

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE

MEETING MINUTES

October 28, 2010

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

1. Minutes of the September 23, 2010 Meeting – Approval – A quorum was not available to approve the minutes so this item was continued.
2. Oral Communications – None.
3. Recommendation Regarding a Request for Intersection Analysis on Alameda Boulevard at First Street – Mr. Johnson provided background information. The Navy Commuter Working Group made several requests regarding this intersection.

The first request was to install a stop sign on Alameda Boulevard to make it an all-way stop. The warrant says that if any condition, either based on volume, accidents or visibility is met, an all-way stop can be installed. The first criterion states that the total vehicular volume entering from all intersection approaches averages 300 vehicles per hour for any eight hours of an average day. In this case there are more than 300 vehicles per hour entering the intersection from all approaches. The warrant states that for an all-way stop the number of vehicles entering from the minor street has to be one-third of the total of the eight-hour average; in this case there are only 161 vehicles entering from the minor street in that eight-hour period which is only 23%, so this does not meet the warrant. Another criterion states that if there are six or more accidents within a 12-month period that can be correctable with a stop sign, a stop sign is warranted. In this case, there have been no reported collisions at this intersection in the last 12 months. The last criterion is visibility, which states that straight line sight distance on at least one of the approaches of the principal street for vehicles or pedestrians crossing the intersection is less than 160'. There is sufficient sight distance for vehicles and pedestrians approaching the intersection within 160' of the intersection. The staff recommendation is to not install an additional stop sign on Alameda Boulevard.

The next request was for a marked crosswalk. The California Vehicle Code states that at any intersection the curb returns extend out; even if they're not painted there are imaginary lines that are a crosswalk on the ground. In other words, you don't have to paint a crosswalk at an intersection in order for the Vehicle Code to recognize that pedestrians have the right to cross at that location. However, it has been found that marked pedestrian crosswalks can encourage pedestrians to have unsafe behaviors and feel that the markings protect them from vehicles when they step out and that vehicles should stop, but vehicles don't always do that, so the City tries to make sure that when marked crosswalks are installed it's done at the appropriate locations. There are six criteria that must be met to install a marked crosswalk. The first is the general

condition of the intersection. It states that the crosswalk should accomplish at least one of the following objectives:

- (1) Clarify and define pedestrian routes across a complex intersection.
- (2) Channelize pedestrians into a significantly shorter path.
- (3) Position pedestrians to be seen better by motorists.
- (4) Position pedestrians so as to expose them to fewer vehicles.

Staff does not believe this condition is met; a crosswalk here would not benefit or make the conditions at this intersection safer. This is not a complex intersection; it's intersecting at right angles with plenty of visibility for motorists and pedestrians.

The second criterion is pedestrian volume; the total amount of pedestrians during the peak pedestrian hour is 10 or more. During field visits of the assumed peak pedestrian hour (6:30-7:30 a.m. on September 8) there were more than 25 pedestrians crossing the intersection at that hour. This condition is met.

The next criterion is vehicle approach speed and states that vehicles approaching the intersection should not exceed 35 mph. Because vehicles on Alameda must turn right or left and vehicles on First Street come to a stop intersection, approach speeds do not exceed 35 mph; this condition is met.

The next criterion is gap time which is the amount of time it takes a pedestrian to cross the street without any conflicting vehicle movements. It was found in the afternoon that when vehicles are coming off the base there is not sufficient pedestrian gap time, so this condition is met.

The next condition is visibility; motorists have an unrestricted view of all pedestrians at the proposed crosswalk for a distance of not less than 200' on all approaches. This condition is met.

The final condition is illumination; there shall be adequate illumination at the intersection or scheduled to be installed. There is a streetlight in place at the southeast corner of the intersection and this condition is met.

The warrant states that all conditions must be met in order to install a marked crosswalk and the first criterion is not met; therefore the recommendation is to not install a marked crosswalk.

There was also a request to look at extending the bike lanes on the opposite side of the intersection. In 2002 the City did a project to narrow the travel lanes on First Street and added five-foot bike lanes on each side which end at Alameda Boulevard. The City is currently working on a Bike Master Plan that would create a perimeter route throughout the City; depending on the route that is approved, bicycle lanes could go in on Alameda Boulevard. Right now when bicyclists come up to this intersection they're not exactly sure where to go and typically they turn around. The *Manual on Uniform Traffic Control Devices* gives guidance on bike lane striping through intersections and it states that where transitions from one bike lane to another are necessary, bike lanes should not be extended through the intersection, but should be continued on the opposite side. In this case, there is a property ownership issue past the blue line as it is Navy property, not City property. Mr. Waczek felt that extending the bike lanes through the intersection might get non-military people confused and onto the base and that could cause more problems.

Bruce Shaffer, Navy liaison, said the Navy is going to put bike lanes in, both coming in and going out of the base at First Street. Bikes are allowed to go through the First, Fourth and

Ocean gates. Fourth is awkward because they're going against traffic but you do see people going in that way. They do not allow bikes to go through the McCain gate at Third.

Mr. Johnson asked if the Navy has a bike document that they're working on and Mr. Shaffer said they have an Activity Overview Plan which is in draft form now. Mr. Johnson said he'd like to see a copy of the plan for coordination purposes.

Mr. Walton moved to approve the staff recommendation not to install an all-way stop on Alameda at First; Mr. Huth seconded the motion and it passed unanimously.

Mr. Huth moved to approve the staff recommendation not to install a marked crosswalk at this intersection; Mr. Waczek seconded the motion and it passed unanimously.

Regarding the bike lanes issue, Mr. Huth moved to get information from the Navy and coordinate with the City's Bike Master Plan how best to mark and identify what's going on in this intersection and then bring it back as part of the Bike Plan. Mr. Walton seconded the motion and it passed unanimously.

Mr. Walton said that the November meeting falls on Thanksgiving and will likely be canceled.

The meeting adjourned at 2:34 p.m.