street. This is a small step for the families and people who live there to get the restriction. There are a lot of children now and two people have been hit in her alley; one was not reported. She's happy that progress is being made.

Brian Snyder, 325 C Avenue, says his interest is in the alley between B and C and he is in favor of any restrictions such as the 3:00-6:00 because it's a raceway through there. It's not only a safety issue, but a noise and quality of life issue. In general there's very little regard for the 15 mph speed limit. The other issue is enforcement; he feels it's easily enforceable. Occasionally he sees police in the alley but part of any law is enforceability. Although it's not part of this

discussion he'd be in favor of any restrictions on C Avenue because people race their engines and it's an extreme annoyance.

Richard Rebuffattee, 1448 Third Street, asked how can these people live with this? He can hear the cars screeching from his house. There ought to be barricades so no one can go through the alleys except them. It's awful.

Ellen Spock, 1312 Third Street, on the corner of Third and B, also has a rental at 1312-1/2 Third which is on the B alley. She sees so many accidents on the corner of C because with Albertson's being down there, there are a lot of cars coming up. There is a little curve there and they have a really hard time getting out of their garage. For a while signs were up and the speed limit was lowered and people were watching their speeds, but they don't do that anymore. They speed like crazy. There was an accident involving three cars a couple of weeks ago; there were two ambulances and each one had to take a person to the hospital. It's not just occasionally; it's a lot. A car came in through their gate in the back and the only thing that kept it from coming into their dining room was the stairs leading up to the dining room. They had a renter whose car was demolished because of a drunken driver. She could go on and on. Once they called to find out about a motorcyclist who'd had an accident and it hadn't even been recorded. Putting turn restrictions in the alleys is a really good step; lowering the speed limit and ceasing the left-hand turns will make the rest of the City really angry but she doesn't care.

Steve Spock, 1312 Third Street, said that when people come out of where Third Street joins Glorietta Place and try to turn left on B they have to cross three lanes of traffic in a half a block. That is a big thing that contributes to accidents on the B and Third Street corridor. It's his opinion that there should be a "no left turn" onto B Street at the stop sign at Third Street.

Mr. Walton clarified that where you come through the "S" curve you're actually on Pomona. People commonly think that once you start the "S" curve you're on Third; you're actually on Fourth, Pomona, and then Third. The other City section of Third Street is the street in front of the hospital. If you're not real familiar with the names of the streets you would think that Third Street is the state highway.

Mr. Huth said that he's seen what appear to be people coming up First or Second from the base and making a right-hand turn onto the 200 block alley between C and Orange and coming across that way. That's not on the agenda today but it might be something to watch and see how the Orange Avenue lane expansion is helping. He thinks the lane expansion is helping quite a bit to deter people from going down the alleys.

Mr. Hima said the reason for cutting across from the base and heading east to get to B and C or the alleys was because Orange Avenue was completely congested. The overall impact of the expanded left turn may open that up. Now there will be a standard traffic flow as opposed to a block and a half of traffic which cannot clear in one cycle.

Mr. Walton confirmed that staff will be looking at speeds through the alleys, city-wide. There are complaints, not only in the 300 blocks, but all alleys. This will come back to the T.O.C.

Mr. Hadfield moved to accept the staff recommendation and Mr. Huth seconded the motion. It passed unanimously.

The meeting adjourned at 2:45 p.m.