

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE

MEETING MINUTES

August 22, 2013

A meeting of the Traffic Operations Committee (TOC) was held on Thursday, August 22, 2013, at 2:00 p.m. in the Council Chambers. Mike Blood, Jon Froomin, Matt Little and Ed Walton were present. Rachel Hurst was absent and represented by Ann McCaull. Assistant Engineer Dave Johnson was also present.

1. Minutes of the July 25, 2013 Meeting – A motion was made by Mr. Walton to accept the minutes; it was seconded by Mr. Blood. The minutes were approved with Mr. Little and Ms. McCaull abstaining.
2. Oral Communications – None.
3. Recommendation Regarding a Request for Review of Pedestrian Crosswalk Timing and Protection at the Intersection of Orange Avenue and First Street – Mr. Johnson said the City has received complaints that cars turning left from northbound Orange Avenue onto westbound First Street are not seeing pedestrians and potentially causing conflicts. People have expressed a desire to have an extension of the pedestrian “walking man” signal come on before the green light comes on, such as at Pomona and Orange. The most likely reason this is occurring at this location is because of the distance of the stopped vehicle from the crosswalk. Because of the distance of the street and the median, drivers initiate their turn before they’re even looking into the crosswalk location and they can surprise pedestrians. The signal is timed using Caltrans’ standard signal timing. The walking man comes on for 21 seconds, which equates to a 2.6 feet per second walking time, so there is plenty of time for the pedestrians; it’s not an issue of them not having enough time to get across the intersection – the issue is the surprise of a vehicle coming toward the crosswalk.

Mr. Johnson explained how the pedestrian signal indication works: You get seven seconds with the walking man indication; then it becomes a flashing red hand to indicate that if you’re in the crosswalk, you should finish your cross. For the last four seconds of the phase, there’s a solid red hand that indicates to pedestrians not to enter the intersection.

What could be beneficial at this intersection is a sign placed on the signal mast arm for northbound Orange Avenue vehicles. At present, there is a two-arrow directional sign that tells vehicles they can only turn left or right from their particular lane. Mr. Johnson suggested replacing that sign with an *MUTCD* sign that indicates to drivers that turning vehicles should expect pedestrians in the crosswalk and yield to them.

Mr. Froomin said that all vehicles, whether they’re turning right or left, should yield to pedestrians. He asked if the sign could have the arrow removed and have the “Turning Vehicles” part be centered and add the words “Yield to Pedestrians” and Mr. Johnson said a sign could be modified to adapt to the situation. He said that the sign, as proposed, is apropos because it seems like the western crosswalk is the one that elicits complaints. He’s never had a complaint about the eastern crosswalk. Mr. Little felt that the double arrow sign is meant to let drivers know they need to pick a lane and suggested leaving the existing sign up and making a

“Yield to Pedestrians” sign and placing it underneath the exiting sign; this would indicate that both directions need to yield to pedestrians and drivers need to pick a lane.

Mr. Little moved to approve staff’s recommendation, but to change the sign by adding a “Yield to Pedestrians” sign at the bottom of the existing sign. Ms. McCaull seconded the motion and it passed unanimously.

4. Recommendation Regarding the Installation of a 20-Foot Yellow Loading Zone in front of the Coronado Senior Center, 1019 Seventh Street – Mr. Johnson said that the TOC previously considered the Senior Center’s request to have a yellow curb loading zone installed in front of the building. It was proposed to switch one of the blue curb handicap spaces for the loading zone and the committee was concerned about the loss of a blue curb parking space. Observations were made of the blue curb zones and it was found that the spaces are well used. Therefore, it was felt that it would be better to put the yellow curb zone in a different location and to do so without any loss of parking.

On D Avenue, just south of Seventh Street, there is a 10' red curb zone to provide visual clarity for a “Type N” sign. The City installed Type N signs at “T” intersections in 1986 when the *MUTCD* recommended their use. The *MUTCD*’s guidance has changed and they are no longer recommending Type N signs. This red curb zone breaks up the contiguous curb length, which is about 90', or the length of about four parking spaces, into one 30' section and one 50' section. By eliminating the red curb zone, the entire 90' could be opened up for parking.

The recommendation is to remove the 10' red curb zone on D Avenue to gain an on-street parking space and to install a 25' yellow curb loading zone on Seventh Street just west of the westernmost blue curb zone.

Billie Stagliano, representing the Senior Center, said this is satisfactory to the Senior Center.

Mr. Little moved to accept staff’s recommendation and to remove the Type N sign; Mr. Blood seconded the motion and it passed unanimously.

The meeting adjourned at 2:24 p.m.