

**CITY OF CORONADO**  
**TRAFFIC OPERATIONS COMMITTEE**  
**SPECIAL MEETING MINUTES**

**April 29, 2010**

A special meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, April 29, 2010, at 2:00 p.m. in the Council Chambers. Scott Huth, John Traylor and Ed Walton were present. Ann McCaull represented the absent Rachel Hurst and Jesus Ochoa represented the absent Lou Scanlon. Assistant Engineer Dave Johnson was also present.

1. Minutes of the March 25, 2010 Meeting – Approval – The minutes were approved with Ms. McCaull abstaining.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Install a Left-Turn Restriction from Third Street to B Avenue – Mr. Johnson said it is fairly popular for people leaving the area around Sharp Coronado Hospital to go up Third Street and turn onto B Avenue to head south. In order to do that they have to cross three lanes of traffic which can be moving fast. There have been a lot of near misses, but the most recent three-year accident history reveals eight collisions there but none involving a vehicle turning left from Third Street onto B Avenue. Staff also looked at the *Manual on Uniform Traffic Control Devices* (MUTCD) which allows the City to place traffic control devices. It requires certain standard signage. The MUTCD states that whenever you put in a turn restriction like this it has to be at or near where a person is expected to know that there's a turn restriction. In this case, where they're turning is 125' away from where a sign would need to be placed, so that criterion doesn't fit well with what the MUTCD gives on guidance for placing signage. It would be hard for the police to enforce. Staff looked at possibly doing a word sign on Third Street that would say "For Vehicles on Third Street, No Left Turns to B Avenue," but the MUTCD doesn't allow wording on regulatory signs. Different pavement markings through the S-turn on SR 75 were looked at that would prohibit lane changes. The MUTCD provides a striping type that would prevent lane movements in that area but it was decided that wasn't good to recommend because this is an area where cars are apt to turn to position themselves for the correct lane when they get to the signal at Orange Avenue. With the lack of accidents the City would probably be hard-pressed to have Caltrans implement a new striping plan. Due to these factors staff does not recommend a turn restriction be installed.

Mr. Huth pointed out a solid line, almost a lane, by the hatched area in the aerial photograph and wondered if that was for the bus to merge through and get into traffic. He asked if the solid line could be extended up a little bit and Mr. Johnson said a solid line discourages turning movements but it doesn't prevent them. The MUTCD has a provision for using solid double white lines to prohibit lane changes when the traffic is all going in the same direction. He pointed out that the bus lane where the solid line turns into a dashed line is a merge lane so at least the number three lane of traffic would have to have the double white line. Mr. Huth said if you did that you'd trap the bus.

Mr. Ochoa said that if the merge lane is extended farther up he'd be worried about drivers coming up on Third and assuming there's not going to be a vehicle there instead of judging traffic from the stop sign.

Mr. Traylor asked if the City would be responsible for lane striping and Mr. Johnson replied that in this instance it would be Caltrans.

Mr. Traylor moved to accept the staff recommendation that no turn restrictions or lane line striping changes be installed on Third Street or SR 75; Mr. Ochoa seconded the motion and it passed unanimously.

4. Recommendation Regarding a Request to Install a Blue Curb Parking Space in Front of the Pharmacy at 230 Prospect Place – Mr. Johnson said a letter had been received from Joy Kerkhoff regarding difficulty finding parking in front of the pharmacy at 230 Prospect Place. She feels there's a need for short-term parking to facilitate getting in and out of the pharmacy relatively quickly. She requested that the City look at a 20-minute blue curb zone space, but Mr. Johnson explained that the Vehicle Code does not provide the ability to limit the time on a blue curb zone; a blue curb zone is open 24 hours a day to anyone with a handicap placard. He suggested the request be modified to just a handicap blue curb zone and Ms. Kerkhoff agreed. Staff recommends a blue curb zone be installed adjacent to the pharmacy but in addition, because parking in the area is impacted and currently there are no short-term parking spaces in front of the pharmacy, staff is also recommending that a 20-minute time-limited green zone be placed adjacent to the pharmacy. This would allow anyone to park there for 20 minutes or less. The blue curb space would be situated near where there's an existing ramp.

Mr. Traylor asked if there are any existing handicap parking spaces on Prospect and Mr. Johnson said there are, near the entrance to the hospital, 250 Prospect Place, and this area could probably use more. He believes those are van accessible; the one in front of the pharmacy would not be van accessible because that would require removal a full-size parking space to provide a landing area.

Ms. Kerkhoff expressed her frustration with finding parking spaces near the pharmacy when she transports disabled persons to pick up prescriptions. People, including staff, park right in front of the pharmacy and just stay there.

Tony Guerra, CFO of Sharp Coronado Hospital, spoke but most of his comments were inaudible on the recording. He generally supported the staff recommendation. He also said the hospital is going to begin a valet service.

Mr. Johnson said the metered parking in the area has a two-hour limit. This was installed in 2002 at the request of the hospital. One of the things that was lost in the shuffle were three 12-minute parking stalls on the northwest side, facing the pharmacy. There is still a paper sign in the pharmacy window that says "12-Minute Parking," but that is not enforceable.

Mr. Walton said he feels there's a need for more than one time-limited parking space.

Mr. Huth made a motion to install one blue curb parking space and three 20-minute limited parking spaces in front of the pharmacy at 230 Prospect Place. Mr. Traylor seconded the motion and it passed unanimously.

5. Recommendation Regarding the Request to Review Existing MTS Bus Stop Locations along Orange Avenue – Staff was asked to look at what could be done to free up some parking along Orange Avenue and one of the suggestions was to look at the existing bus stops. MTS has provided some ridership data but it was not received in time to be included in today's staff report. Mr. Johnson looked at frequency of bus stops and walking distance between bus stops. On Orange Avenue between Tenth and Fourth there is a bus stop on every corner; there is a

minimum of 500' walking distance along Orange Avenue to the nearest bus stop. The suggested distance between bus stops is 750' with the maximum being around 1,000'. Based on that information it was felt that some bus stops could be identified for removal to free up some parking spaces. Based on usage, the ones that could be considered for removal would be those at Ninth, Seventh and Fifth Streets. With the removal of these three locations (six total bus stops,) about 25 parking spaces may be gained. Mr. Johnson asked the Committee to consider the merits of suggesting the removal of bus stops to the City Council. Do we need to increase the amount of parking on Orange Avenue and if the answer is yes, then perhaps removing some bus stops could be looked at.

Mr. Huth asked how many stops are made and Mike Daney, MTS representative, said that the 901 bus makes about 50 trips a day northbound and 53 southbound. The 904, which is mainly used by tourists, provides about nine trips a day.

Mr. Walton said he felt the first step would be to see if the Council wants the T.O.C. to investigate this. He thinks notification to the riders should be made prior to any firm recommendation.

Mr. Daney said that MTS likes to speed up its service; one of the biggest complaints they get is how slow and unreliable service is. Having a lot of bus stops along a route kind of goes against the grain in terms of trying to speed up service and make it reliable. The more you have to stop, the more variables you have with the service. Consolidating stops is an ongoing effort. Every time you pull a bus over it takes a minimum 30 seconds; if you do that along the route [inaudible]. MTS would definitely be open to working with the City to figure out if these are the best stops to remove. In Coronado the stops in that area are every block and that's more than other places. [More inaudible speech.] He said MTS would put an 11-day posting at the bus stops saying they're considering removing some bus stops and if there are any concerns or support for this, to please contact them. As far as the stops the City has identified, Ninth Street is the only one that concerns MTS; it has fairly strong ridership. With that said, there's another stop only a block away. [More inaudible speech.]

Mr. Ochoa said he'd like the stop at Orange and C Avenues looked at as well.

Ms. McCaull asked how many spaces would be gained by the elimination of one bus stop, for example, at Ninth and Orange and Mr. Johnson said the 80' space theoretically could yield four parallel parking spaces.

Ms. McCaull said she thinks this is a really good idea to get some additional parking in the downtown area, but until the City goes through the appropriate process, as outlined by Mr. Daney, she doesn't think the T.O.C. should be recommending the removal of any certain locations to the Council. She thinks that the concept of further study should be forwarded to them, so the appropriate process can be followed, notify people who use the bus and get feedback from the users as to what locations are most important to the community.

Mr. Huth said that at a previous T.O.C. meeting an applicant had asked why there is a bus stop in the 1200 block of Orange when there's one in front of the plaza. He thinks this stop is worth looking at.

Mr. Daney said MTS has a big project with National City and over the last three months they've looked at every corridor and every route in the city and looked at the bus stop placement with the city's traffic engineer. Having the traffic engineer there has helped facilitate a good working relationship in figuring out where they want stops and what stops shouldn't be there. He suggested that this could be done in about four hours in Coronado.

Mr. Walton said he thinks before any more time and energy are invested staff should take the pulse of the Council to see if they want this looked at. Parking is very scarce downtown and he thinks the Council would like to see it increased, but they also want to increase ridership on

mass transit. He figured that if a single-occupancy vehicle parks for two hours in a space formerly occupied by a bus stop it's about a wash with the number of people getting on and off the bus, if you look at trips, so if those people quit using mass transit because that stop isn't there what we would gain in parking we'd lose in transit riders. He doesn't think that would be the case but he'd like to see what the Council thinks.

Mr. Walton moved that this issue be referred back to staff for further evaluation and Council direction. Ms. McCaull seconded the motion and it passed unanimously.

The meeting adjourned at 3:03 p.m.