

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE

MEETING MINUTES

April 28, 2011

A meeting of the Traffic Operations Committee (TOC) was held on Thursday, April 28, 2011, at 2:00 p.m. in the Council Chambers. Scott Huth, Rachel Hurst, John Traylor and Ed Walton were present. Lou Scanlon was absent and represented by Jesus Ochoa. Assistant Engineer Dave Johnson was also present.

1. Minutes of the March 24, 2011 Meeting – The minutes were approved unanimously with Mr. Ochoa abstaining.
2. Oral Communications – Jeff Alison, 1057 Ocean Boulevard, is a member of the new Transportation Commission. He said that when the hospital pharmacy at Prospect and Second found out that he is on the Commission, they told him they have a problem with older people coming across Second Street. There are no pedestrian markings there and some do not see well. Cars come around the corner onto Second pretty quickly. They asked if some kind of pedestrian protection could be installed; Mr. Alison's thought was that maybe the treatment at B and First, or something along that line, could be installed.
3. Recommendation Regarding the Request to Consider Bicycle Barriers at the Bike Path Crossing at the Coronado Cays Entrance – Mr. Johnson reported that at the last Traffic Operations Committee (TOC) meeting the Committee recommended replacing the existing stop markings at the intersections of the Bayshore Bikeway with yield markings and adding some enhanced striping at the Cays entrance. The Committee also asked for more information on the use of a bicycle barrier, so today's report addresses barriers. The Cays Homeowners Association (CCHOA) feels that a way to increase the safety of the intersection is to make bicyclists dismount and walk their bikes across the intersection. Staff has been unable to find any examples of bike barriers in San Diego County nor are there many in other locations. Today's report has some examples from Europe. Because of the amount of traffic at these locations it was felt that bicyclists needed to dismount and they put up signs, but because bicyclists continued to ignore the signs, they ended up having to install barriers across the intersections to cut off all access to bicyclists. Exhibit C shows a very large galvanized steel structure that makes cyclists weave in and out; what the exhibit doesn't show very well are the tire tracks that go around the edges of the barrier. Mr. Johnson feels a very similar situation would exist at the Cays; there is room to navigate off the path to get around a barrier like that. In addition, if a barrier were to be used, it would need to be such that pedestrians could still utilize the existing marked crosswalk and it would need to be ADA compliant. The only thing staff could think of that would work is a chicane which is what the barrier on Exhibit C is and there was only one benefit to this idea which is that if cyclists were forced to dismount it would allow drivers and cyclists additional time to view the intersection and be aware of conflicts. There are many negative aspects to a barrier like this. If a chicane were to be put in bicyclists would leave the

bike path to avoid it; where they might cross is unpredictable and that would be a very dangerous situation. Another drawback to a barrier is that it may change the behavior of more advanced cyclists and they would end up on the highway where there are high-speed vehicles, causing a possibly dangerous situation for those cyclists. Recumbent bikes, those that riders lay back on, would not be able to navigate a barrier like this, so something would have to be figured out to get those people around such an impediment. The City has had projects to remove signs on the Strand to increase beautification along there and a chicane would have serious visual impacts. Also, even if cyclists did dismount at these locations, who's to say they wouldn't get right back on their bikes after they did dismount and ride across the intersection? Those are just a few of the disadvantages of this type of thing. Staff is recommending against any barriers at this location and this is consistent with the recently approved Bicycle Master Plan.

Mr. Traylor asked what alternatives there are in lieu of barriers and Mr. Johnson said that at the last TOC meeting a change in signage from stop signs to yield signs and additional enhanced striping were approved. The ultimate long-term solution is to realign the bike path so that cyclists cross with the signal at SR 75.

Ruth Cigeldy, Coronado Cays resident, said she's been writing letters to the Council and the Chief of Police about bicyclists for at least two and a half years and on Wednesday she just noticed that the stop signs had been changed to yields for the bicyclists. She would like to know why there wasn't a public hearing before this was done. When there was a stop sign the cars had the right-of-way and if bikes went through it they were liable; the drivers weren't. She'd like to know who has the right-of-way now. She is concerned because Cays residents are the ones being attacked. Anybody with an ounce of intelligence knows what a serious situation this is. There's got to be some barrier across there or a change where bicyclists go down to a tunnel or around the Southwest Aquatic Center. She doesn't feel that drivers have the law on their side now. Who is going to pay her attorney's fees if a bicyclist runs into her and she kills the person? Will the City pay her attorney's fees? She doesn't consider that she would be at fault; it's very dangerous.

Mr. Huth asked if the recommendation to change the stop signs to yields went to the Council for approval and Mr. Johnson explained that that the project that implemented the sign change was approved in the Bicycle Master Plan. The Master Plan had two public hearings with time for public comment. Mr. Huth observed that the Master Plan had gone to the CCHOA for comment, so there was a public review process.

Mr. Walton agreed that it is not an ideal situation with bicycles and vehicles meeting at a very odd intersection, but there is a long-term plan. As Mr. Johnson mentioned, it's either to shift bicycles over next to the highway to make cyclists move in conjunction with the signal, or as an alternative, grade separate them and send them underground into a tunnel. These long-term projects will have to go through a full environmental process, be funded and constructed. In the interim, the yield signs were installed according to the Bicycle Master Plan. The CCHOA was notified and spoke on it.

Mr. Huth said the TOC cannot answer legal questions but perhaps after the meeting one of the police officers can educate Ms. Cigeldy about what the Vehicle Code says about the relationship to stop signs, yield signs and intersections.

Mr. Ochoa said the rules of the road state that whether you have a stop sign or a yield sign, you cannot enter the intersection until it's safe to do so. Depending on the circumstances, a person with a yield doesn't have any more rights than the other person; they're required to yield

to oncoming traffic and they cannot enter the intersection until they are safe. The same thing applies to the other car.

Mr. Walton said he was approached by two cyclists who said that since the yields have gone in, they feel that vehicle drivers are more alert and they feel safer on that path.

Mr. Huth offered that Ms. Cigeldy can speak to Mr. Johnson for additional information and staff can provide copies of some of the things in the Bike Master Plan.

Mr. Traylor moved to approve the staff recommendation not to install barriers on the bike path at the entrance to the Cay; Mr. Ochoa seconded the motion and it passed unanimously.

4. Recommendation Regarding the Request to Install a Stop Sign on D Avenue at First Street – Mr. Johnson said a resident felt that a safety improvement could be made at this intersection and staff analyzed it for a stop sign. He said that stop signs are used for right-of-way issues at intersections; they're not for speed control. The installation of a stop sign is based on the number of vehicles that travel through the intersection, the sight distance through the intersection and whether or not there's a significant accident history at the location. The volume criterion states that there must be 1,000 vehicles on the principal street and 500 on the minor street. The average daily traffic on the principal street (First Street) is 5,150 vehicles and on D Avenue it's 640 vehicles; therefore, a stop sign is warranted on D Avenue to stop traffic on northbound D from entering First Street traffic.

Mr. Traylor asked if this intersection is considered a "T" intersection or does the parking lot directly across the street make it a through intersection? Mr. Johnson said this is a little atypical because there is not a lot of movement from northbound D Avenue, crossing First, to get across to the parking lot, but there is quite a volume of traffic going into and coming out of the parking lot from First Street. He analyzed it as a "T" intersection because there is already a stop control at the parking lot exiting onto First Street. Mr. Traylor noted that two emails received on this issue suggested that perhaps a stop sign is needed on First to allow pedestrian crossings. Mr. Johnson said the warrant indicates that a stop sign would not be warranted on First Street at D Avenue since there already is a stop intersection at E Avenue and a stop light at Orange Avenue. Those are locations that are available for pedestrian crossings and it is preferred that they cross at those existing locations. Based on the analysis, staff does not feel that a stop sign on First Street would be appropriate.

Mr. Traylor moved to approve the staff recommendation to install a stop sign on D Avenue at First Street; Mr. Walton seconded the motion and it passed unanimously.

5. Recommendation Regarding the Installation of In-Street Pedestrian Crossing Signs at Sixth Street and Pomona Avenue; Ocean Boulevard and Isabella Avenue; and Ocean Boulevard and Ocean Court – Mr. Huth said three emails were received in response to this item – one about Ocean and Isabella and two about Sixth and Pomona, all in agreement about trying to install something at those locations.

Mr. Johnson said that a resident asked that these locations be considered for installation of in-street pedestrian crossing signs. The City has a warrant for installation of in-street pedestrian crossing signs. Currently, there are some at the intersection of First and B that sit on the centerline at the crosswalks to let motorists know that they're to yield to pedestrians in the crosswalk. All three locations met the warrant for installation and would be installed at existing crosswalks.

Mr. Traylor asked if these signs would be maintained by the Public Services Department and Mr. Huth said yes, but he's not aware of any problems with maintenance.

Mr. Walton clarified that these are not in-street pavement flashers where you push a button and the crosswalk lights up or a signalized pedestrian crossing with a flashing light. It's a delineator-type sign. There is a reflective coating on the sign, but no electronics.

Beth Callahan, 517 Pomona, has two children who either walk or bike to school daily. She has been exploring different types of pedestrian crosswalks and feels that a sign should have been put in yesterday, but now she feels a sign is insufficient. There's high volume traffic here and if you're stopped for someone in a crosswalk, cars behind you will not stop and will just go around you. Even if there's a "yield to pedestrians" sign, she doesn't think it will save a life. She thinks there needs to be a button that people can press and an overhead light flashes so that other people coming from both ways see the need to stop. Also, lighted crosswalks would be good for nighttime. It's a huge problem. She thinks the sign is a nice, small step, but she doesn't think it's the final solution.

Bernie Schmidt, 1607 Sixth Street, came here with the assumption that what is being proposed would be a type of control device where kids can push a button and lights on the roadway light up as a warning that kid will be in the crosswalk in about five seconds. There was one on Third as you go through the North Island gate, but it was taken out. He's definitely in favor of something like that. There are 30-50 signs around town that say "no right turn" during certain hours. Why wouldn't it be OK to put something like that on Pomona Avenue to say "no right turn" on Sixth and Fifth Streets? There's going to be a bike lane on Pomona within a couple of years, or hopefully very soon, and there will be a lot of bicyclists crowded into one corner, with people making right turns, going home at night. He thinks it would be a good idea to study that. Fifth and Sixth are really overloaded at night with the going-home traffic from Pomona, trying to take a shortcut and avoid going down to Fourth. He put a petition through a couple of years ago and it came back saying "no, we don't normally do signs like that to divert traffic." He wants to reopen that "no right turn" request to keep traffic down during the rush hour.

Mr. Johnson said these locations were analyzed only for in-street pedestrian signs because that was the request that had been made. He referred to Sixth and Pomona and said there have been some vehicle vs. vehicle accidents at that intersection, but he does not recall any vehicle/pedestrian accidents. Pomona is a designated through street and a minor arterial in the City's Circulation Element. That's the reason there are no stop signs on Pomona. That intersection is on the Safe Routes to School and it has been looked at at least twice in the last 10 years for additional improvements, but because of the lack of vehicle/pedestrian collisions, it was felt that marked crosswalks with the in-street pedestrian crossing signs are sufficient warning to drivers.

Mr. Walton said that in the past the City installed in-street pavement flashers on Ocean Boulevard, where you push a button and they light up. They were pulled out because of problems with them. When this was looked at for Pomona and Sixth it was right after the problems with the flashers on Ocean, so they were not recommended for Pomona and Sixth.

Ms. Callahan said [inaudible] and Mr. Johnson said he thought she was referring to HAWK signals which have been discussed extensively, but are not approved for use in California at this time. This has a signal head where a pedestrian presses a button and the signal will stop traffic with a red ball. The issues preventing their use in California might get straightened out in the future and hopefully this can be a tool to be used. The Bicycle Master

Plan identifies several locations for them. Examples of in-street pavement lights can be found in the Bird Rock area. When a button is pressed, not only do the crosswalks light up, but the signs also light.

Mr. Huth said that from his experience, having an office at the corner of First and B, he thinks the raised delineator signs work pretty effectively. He thinks most people in that area probably have a greater comfort level than they did before because of them. He's seeing that a lot more drivers slow down. Mr. Ochoa said he thinks they allow drivers to focus on the fact that there's a crosswalk there; that barrier in the middle alerts them. He said the issue of vehicles yielding to pedestrians in a crosswalk occurs throughout the town.

Mr. Ochoa moved to install in-street pedestrian signs at the three locations; Mr. Traylor seconded the motion and it passed unanimously.

6. Recommendation Regarding the Request to Install a 25-Foot White Curb Zone adjacent to the Newly Renovated Tennis Center Building at 1501 Glorietta Boulevard – Mr. Johnson said that as part of the recent Tennis Center renovations, they moved the mail drop location and the US Postal Service is requiring that in order to have mail delivered to this location, there must be a white curb zone to facilitate the loading and unloading of mail.

Mr. Huth asked if there is any handicap parking in the area and Mr. Johnson said there are no handicap-designated spaces out front and we'll have to see if there becomes a need for one or more.

Mr. Huth commented that the white curb zone also seems to work well for drop-offs and camps. Mr. Johnson agreed and said the post office is requiring this, but it can also serve double duty. It will be a three-minute loading and unloading zone available to anybody.

Bernie Schmidt said the Ad Hoc Bicycle Committee looked at routing bicycles through this area. The consultant came up with some suggestions to solve the vehicle traffic problems and one was to have two roundabouts. The decision was made to take it out of the Bicycle Master Plan because it's a traffic problem and it can be looked at by the Traffic Commission. He wondered if anything was going to be done to improve traffic here.

Mr. Huth moved to install a 25-foot white curb zone adjacent to the Tennis Center, Mr. Ochoa seconded it and it passed unanimously.

7. Recommendation Regarding the Request to Analyze Traffic Control Signal Warrants at the Intersection of State Route 75 and the Entrance to Fiddler's Cove – Mr. Johnson said the Engineering Department was asked to look at the warrant for a traffic signal at the intersection of SR 75 and Fiddler's Cove. On February 23, 2011, there was a fatal collision at this location. There was also a double fatal collision there in 2006. Both collisions were caused by right-of-way violations. The signal warrant is taken from the *California Manual on Uniform Traffic Control Devices*; this is the warrant that Caltrans would use to analyze signal locations. This intersection does not meet the criteria for a signal. Generally, the volume warrant is used to determine traffic signals and while there is a sufficient volume on SR 75, the volumes entering and exiting Fiddler's Cove are very low; thus, a signalized intersection is not warranted and staff is not recommending a signal be considered for installation at this location.

Mr. Huth said that as he understands it, the City would not make the decision as to whether a signal should be installed at this intersection – it would be a Caltrans decision. But if the City found merit, it would recommend that Caltrans study it.

Mr. Traylor asked if Caltrans does proactive studies like Mr. Johnson did and Mr. Johnson said it does safety audits on a regular basis. They determine whether or not one of their facilities has a higher than average rate based on accidents per million vehicle miles traveled. He has not seen their analysis for this intersection but he talks to Caltrans on a regular basis and they have not indicated that they are considering any additional controls at this intersection.

Mr. Huth wondered if there's a better way to communicate, coming out of Fiddler's Cove, with signage that might help instruct drivers. When you come out of Fiddler's Cove you can cross traffic or turn right and go uptown. Mr. Johnson said the only standard signage he can think of to supplement the stop sign is "cross traffic does not stop." The City has this sign on C Avenue at Fourth Street. It is underneath the stop sign.

Mr. Traylor moved to not recommend installing a traffic signal at SR 75 and Fiddler's Cove; Mr. Walton seconded the motion and it passed unanimously.

The meeting adjourned at 3:02 p.m.