

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE

MEETING MINUTES

October 27, 2011

A meeting of the Traffic Operations Committee (TOC) was held on Thursday, October 27, 2011, at 2:00 p.m. in the Council Chambers. Scott Huth, Mike Blood, Rachel Hurst, Lou Scanlon and Ed Walton were present. Assistant Engineer Dave Johnson was also present.

1. Minutes of the June 23, 2011 Meeting – The minutes were approved unanimously with Ms. Hurst abstaining.
2. Minutes of the August 25, 2011 Meeting – The minutes were approved unanimously.
3. Oral Communications – James Fenwick, 1133 First Street, read a statement from Dr. Larry Ybarrando, vice-chair of the board of directors of Coronado Point (CP) homeowners' association, and asked that it be entered into the record for consideration by the TOC at a later meeting. He read "I, Dr. Larry Ybarrando, designate Dr. James Fenwick as my personal representative at the October 27 TOC meeting. I authorize Dr. Fenwick to reading the following statement and request that this statement be placed in the meeting records if that is in accordance with the TOC's rules and operating procedures. I, Dr. Larry Ybarrando, am an 18-year resident of the Coronado condo complex. My wife and I reside at 1101 First Street in unit 410. I've been a member of the architectural committee at the Coronado Point for the last 15 years. I am a current member of the CP board of directors and serve as its vice chairman. I strongly urge that the TOC take a position of: (1) a white passenger loading zone in the first metered spot in front of building 1133 First Street; and (2) a blue handicapped zone in the second metered spot in front of 1133 First Street. Why? The current situation is exceptionally hazardous and increasing in hazard as traffic increases on First Street in number and speed of vehicles, including bicycles in the street and on the sidewalk from residents, visitors, and persons on bicycles. I am a cautious driver and have an excellent driving record, but the visibility obstacle caused by the CP driveway incline coupled with the large van or any similar vehicle parked for extended periods in the first metered parking place causes an insurmountable visibility hazard. On two occasions I have come within a foot or so of hitting small children running ahead of their parents on the sidewalk. I saw the adults but the children were too short and in the exit lane of the driveway on the sidewalk. On another occasion, the sidewalk was clear, but a person on a bicycle was not visible behind the van and I came within a few inches of hitting her. The position of the handicapped parking place might mean the difference between a tragedy avoided or death and/or serious injury. I use the entrance and exit frequently. I am six feet tall and have good visibility and vision. A shorter person will have a far more restricted view of the exit area. Further, many of the residents of Coronado Point are advanced in age and their reaction times are demonstrably slower than those of younger persons. An additional significant hazard exists. Many service providers and construction trade workers that have not been in the CP parking facility enter and exit the facility daily. Also, during holiday seasons, visiting family members and friends use the

CP underground parking facility. Some number of them are not knowledgeable about the hazards I have mentioned. The lack of experience of such persons with the exit/entrance and the steep incline of the garage ramp that limits good visibility in daylight is even more hazardous in low-light conditions. If items 1 and 2 above are not approved by the TOC, I feel a tragedy is going to occur. If items 1 and 2 above are approved, the risk of death or persons being disabled shall be significantly decreased. The exact risk numbers are not knowable but the fact of a clear and present danger is known. I sincerely hope that the TOC will consider adopting items 1 and 2. Respectfully, L. J. Ybarrando.”

Cecilia Leith, 1133 First Street, Unit 118, is also a member of the Coronado Point board. She said that something Larry neglected to mention is that when people are loading and unloading where there's no parking right now, they either double-park in the street or they park in the red zone or they try to park in the driveway, interfering with cars coming or going from the driveway. This presents an unsafe situation and should not be allowed. She herself has been loaded and unloaded from the street and the red zone. These are not safe conditions and we need to address them. The installation of a white loading and unloading zone in the first metered space would solve those problems. The installation of a handicapped zone behind that, in the second space, would allow them to move up into the loading zone, load, and go. When they come back they can load, unload and then back their car up into the handicapped zone. This seems to be a win-win situation for everyone.

Maurice E. “Chip” Garry said the TOC had addressed the removal of an existing metered space two months ago and it was unanimously decided that the issue was safe. There are 45' from the exit ramp to the first parking spot. He said Ed Walton had sent him criteria for a white pedestrian loading/unloading zone. The criteria say that the building made reference to, 1133 First Street, should have 30 dwelling units or more. There are 16 units, so it does not meet the criteria. Secondly, the first spot is where he sometimes parks, when it's available, and he's never requested that it be designated a handicapped spot, but it is the only well-lit spot on First Street, from east to west, going the entire length of Coronado. It's a safe place for him to exit and it's also the only level place for his van to exit. It's also the only safe place his van can deploy its lift without crossing the sidewalk into the grass, creating a dangerous pedestrian or bicyclist hazard for him or people choosing to walk, ride a bike or take a skateboard down the street. Thirdly, it's the only place available to deploy his lift without deploying into dog manure, sprinklers that are on, or grass which causes him to spend as much as 45 minutes picking it out with a stick before going into his unit. The board of directors of his condominium association have told him that they would not comment or take sides in this issue, but he has a petition with him signed by 54 unit owners of both 1133 and 1101 First Street saying that “I reside at the Coronado Point condominium complex and am familiar with the street parking that exists both east and west of the parking garage entrance and I do not find First Street to be dangerous, providing that reasonable caution is taken. I do not feel that the elimination or redesignation of the existing parking space to the east is required.” Five board members told him it would be unfair for them to sign and there are at least five places vacant and one person in a convalescent home. Eleven less 80 is 69 and 54 is well over 75%. He urged the TOC to stand by its guns and realize that there is at least one handicapped person in those two buildings and their suggestion of creating that into a loading zone makes his life particularly hazardous and that a 45' clear, unobstructed lane is enough for someone to see left and right if they proceed up the ramp at a reasonable speed, use precaution in approaching the bicycle path, and turn left, right, and left again, and then proceed with caution.

4. Recommendation Regarding a Request for Installation of a Marked Pedestrian Crosswalk at the Intersection of First Street and C Avenue – Mr. Johnson said this item had originally been presented to the TOC on August 25, 2011. At that time, staff recommended not to install crosswalks on First Street at C Avenue. The reason at that time was that staff felt the gap time and the general condition of the intersection criteria were not met and all of the criteria need to be satisfied in order for a positive recommendation to be made. Subsequently, some more information was provided by the Fenwicks; they did their own gap analysis and asked the City to revisit this issue because they felt that when they looked at the data it did meet the gap time analysis. Staff then re-did the gap time analysis and on that day, it did meet the gap time criterion. The one criterion not met was whether or not the intersection is complex. He said staff feels the geometric conditions of the intersection are not complex, but although there are marked crossings at B Avenue and signal-controlled crossings at Orange Avenue, they found that there are a lot of mid-block crossings by pedestrians and they weren't using the available marked locations that staff was hoping they were using. In the agenda packet is a table where the crossing observations on September 23 and October 3 were listed. There were a lot of mid-block crossings and one of the reasons marked crosswalks are installed is to avoid mid-block crossings because motorists are not expecting to see pedestrians at mid-block locations and when you see a lot of mid-block crossings you want to encourage those pedestrians to cross at an intersection where vehicles are more likely to see them. Therefore, staff is recommending that marked crosswalks be installed on First Street at C Avenue.

Mr. Huth asked what makes an intersection complex and Mr. Johnson responded that the "Five-Points" intersection is complex and before some of the crosswalks were marked around its perimeter there were a lot of people crossing at Tenth Street right across the intersection. Mr. Huth asked if the driveway at the condominium complex would be a unique scenario or is it not a complex situation and Mr. Johnson responded that it was looked at from a geometry standpoint. C Avenue intersects First Street at a right angle and there aren't the geometry issues that exist at "Five-Points" or Seventh and Pomona. Those are locations that are considered complex and where you want to guide a pedestrian into the proper path; that's where you'd want to use a crosswalk. Typically, at cases where streets intersect at a ninety-degree angle, from an engineering standpoint, the crossing locations are obvious and they're not considered complex from a geometry standpoint. But considering the amount of pedestrians and their crossings all over the block in that location, staff felt this could help channel them to the intersection.

Mr. Blood asked if, at the last meeting, Mr. Johnson had said that the driveway did not necessarily count the same as a street intersecting into First Street and Mr. Johnson said yes, staff does not consider that driveway to be an extension of C Avenue to the north, even though there is traffic coming in and out of the driveway, it is not considered a fourth leg of the intersection.

Mr. Blood observed that the chart shows 18 people crossing mid block between B and C and 19 people crossing at the corner of B, so essentially, the same amount of people are crossing mid block as are crossing at the corner. He asked if they're 50' away from the crosswalk or are they right at C? Mr. Johnson said that if they were within 20' of the crosswalk, but maybe not right in it, they were considered to be crossing in the crosswalk. So where it says "crossing at mid block," they were truly 100' away from the marked location.

Mr. Huth asked if Mr. Johnson was aware of any other locations with a driveway exiting into the intersection and Mr. Johnson said there are subterranean garages coming up where

streets end in a three-way intersection, but the difference here is the volume of traffic coming into and out of the garage onto First Street. So from that standpoint, this is a unique situation.

Mr. Johnson pointed out that the proposed crosswalks would not affect any existing metered parking spaces.

Bill McGrath, 1101 First Street, Unit 203, is the president of the homeowners' board and was the one who submitted the original request to the City Engineer about establishing a crosswalk at this intersection. The main reason is because of the commercial development; Albertson's is there which the condo residents utilize quite a bit. It is an inconvenience for them, an older population, to go down to B Avenue, come back up to Albertson's, then retrace their steps to return to 1101. Second, on the north side, right in front of their building, traffic is quite rapid. There is a lack of appreciation that this is an intersection. He hopes that crosswalks will be approved.

William Field, 208 Coronado Point, is legally blind; he has peripheral vision, but he can't focus. He would find a crosswalk at C very beneficial. He pointed out that since he moved there, there's been a lot of development across the street; a barbershop is directly across the street from their driveway and he does not care to walk down to B Avenue. As far as the stoplight, for a person who is legally blind, cars turn right when you're trying to walk across and the light doesn't last very long. He thinks a crosswalk would be very helpful.

Maurice Garry, 1133 First Street, asked Mr. Johnson if people getting out of their cars had been counted in the gap analysis and Mr. Johnson responded that they had. Mr. Garry does not have a problem with the crosswalk, but he doesn't think that anyone is naïve enough to think that because there is a crosswalk they're going to be able to get across without getting hit by a car. There was something on the news the other day about a girl coming home from school who was in a crosswalk and was hit by a car. You still have to look up and down the street before you cross.

Marilyn Field, 1101 First Street, supports a crosswalk at C Avenue. She says people cross in that vicinity and do not go down to the light or B Avenue, especially if they're going to Albertson's and coming back with shopping bags. The fact is that there are a lot of mid-block crossings; she does it and a lot of her neighbors do it and a lot of them are older than she is and less agile than she. She can't say how many times she has looked very carefully and thought she had a clear path across the street and all of a sudden there's traffic; she makes it halfway across and she's stuck in the middle with traffic developing on the other side of the street and it's a very uncomfortable situation. It's not just her, she's seen this happen to a lot of people because First Street is so busy. She thinks the intersection is complicated; there's a lot of traffic coming into their parking garage. She thinks it should be recognized that there is an unsafe situation and this would improve safety so much for the residents. It would be a good thing to do.

Elaine Fenwick, 1133 First Street, has been before this committee before about crosswalks. She has been almost hit by cars. People in this complex have walkers and one person in 1101 has a wheelchair and by the time he pulls out to be seen it's not safe and when he comes back he has to come back to 1133 because 1101 doesn't have the accommodation. He has to go down into the 1133 basement to go into his area at 1101. They have all the Ferry Landing traffic that pulls out really fast and close. Also, traffic feeds into First Street from Albertson's parking lot. At B Avenue are fine in-street signs that tell motorists "Stop, be very careful, yield the right-of-way." A lot of motorists don't know what a "T" intersection is and it's terribly dangerous. She begged the committee to grant crosswalks.

Maurice E. "Chip" Garry, 1133 First Street, has no objection to a crosswalk whatsoever. For the record, Carrie Downey sent him an email. He read from it: "I met with Blair King on a few issues today. He said the idea of giving up a parking space would not be discussed by the TOC today. I raised the idea of a handicapped spot and he said that he did not object to that." Crosswalk or not, in the seven years that the committee has researched back, there has not been one accident reported. Also, the Coronado Point board of directors wrote a letter stating "The city engineer has said no parking spaces will be affected by the recommended crosswalks." His concern is the elimination or redesignation of that spot; he thinks it's being totally unfair and inconsiderate and probably unconstitutional to remove that spot based upon the ADA ruling that passed. There is no place for him to park within the confines of his building, despite before purchasing the premises, contacting the managing agent, giving him the dimensions of his vehicle and being assured that he could park downstairs. Whether he parks at the far spot or the front spot, he is not entitled more or less than any other resident of Coronado or the state of California to park in any one of those spots right now. All he wants to do is park his vehicle on the street; if he could park downstairs he would, but it's impossible.

Mr. Blood asked Mr. Johnson to reiterate that the crosswalks will not impact any parking spots that are currently in place whatsoever and Mr. Johnson said they will not remove any parking spots. Whether a crosswalk now in front of the metered space is impacting it or not, he doesn't believe it is, but someone could make that argument. Mr. Huth asked if the proposed striping will be within the red curbing and Mr. Johnson said it would.

Mr. Scanlon moved to recommend installation of crosswalks and forward this to the City Council. Mr. Blood seconded the motion and it passed unanimously.

Mr. Walton commented that the City is currently doing some road improvements on First Street. If this is approved by the City Council he would recommend that we wait until the construction is underway so that it is installed one time.

5. Recommendation Regarding a Request for Installation of an In-Street Pedestrian Crossing Sign at the Existing Marked Crosswalk in the 900 Block of C Avenue – Mr. Johnson said the City received correspondence from the parish administrator at Christ Episcopal Church. She states that the close proximity of the 900 block of C Avenue to the business district attracts a lot of traffic onto that block and they would like an in-street pedestrian at the crosswalk. All of the criteria for installation of this device were satisfied except for criterion "h." which is a minimum average daily traffic of at least 2,500 vehicles. The traffic count here is just over 2,000; therefore, an in-street pedestrian sign is not recommended at this location.

[Name inaudible], 961 Coronado Avenue, is curious why it's important to have 2,500 cars going down that street when you have at least 100 children walking across the street every day. Why would it be a problem to put up a sign saying there's a crosswalk here for children? She thinks it would be important to have something more visible to cars coming up and down the road, even if there are only 2,000 of them instead of 2,500, to make sure they stop for pedestrians coming from the church area to the parking lot.

Mr. Johnson said the *Manual on Uniform Traffic Control Devices (MUTCD)* is the standard manual that traffic engineers base their decisions on for implementation of traffic controls. In a school zone, the *MUTCD* requires, at a minimum, advance warning signs. He showed a picture showing the required crossing sign at this location. There is the ability to enhance it with other signs, but in order to prevent those types of signs being requested at every location and being installed haphazardly, there is a system of criteria. The 2,500 vehicle

threshold came from what the nationwide traffic engineering community felt was a minimum number of vehicles in order to give a location extra emphasis. If you put the sign up for only 1,000 vehicles you would be sending a message to those 1,000 vehicles passing through the area, but if there are no accidents or problems there, are the extra maintenance and costs associated with the sign necessary for the location?

Mr. Huth observed that this crosswalk consists of two lines. He asked if other crosswalk delineations could be looked at to enhance and make the crosswalk more visible, instead of using an in-street sign. Mr. Johnson said there are three approved styles of crosswalks; there is one with longitudinal lines at First and D. The church did not ask for that, but since the sign doesn't meet the criteria staff could suggest to the church that this is something that could be done when the crosswalk is refreshed.

Mr. Walton said he has two small children, one of whom is in elementary school. They have a safety patrol. This is one supervisor with students who stop traffic when classes are crossing the street. Platoons of children go across the street and he thinks this could work at the church. He can't support an in-street pedestrian sign because it doesn't meet the criteria and it's not a real good location for a sign.

Mr. Walton moved to support the staff recommendation to not install an in-street pedestrian crossing sign, but would also instruct staff to look at different styles of crosswalks to make it more visible at this location. Mr. Scanlon seconded the motion and it passed unanimously.

6. Recommendation Regarding the Request to Install a One-Hour Limited Time Parking Zone in front of 158 C Avenue – Mr. Johnson said the City received a letter from Dr. Mark Melden asking for a green curb zone. A green curb zone is a 12-minute zone, so the recommendation is to install a one-hour limited time zone. Dr. Melden's building has no on-site access, no driveway. A blue curb zone at this location was approved in April 2009 and there is an open curb space just to the north of it. The parking in the 100 block of C Avenue is very well utilized and Dr. Melden finds that his patients without a disabled placard typically have to park quite a way away. There are some businesses at the north end of the block; three multi-use buildings at the northern end; at the southern end is a legal office and a residential building. Staff felt, because of the highly utilized parking in that area and the lack of curb frontage at Dr. Melden's office, that his business would be well served by a one-hour limited time parking zone.

Ms. Hurst asked Police Chief Scanlon how a one-hour sign would be enforced if there's no meter and he said it's done by chalking a tire. Ms. Hurst asked if this would be the only timed spot on that block and Mr. Johnson responded that there's a 20-minute yellow loading zone in front of Regatta Bay (120 C Avenue), just to the north. Mr. Huth pointed out that there are other timed zones in the area.

Mr. Huth moved to approve the staff recommendation to install a one-hour limited time parking zone at 158 C Avenue. Mr. Scanlon seconded the motion and it passed unanimously.

The meeting adjourned at 2:58 p.m.