



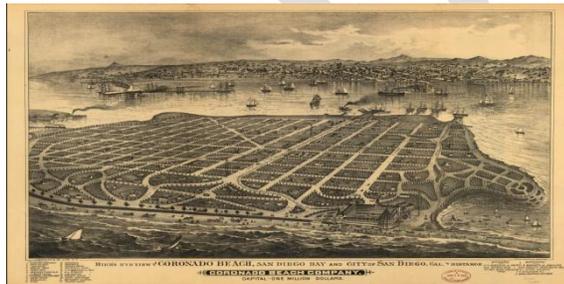
**INTRODUCTION**

This annual report of the Coronado Transportation Commission (“CTC” or “Commission”) documents the Commission’s principal activities between July 1, 2012 and June 30, 2013 during which time the CTC conducted twelve monthly meetings (second Thursday of the month in Council Chambers) and a number of outreach activities as documented herein.

**COMMISSION**

The City Council established the CTC by Ordinance 2021 adopted on March 1, 2011. In establishing the Commission, the Council stated in the ordinance its vision (mission) for the Commission.

*“It is the policy of the Coronado City Council to improve the quality of life for those that live, visit, and work in Coronado through quantifiable traffic calming and other transportation solutions.”*



The Commission was appointed by the City Council in 2011. Commissioner Richard Sharff resigned in 2012, and the City Council selected John Tato II to fill the vacated Village position on August 9, 2012.

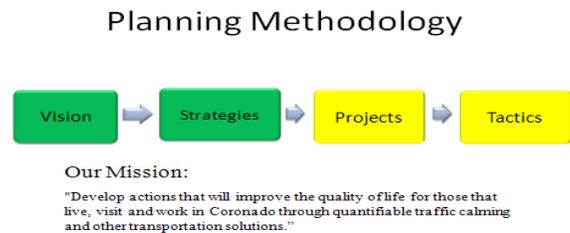
<b>2012-2013 Commission Members</b>	
Douglas P. Crane	– Shores
Philip Monroe	– Cays
Jefferson Alison III	– At Large
Patrick Garahan	– At Large
Michael Giorgione	– Village
John Moutes	– Village
John Tato II	– Village

**GOVERNANCE**

Ordinance 2021 requires that the CTC annually elect a Chair and a Vice Chair. Michael Giorgione served as Commission Chair for 2012-2013, and Phil Monroe served as Vice Chair until he voluntarily stepped down. Pat Garahan was subsequently voted new Vice Chair on February 14, 2013. On June 13, 2013 the Commission voted [TBD] and [TBD], respectively, to serve as Chair and Vice Chair for 2013-2014.

**PLANNING METHODOLOGY**

The Commission continued to focus its effort in the execution of its Planning Methodology, depicted in the following schematic.



The four levels of planning include:

- ❖ Vision/Mission – as defined by the City Council
- ❖ Strategies – broad areas to meet the desired outcome
- ❖ Projects – definable, delegable, measurable achievements
- ❖ Tactics – who, what, when, where, how much and how long for each project

**STRATEGIES**

The CTC retained its focus on development of projects from among its top four Strategies – adopted during 2011-2012 by a vote of the Commission.

No.	Strategy
1	Reduce number of Navy-related vehicles entering Coronado
2	Increase traffic calming measures throughout the City
3	Improve vehicular mobility in the City
4	Improve bicycle public safety

## Coronado Transportation Commission Annual Report 2012-2013

A status report on each Strategy follows in this report. By agreement, Strategy No. 4 was assigned to the City's Bicycle Advisory Committee. The BAC Chair or designee reports its progress at each CTC meeting.

The CTC Chair issued revised Strategy team assignments on September 13, as follows:

No. 1 – Giorgione (Lead), Monroe, Moutes

No. 2 – Tato II (Lead), Alison, Crane

No. 3 – Garahan (Lead), Moutes, Tato II

### ORAL COMMUNICATIONS

Oral communications are a standing agenda item for each CTC meeting. The public is able to address a particular agenda item or a transportation- or safety – related matter of concern. 2012-2013 oral communications are summarized herein because they serve as important reminders of the public's thinking and will help shape future Commission agenda and actions.



- Bob Paseman (e-mail) – concerned about the volume of traffic at First & Orange (Aug. 9)
- Dottie McSwain – expressed concerns about bicycle safety and cars running stop signs (Aug. 9)
- Wesley Ahrens – advocated bringing back the Coronado trolley via the Orange median (Aug. 9)
- Sarah Guthrie – shared observations on Second & Orange being a dangerous intersection (Aug. 9)
- Council member Al Ovrom – provided an update on MTS projects and budget (Sept. 13)
- Heinz Steiner – spoke about problems with MTS & Coronado ferry weekend schedules (Sept. 13)
- Jim Scanlon – addressed problems of Navy commuters in alley of 300 block of Alameda (Sept. 13)
- Jan Seeler – spoke of Second & Orange weekday 5:00-8:00 AM traffic/noise problems (Sept. 13)
- Bruce Shaffer – spoke to the proposed NBC commuter survey (Sept. 13)

- Rita Sarich – recommended the CTC brief both the Chamber and MainStreet boards re: traffic modeling study (Oct. 11)
- Bill Ridge – suggested modeling Navy traffic in Third & Fourth streets corridor (Nov. 8)
- Christopher Scheil – stated Second & Orange re: noise and pedestrian safety is a bad intersection and getting worse (Dec. 13)
- Jeannie Peterson – commented on NASNI traffic that spills over to Fifth Street (Jan. 10)
- Mona Kelly – spoke to need for more no-right turn signs in Third & Fourth streets corridor (Feb. 14)
- Mary Frese – stated losing any parking spaces at Tenth & Orange would be detrimental (Mar. 14)
- 274 Residents – signed a petition asking that no Tenth & Orange parking spaces be lost (Mar. 14)
- **Insert any oral communications here from May 9 and June 13 meeting Minutes.**

### SPECIAL PRESENTATIONS TO CTC

The Commission invited the following presentations during 2012-2013.



- SANDAG 2050 RTP -- Heather Adamson presented the \$214 billion multimodal-system plan that will offer more travel choices (Aug. 9)
- Bicycle Master Plan – Dan Orr made a brief presentation of the plan (Aug. 9)
- NBC Coastal Campus Proposal – Bruce Shaffer said the plan would consolidate several installations into one along the Silver Strand (Aug. 9)
- Street Tree Committee – Caroleen Williams proposed to coordinate with the CTC Traffic Calming committee (Aug. 9)
- Accidents at Fourth & C – Ron Sanford presented a video of accidents at Fourth & C and proposed red curbs on Fourth to increase sight distance (Sept. 13)
- Synchro 8 Traffic Modeling – Walter Musial (LL&G) presented preliminary findings of Orange Ave. corridor and Tenth & Orange computer model simulations (Nov. 8)

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- Bicycle Master Plan – Larry Hofstetter completed the presentation begun by on Aug. 9 (Dec. 13)
- Travel Time Analysis – Phil Monroe presented results of data he collected comparing travel times on Orange vs. Pomona between Fourth and SR 75 (Dec. 13)
- Queuing into NASNI – John Moutes presented findings and proposals for significantly reducing the extent of AM inbound queuing to NASNI (Jan. 10)
- Toll Plaza Conceptual Improvement Plans – Jim Newton presented the components of the proposed \$840,000 project (Jan. 10)
- FPPC Form 700 – Randall Sjoblom (Deputy City Attorney) provided overview of ethics training (Feb. 14)
- Tenth & Orange Signalization Improvements Outreach – John Moutes presented the results of the outreach efforts and a proposal for advancing the project to Council for action. (Mar. 14)
- iCommute – Kimberly Weinstein of SANDAG presented the various programs of SANDAG that encourage alternative commuting options. (May 9)
- Orange/Adella/R.H. Dana Synchro 8 Analysis – Phil Monroe and Dave Johnson present an analysis that concluded, following the signalization changes for Tenth and Orange authorized by Council, with additional green light time, all southbound traffic will clear the Orange, Adella and R.H. Dana intersection in one light cycle. (May 9)
- Members of the Commission attended the public workshop on March 7 regarding the Coronado Cays entrance.
- A PowerPoint slide show summarizing the Commission's mission and progress-to-date was completed for presentation to the City's civic organizations and other interested groups.
- Commission members and City staff presented new Council member Richard Bailey with a summary of the Commission's work since its inception. (Feb. 25)
- Commission members and City staff made presentation to the MainStreet Board of Directors on the proposed signalization improvements for Tenth & Orange (Mar. 5)
- Commission members and City staff made presentation to the businesses in the vicinity of Tenth & Orange on the proposed signalization improvements for the intersection. (Mar. 5)
- Commission members and City staff made presentation to the Chamber of Commerce Board of Directors on the proposed signalization improvements for Tenth & Orange (Mar. 12)

### 2012-2013 COMMISSION ACTIVITY OVERVIEW By Michael Giorgione, Commission Chair



### OUTREACH EFFORTS

A summary of the Commission's outreach efforts during 2012-2013 follows:



- Members of the Commission attended the Navy's public meeting on the proposed Coastal Campus, and submitted comments to the City for incorporation in the City's written comments to the Navy.

During our second year of work, the CTC was able to move into the projects and tactics phases of our planning methodology. This enabled us to create and advocate for tangible and value-added recommendations and projects based on our previous year of studies, reports, briefings, and public comments. Our first recommendation to City Council was unanimously approved and should significantly improve vehicular/pedestrian mobility and throughput at the intersection of Tenth Street and Orange Avenue. This simple recommendation, however, took significant effort in briefing and receiving support from businesses and other affected parties to ensure that it could be supported by the Council and not create negative or unintended consequences. This process illustrates a key component of our progress this year, and is an indication of how we are and should be functioning.

The Commission's responsibility as we work our four key strategies is to ensure that we consider all viewpoints and perspectives of any proposed project or tactic. We need to be the sensible and well-informed clearinghouse of all possible information so we can objectively make the best recommendations to the Council for adoption. I think we achieved that goal this year, and I expect that it will continue to be our protocol in subsequent years. With this first success, I see the CTC moving on to more complicated and challenging projects and tactics in our third year, and I believe we have established a good working rapport with the City staff, the Council and other stakeholders to do so.

### WORK PROGRESSED ON TOP STRATEGIES

#### Strategy 1 – Reduce Navy-Related Traffic



Collaboration between the City and Naval Base Coronado (NBC) increased this year due to two Navy efforts: the Commuter Needs Survey and the Entry Control Points (ECP) study. The Commuter Needs Survey was conducted from October 2012 to January 2103 and involved a number of key stakeholders that deal with commuting challenges in the county: NBC, Navy Region Southwest, City of Coronado, MTS, SANDAG and iCommute. Additionally, the San Diego State University Department of Sociology participated significantly in designing the survey questions and collating and analyzing the survey results with the other participants and a traffic engineering consultant, Kimley-Horn Associates. The results were briefed to the Commanding Officer, NBC on May 21, 2013 with all stakeholders present and these were the major recommendations:

- Increase vanpools to the NBC installations
- Obtain an iCommute grant to conduct a carpool pilot program
- Continued and approved NBC mitigation measures in alternating shift work
- Possibly change the MTS bus service to enter NAS North Island again and coordinate it with NBC's on base shuttle program

- Explore restarting commuter ferry service to NASNI

City and CTC representatives at the meeting emphasized that all of these recommendations could be effective, but that the one true measure of the holistic program would be whether queuing on Third Street during the morning rush hour to NASNI is reduced. This is the bottom line metric that will truly reflect the value of any of these recommendations individually, or collectively.

NBC also completed the ECP Study in May 2013, yet those results have not been shared with the City and CTC, but the CTC is aware of the major recommendations. Most of the report should suggest infrastructure and access procedure recommendations that will improve expeditious entry into NASNI during the morning rush hour. Again, the City and CTC have emphasized that this study and the commuter needs survey recommendations are best served if they reduce the queuing on Third Street during the morning rush hour.

#### Strategy 2 – Increase Traffic Calming



The team began the year by reprioritizing its previously identified traffic calming projects. It established as its goal the reduction of the actual speed on the City's streets to the posted 25 mph, as demonstrated by the results of engineering and traffic surveys.

The team developed a detailed work plan for its efforts. The centerpiece of the work plan is the preparation of a comprehensive traffic calming plan for the city. The plan will accomplish the majority of the team's nine traffic calming projects and provide a roadmap for achieving verifiable traffic calming throughout the city. The plan is scheduled for completion in October 2014.

The foundation of the traffic calming plan is the identification of the streets that have the highest

incidence of speeding. The next step is to conduct speed surveys of these streets. The results of these surveys will establish the baseline for assessing the effectiveness of the traffic calming strategies proposed in the plan. Surveys have been completed for Glorietta Blvd. and Pomona Avenue. In both cases, despite the implementation of speed humps on both streets and a roundabout and choker islands on Pomona Avenue, only about 50 percent of the traffic on these streets is traveling at or below the posted speed limit of 25 mph.

Third and Fourth streets are in the greatest need of traffic calming. At the same time, strategies that would calm traffic on these streets could have unintended impacts on traffic mobility. For example, they could increase traffic queuing during the morning and afternoon rush hours. Accordingly, it is necessary to perform a comprehensive analysis to identify the strategies that have the greatest potential to achieve simultaneously a combination of traffic calming and mobility objectives. The Commission has requested funding for this analysis from the Council.

The team reviewed the Bicycle Master Plan, and identified opportunities to increase its traffic calming benefits. On streets identified for Type 2 bike lanes, the recommendation is to reduce the traffic lanes to 10 feet in width. Narrower lanes are an accepted strategy to calm traffic and improve driver behavior and safety. Also, the team recommended that the Type 3 bike paths planned for Olive and Ynez avenues should be upgraded to Type 2 bike paths. The proposed revisions to the Bicycle Master Plan to achieve additional traffic calming in the City were approved by the Commission on May 9, 2013.

Another high priority traffic calming effort would be identify opportunities to enhance the impact of police enforcement of existing traffic laws through increased cooperation with the Navy and other law enforcement agencies and the greater use of available resources. The opportunity for greater cooperation with the Navy is being pursued, and the police department has been requested to provide an assessment of the cost and benefits of increased traffic enforcement.

### **Strategy 3 - Improve Vehicular Mobility**

The highest priority and achievement for the year was updating the City's traffic model for the Village. The City Council authorized the necessary funding to collect data and update the software so that a consultant could

create and utilize a traffic model to recommend improvements for the City's signalized intersections. The principal focus of this effort was the intersection of Orange Avenue and Tenth Street. The consultant recommended improvements to increase the efficiency of the intersection while reducing cycle time. The Commission outreached to civic groups involved in downtown issues and formulated an implementation strategy that was acceptable to most participants. Following Council approval, the intersection improvements will be made in the summer of 2013. The improvements will also improve the flow of traffic on Orange Avenue in both directions, particularly during peak travel hours.



The Strategy 3 team also addressed possible improvements at NASNI's three gates that could lead to reduced congestion during the morning peak traffic hours.

### **STATUS OF PROJECTS**



### **Third and Fourth Streets Bulbouts**

Work on the Third and Fourth Streets bulbout projects was completed early in the fiscal year. Because Caltrans scaled back the sizes of the bulbouts, their effectiveness as traffic calming measures and their benefits to pedestrians will be limited.

### Cays Entrance Improvement Alternatives



Commissioner Monroe is a member of the Cays Entrance working group. There were two meetings of the working group and two public workshops. Five plans have been presented by the consultant (Psomas) for consideration. The Coronado Cays Home Owner Board sent a letter to the City suggesting (1) a tunnel for bikes under the intersection; (2) removal or lowering the curved portion of the existing wall; and (3) relocation of the guard shack. The Cays leadership does not support the designs presented by the consultant. The Commission will continue to monitor these developments.

### Signalized Intersection Count-Down Timers

The City is finalizing the design of pedestrian countdown timers for fifteen traffic signals. Following approval by Caltrans, it is anticipated that the countdown timers will be installed by the end of summer.

### Tenth & Orange Signalization Improvements



This project was authorized by the City Council on April 16 with an appropriation of \$55,000 of the Highway User Tax Account. The engineering portion of the contract was assigned to LL&G. City staff expressed their expectation that all work will be completed on the intersection's signalization and lane striping changes by the end of the summer.

### Pomona/Seventh/Adella Roundabout



The City awarded a contract to the engineering consultant (Psomas) for final design. A public workshop was held on May 1. Final design should be completed by September 2013.

### SUMMARY OF MAIN COMMISSION ACTIONS



During 2012-2013, the Commission:

- Received testimony and eye-witness reports concerning the short-cutting of NASNI-bound commuter traffic down the alley between Alameda Blvd. and J Avenue between Fifth and Third Streets. (Oct. 11)
- Voted to support Council member Woiwode's proposal to seek an appropriation to hire a consultant to develop alternatives for improving the Coronado Cays entrance through a public participation process. (Jan. 10)
- Voted unanimously to recommend to the City Council the acceptance of the traffic modeling report (LL&G), approve the recommended improvements and fund the project through the CIP, specifically Alternative B, Option 1, including an assessment of the intersection 12 months after the signalization improvements regarding any impedance from parked cars for cars turning right-turn-on-red from Tenth Street on to Orange Avenue (Mar. 14).

## Coronado Transportation Commission Annual Report 2012-2013

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- Voted unanimously to recommend to Council that a study (\$50,000) be conducted for achieving traffic calming and mobility for the Third and Fourth Streets corridor (Apr. 11).

### SUMMARY OF COUNCIL ACTIONS IN RESPONSE TO COMMISSION RECOMMENDATIONS



The City Council in response to Commission recommendations and/or support:

- Approved permanent no-right turn signs from Fifth Street into the alleys between Alameda/J and J/I.
- Approved an engineering contract (with LL&G) for pedestrian count-down timers and accessible pedestrian signals.
- Authorized funding to implement Tenth and Orange signalization improvements.
- Authorized hiring a consultant to study the Coronado Cays entrance.

### LOOKING AHEAD TO 2013-2014



#### Strategy 1

The viable projects for Strategy 1 during 2013-2014 come under the Navy's purview to advance, pursuant to the brief given the Commanding Officer of NBC on May 21, 2013:

- Increase vanpools to the NBC installations
- Obtain an iCommute grant to conduct a carpool pilot program

- Continued and approved NBC mitigation measures in alternating shift work
- Possibly change the MTS bus service to enter NAS North Island again and coordinate it with NBC's on-base shuttle program
- Explore restarting commuter ferry service to NASNI

#### Strategy 2

During 2013-2014, traffic calming strategies for specific streets will be presented for consideration by the Commission. Other recommendations to be brought to the Commission during the upcoming fiscal year will include opportunities for greater cooperation with the Navy and an assessment of the cost and benefits of increased traffic enforcement by the police department.

#### Strategy 3

The Strategy 3 team has updated the projects comprising the overall mobility strategy and formulated plans for activities during the coming fiscal year. These activities will include recommending expanding data collection to provide input for the traffic model to include the remaining signalized and unsignalized intersections in the City. Once this data is available, the team will facilitate the study of the intersections that are rated Levels of Service D, E or F. The other major focus of the team will be related to various studies and issues involving peak-hour access to and egress from NASNI.