Public Workshop #1: Traffic Calming Study of Third and Fourth Streets

December 9, 2013

Purpose of the Workshop

- Purpose of meeting is to inform and receive feedback from residents as we begin to study traffic calming strategies for Third and Fourth
- Provide an update on the Navy's initiatives to reduce traffic volume on Third and Fourth Streets and its impact
- Explain how speed limits are established and the history of the speed limits on Third and Fourth Streets
- Explain traffic enforcement activities and resources
- Review the city's traffic circulation plan and goals
- Describe completed and planned improvements to Third and Fourth Streets
- Review the results of the resident survey and gain additional insight into the views of the residents on the issues and potential solutions
- Explain the next steps regarding the planned study and continued citizen involvement

Traffic Calming Goal of the Coronado Transportation Commission

The goal of the Coronado Transportation Commission is to achieve an actual 25 mph speed limit on the city's streets as demonstrated by the results of engineering and traffic surveys where at least 85% of the traffic on the city's street is traveling at or below 25 mph. This goal will be accomplished through the implementation of appropriate traffic calming strategies.

City Traffic Circulation Goals and Policy

Policy: *Maximize the existing arterial and collector street system to accommodate commuter traffic while reducing traffic intrusion into residential neighborhoods* (adopted by the City Council on August 5, 2004)

Key Goals from the City's General Plan:

- Provide a traffic circulation system that helps to preserve and improve Coronado as a beautiful residential community
- Minimize pedestrian/bicycle/motor vehicle conflict points and provide adequate access by these modes of transportation to all parcels
- Reduce adverse environmental and safety impacts and the unpleasant side effects of traffic circulation
- Minimize through traffic movement on local residential streets
- Reduce excessive traffic speeds on residential streets through the use of traffic control measures and modifications to street design

City of Coronado Circulation Plan (Village)

Figure 2.24 City of Coronado Circulation Plan (Village)

History of Speed Limits on Third and Fourth Streets

- Prior to 2005, Posted speed limit on Third Street = 30 mph, Fourth Street = 30 mph west of Orange Avenue, 35 mph east of Orange Avenue (Difference due to prevailing speeds)

- In 2005, Caltrans, in cooperation with the City, lowered the posted speed limit to 25 mph on all segments of Third and Fourth Streets. (The speed limit reduction was made possible by changes to the law that allowed engineers to consider adjacent residential density)

How Speed Limits are Established

- California Vehicle Code (CVC) Section 22352 establishes prima facie speed limits:
  - 25 mph within a business or residence district and when passing a school zone or senior center
  - 15 mph when crossing a railroad without safety gates, when on approach and during transit of an uncontrolled intersection and on any alley.
- CVC Section 22357 gives local jurisdictions authority to modify established prima facie speed limits if supported by an 'engineering and traffic survey.'
- The Manual on Uniform Traffic Control Devices (MUTCD) outlines procedure for performing an 'engineering and traffic survey' which determines the posted speed limits.
  - An engineering and traffic survey (E&TS) shall include, consideration of all of the following:
    - Prevailing speeds as determined by traffic engineering measurements.
    - Collision records.
    - Highway, traffic, and roadside conditions not readily apparent to the driver.
  - When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic.
- A 5 mph reduction in posted speed limit is allowed when adjoining residential density is significant and/or there is a history of pedestrian/bicyclist crashes.

Traffic Enforcement
Third and Fourth Streets

- Nov 2012-Nov 2013
  - 420 Citations issued on Third and Fourth Streets

- Dedicated Traffic Enforcement
  - 4 Traffic Officers (3 motors/1 car)
  - Hours of operation – 5 am – 6 pm
    - 2 – 5am to 2pm
    - 2 – 9am to 6pm

    Enforcement is occurring on Third and Fourth Streets

Summary of Past and Planned Improvements to Third and Fourth Streets

- 1992 - Utility Undergrounding
- 1995 - Realignment of westbound Pomona Avenue near Glorietta Place
- 1999 - Blue Ribbon Committee on Traffic (Resident group) established to develop traffic calming measures on Third and Fourth Streets as a result of SANDAG's decision to remove bridge toll
  - Recommended Measures: Traffic Signals on SR-75/282 at Alameda Boulevard and B Avenue, Pedestrian Activated Signals at F Avenue, Bulb-outs, Reduced Lane Widths, 25 mph Maximum Speed Limit.
- 2001 – Overhead pedestrian crossing signs at F Avenue
- 2002 – Caltrans asphalt overlay of Third and Fourth Streets with rubberized asphalt
  - Installation of semi-diverters prohibiting left turns onto A, B and C Avenues from Third Street (removed January 2005)
  - Construction of additional left turn lane on Orange Ave. at Fourth Street
  - Installation of 11 foot travel lanes and on-street parking
- 2005 – Establishment of 25 MPH speed Limit on all segments of Third and Fourth Streets
- 2007 – NASNI Third Street Gate Improvements
  - De-designation of First Street as a Truck Route
- 2011 – Bulb-outs installed on Third Street at F and H Avenues and on Fourth Street at B Avenue
- 2014 and Beyond - I Avenue Drainage Project to alleviate localized flooding along SR-282
  - Pedestrian countdown timers at Orange Avenue & Signal Modifications at Tenth/Orange
  - Toll Plaza Improvements

Initiatives to Reduce the Volume and Impact of Navy Traffic on Third and Fourth Streets

- Open dialog and recurring meetings with leadership
- Responsive to public input and complaints
- Commuter Needs Survey completed in Jan 2013
- Entry Control Points Study completed in May 2013
- SANDAG iCommute pilot program for carpools to start 2014
- Increased vanpool marketing
- Revisiting MTS bus service aboard NAS North Island

Demographics of Respondents to the Survey

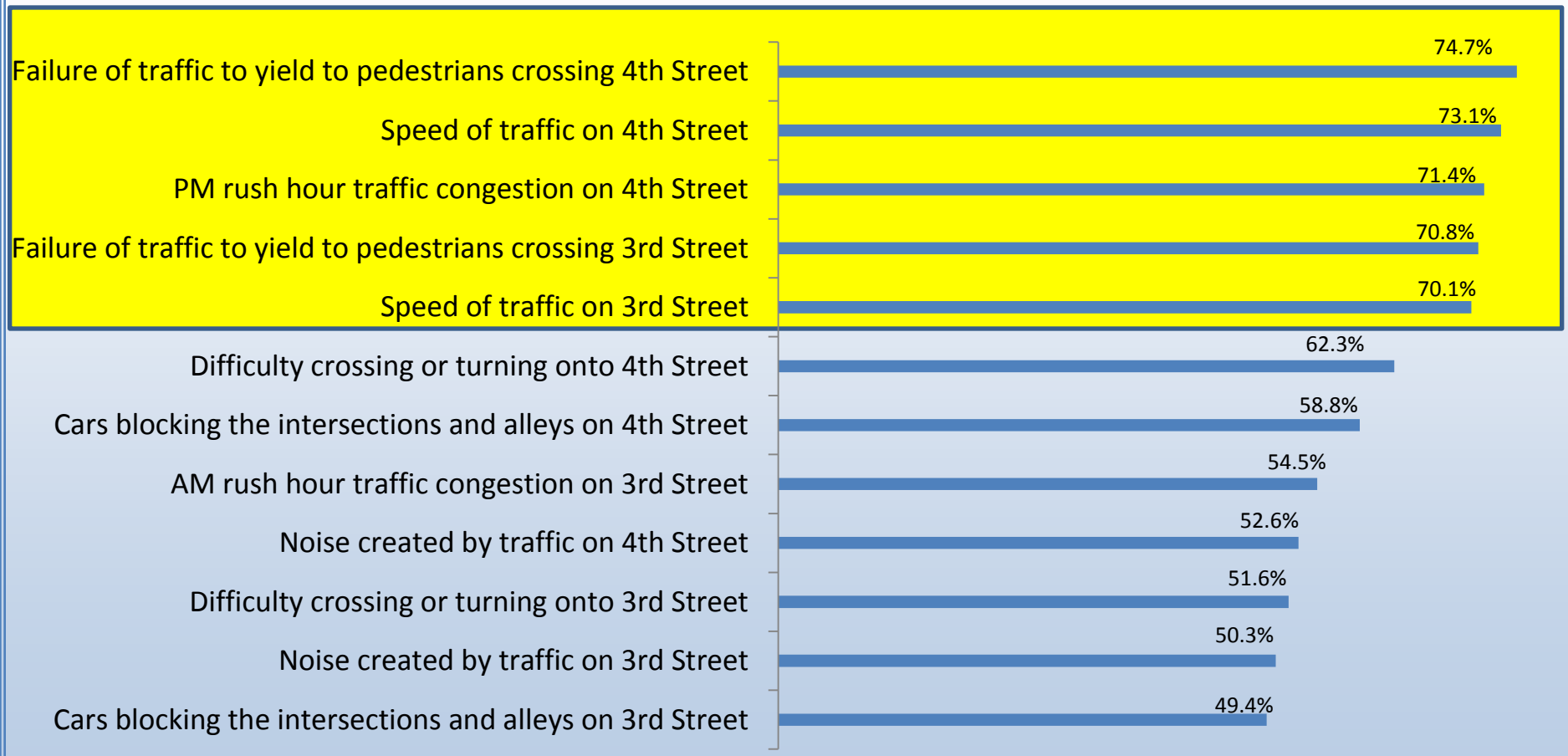
301 completed surveys received

83.2 % live and/or own a residence in the Third and Fourth Street Corridor (based on 303 responses)

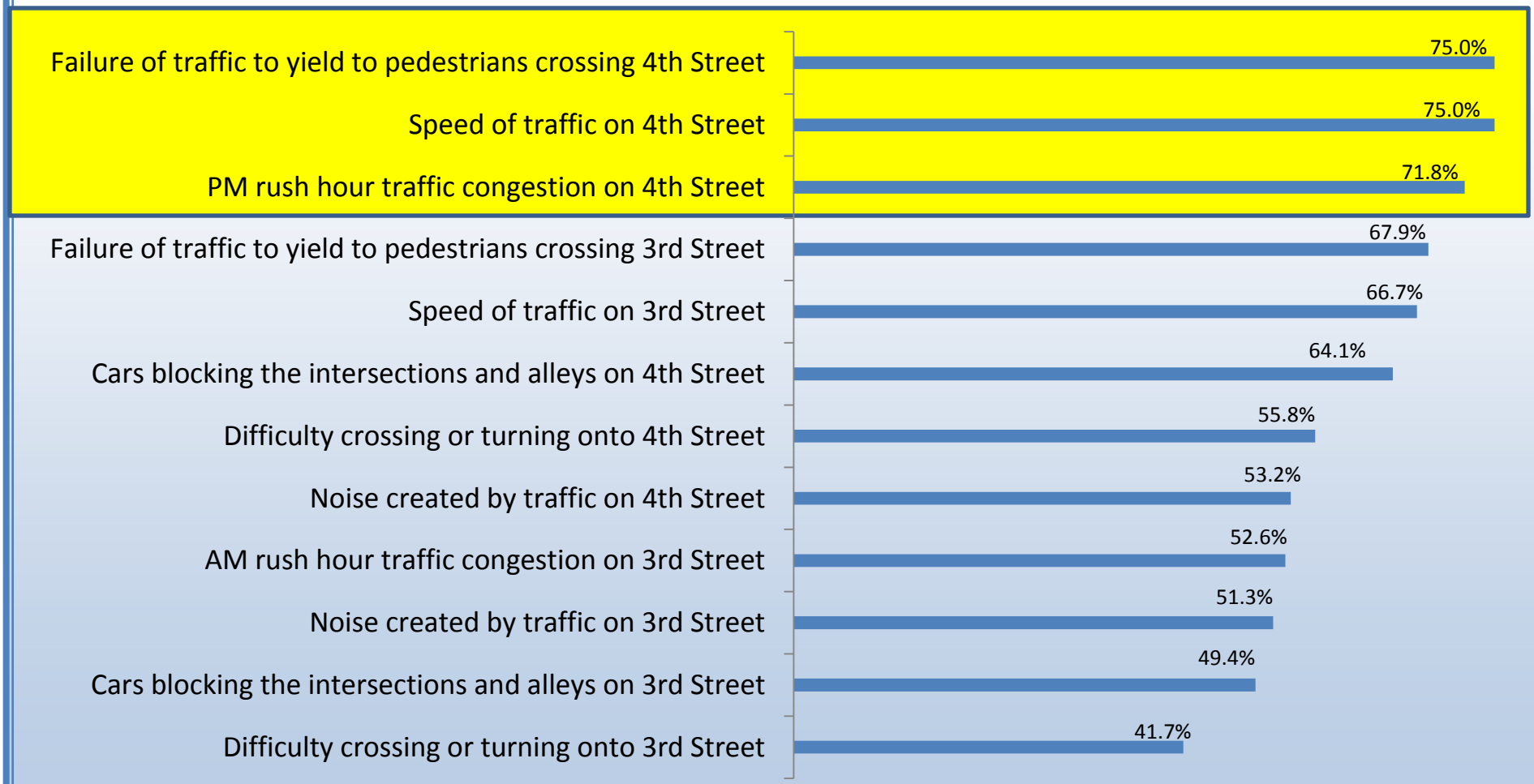
Where they live and/or own a residence in the corridor (based on 252 responses)-
58.9 % on the NASNI side of Orange Avenue
34.3 % on the bridge side of Orange Avenue
6.8 % on Orange Avenue

How long they have lived and/or owned a residence in the corridor (based on 251 responses)--
28.7 % less than five years
17.5 % between five and 10 years
53.8 % more than 10 years

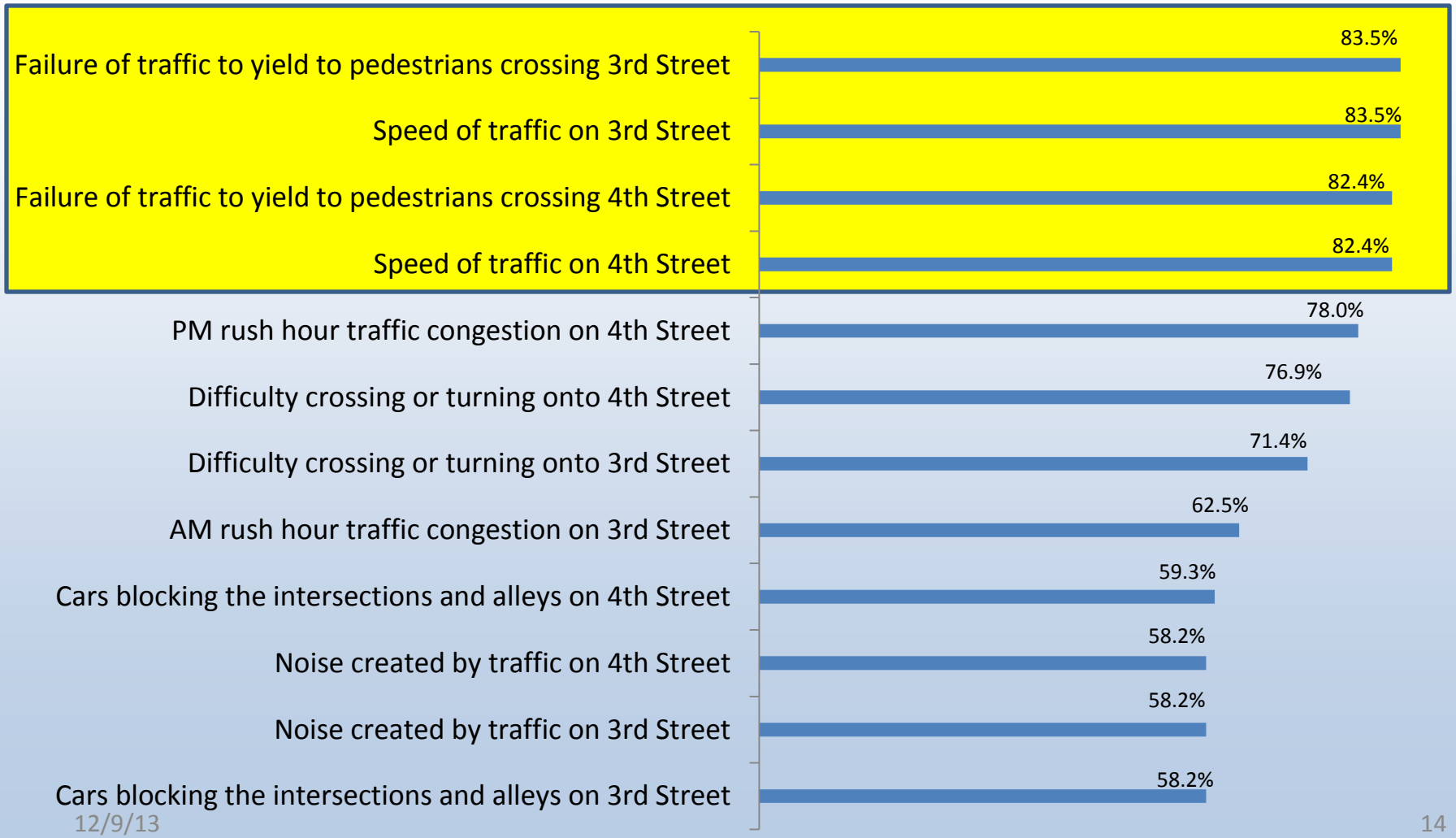
Relative Importance of Traffic Issues on 3rd and 4th Streets: All Respondents



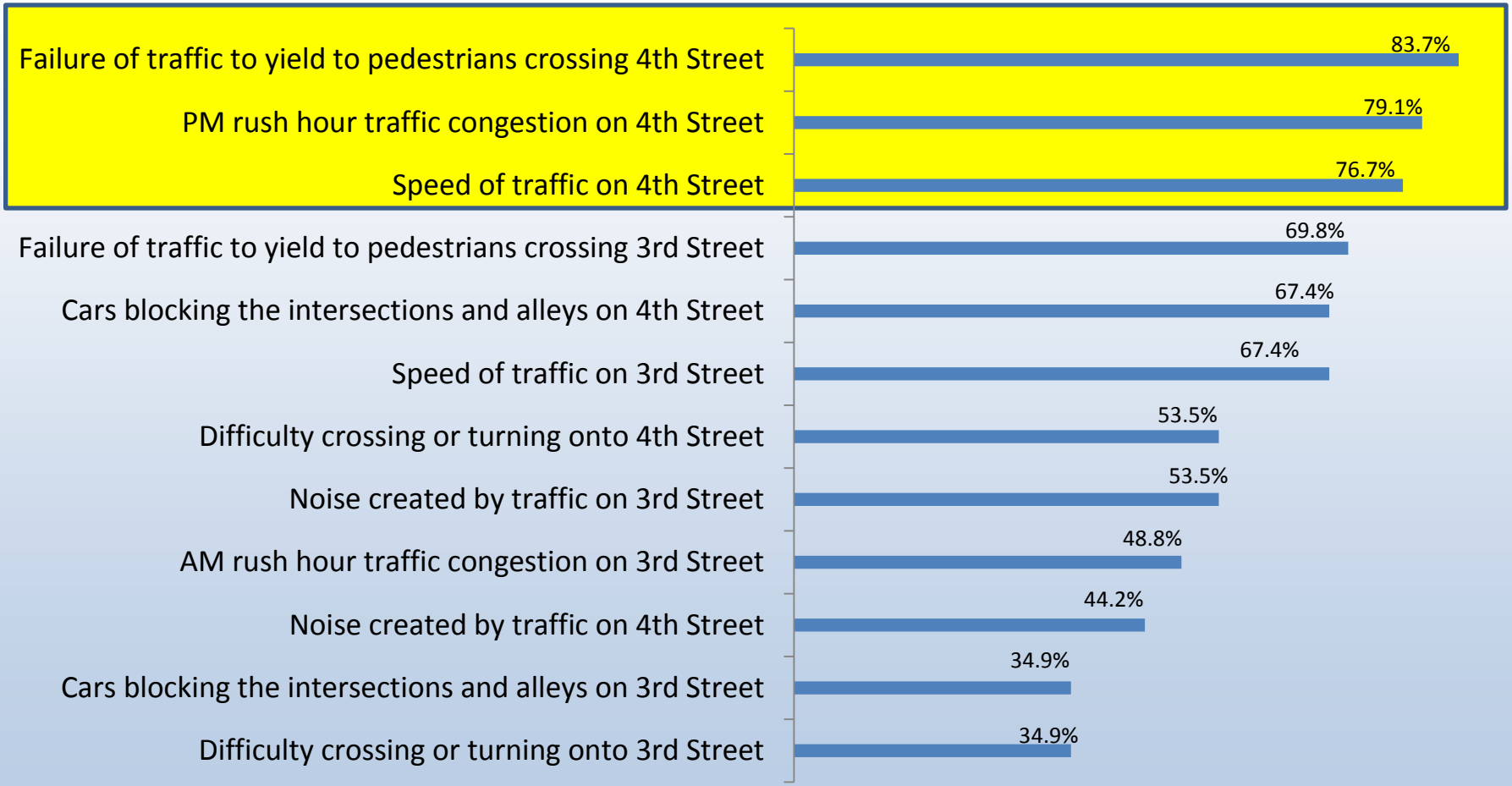
Relative Importance of Traffic Issues on 3rd and 4th Streets: Respondents Who Live on the NASNI Side of Orange Avenue



Relative Importance of Traffic Issues on 3rd and 4th Streets: Respondents Who Live on the Bridge Side of Orange Avenue



Relative Importance of Traffic Issues on 3rd and 4th Streets: Respondents Who Live Between 3rd & 4th Streets on NASNI Side of Orange Avenue



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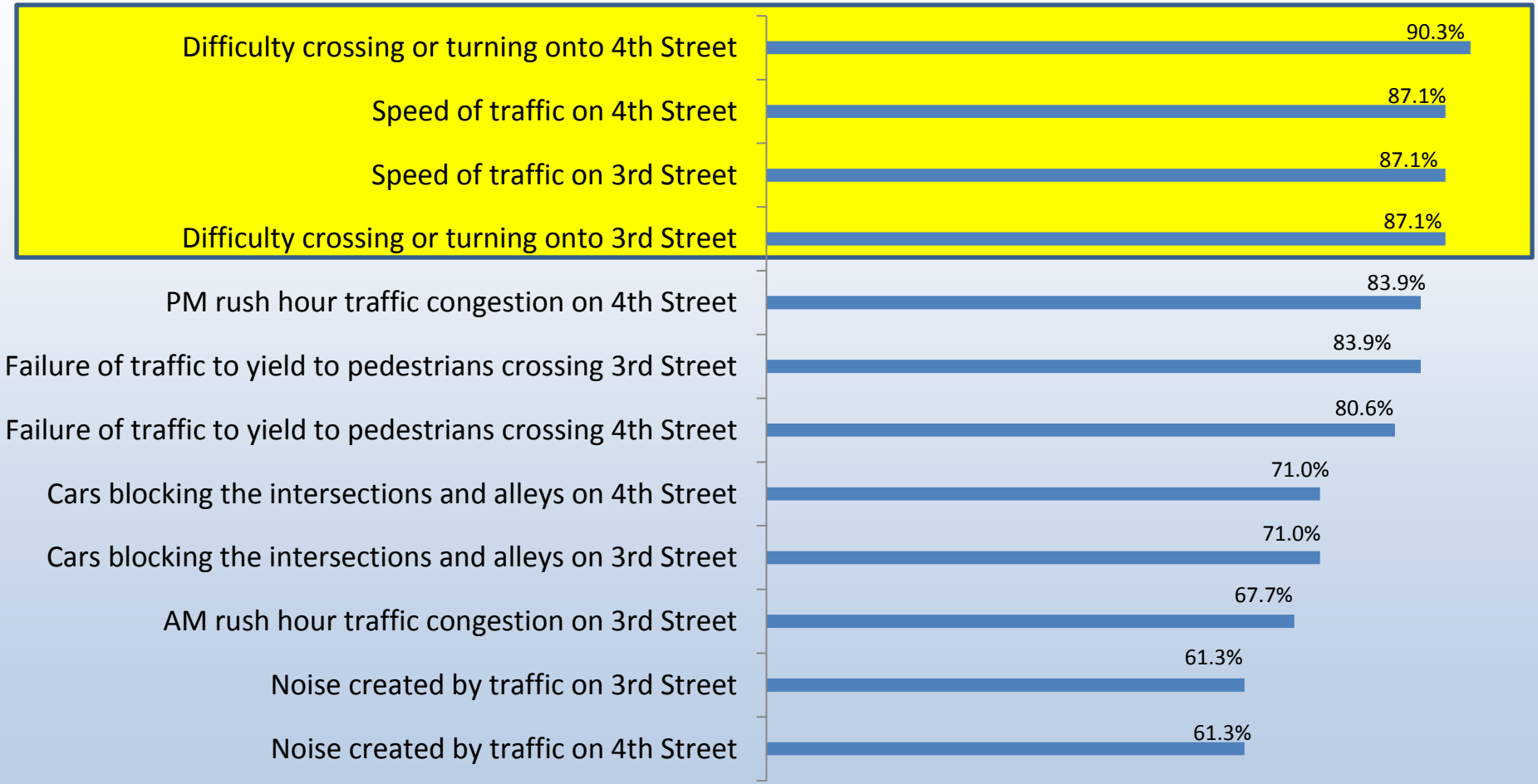
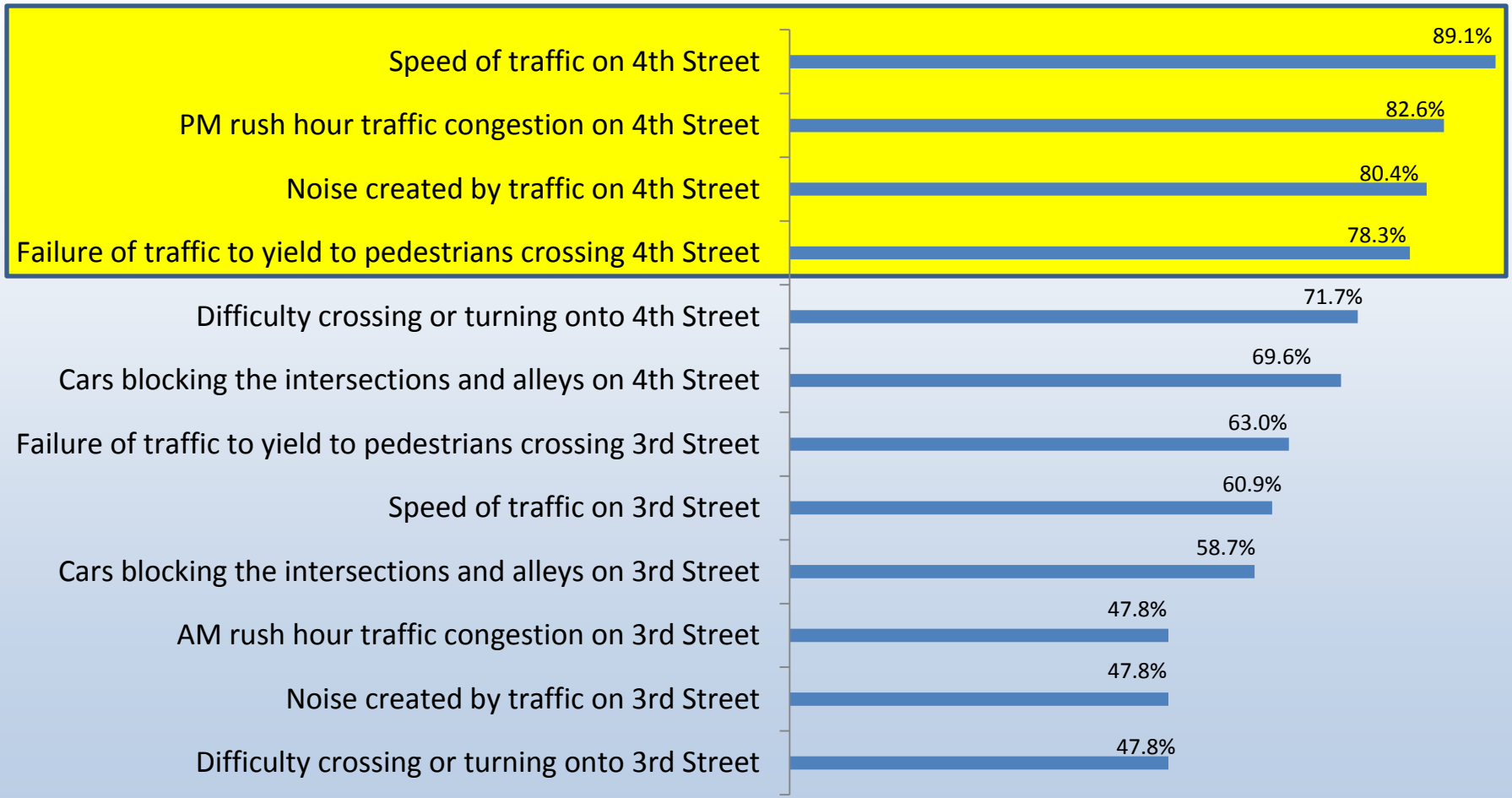
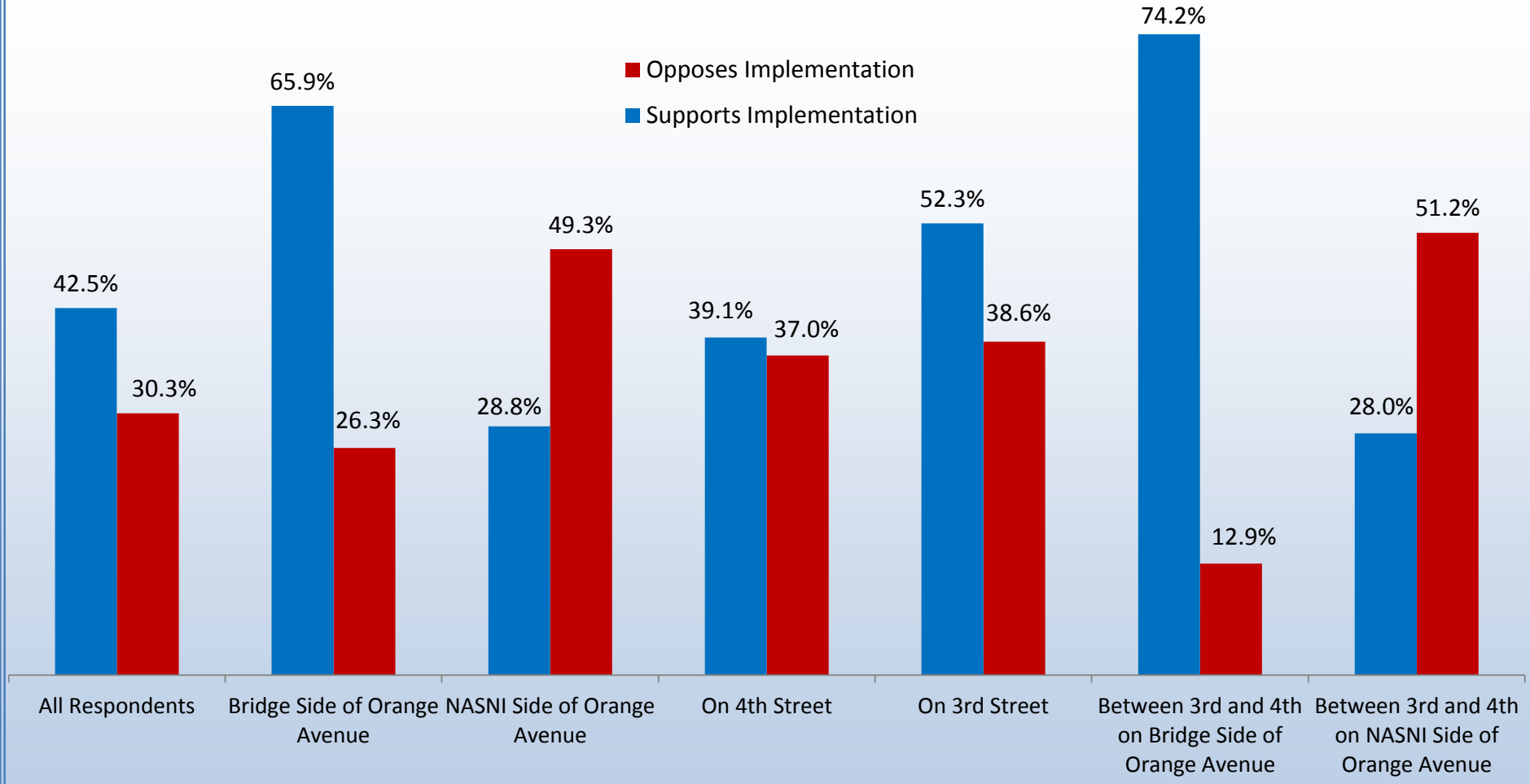


Relative Importance of Traffic Issues on 3rd and 4th Streets: Respondents Who Live on 3rd Street

Relative Importance of Traffic Issues on 3rd and 4th Streets: Respondents Who Live on 4th Street

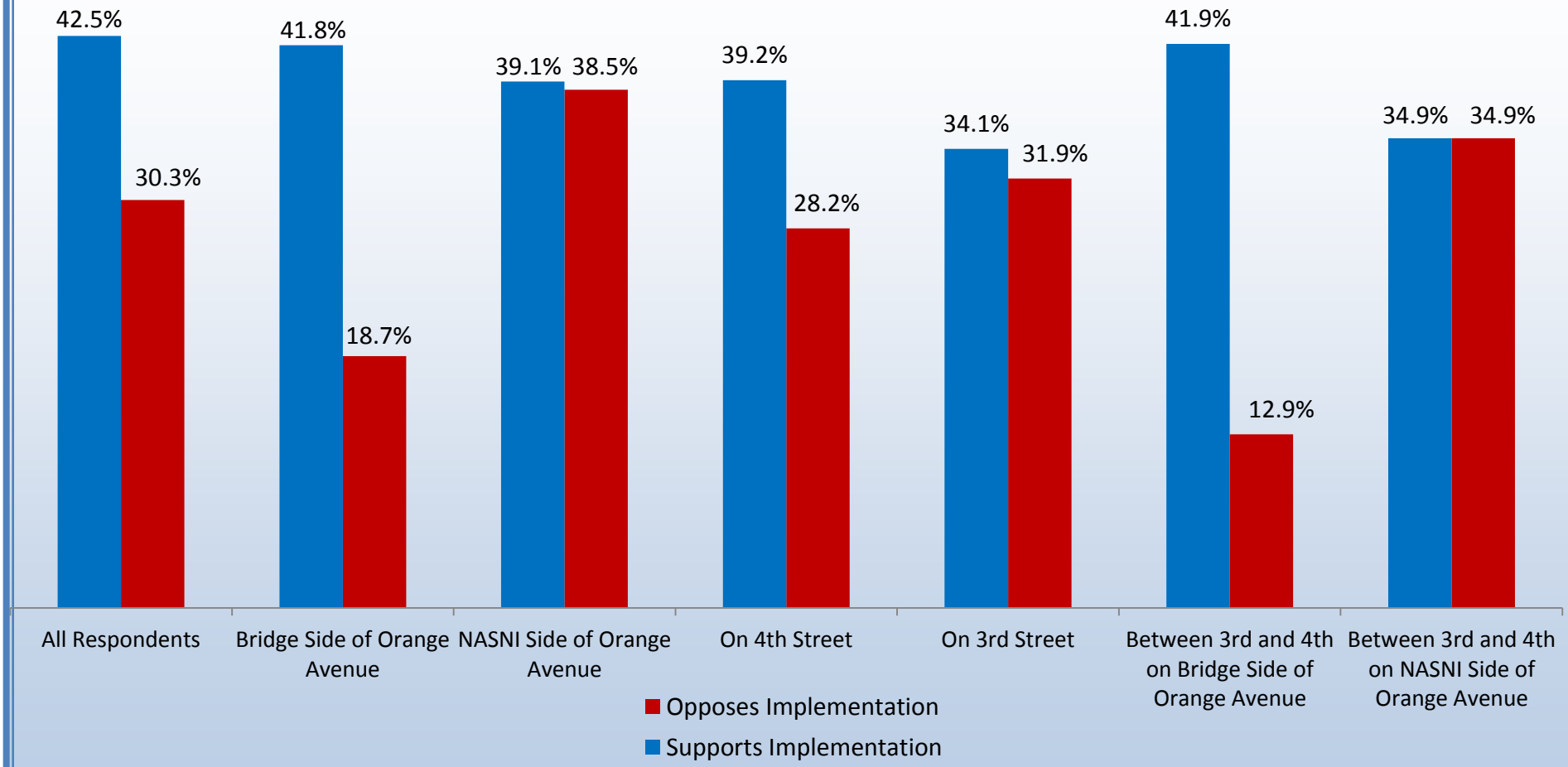


Support for Installation of Traffic Signals at 3rd and 4th Streets at B Avenue



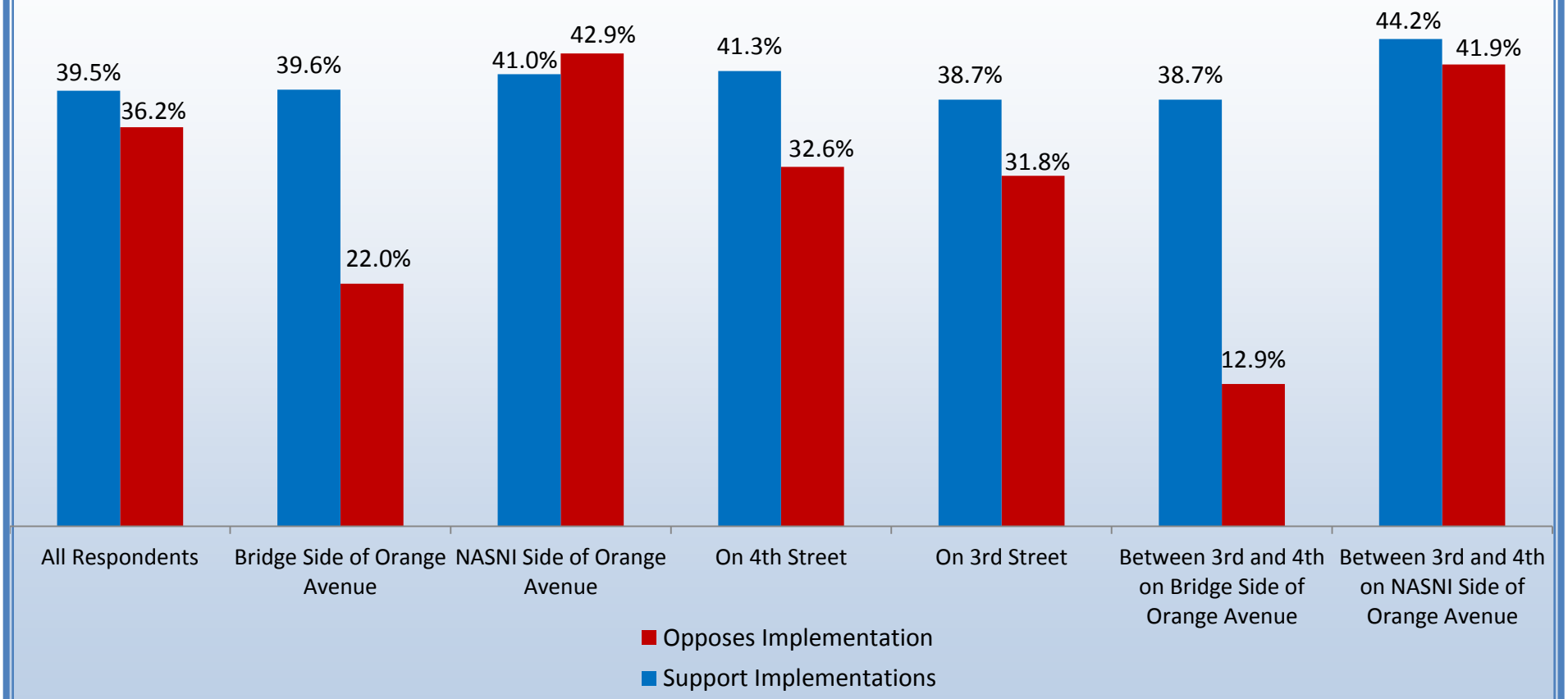
Why are traffic signals at B Avenue strongly supported by residents on the bridge side of Orange Avenue and opposed by residents on the NASNI side of Orange Avenue?

Support for Installation of Traffic Signals at 3rd and 4th Streets and Alameda Blvd.



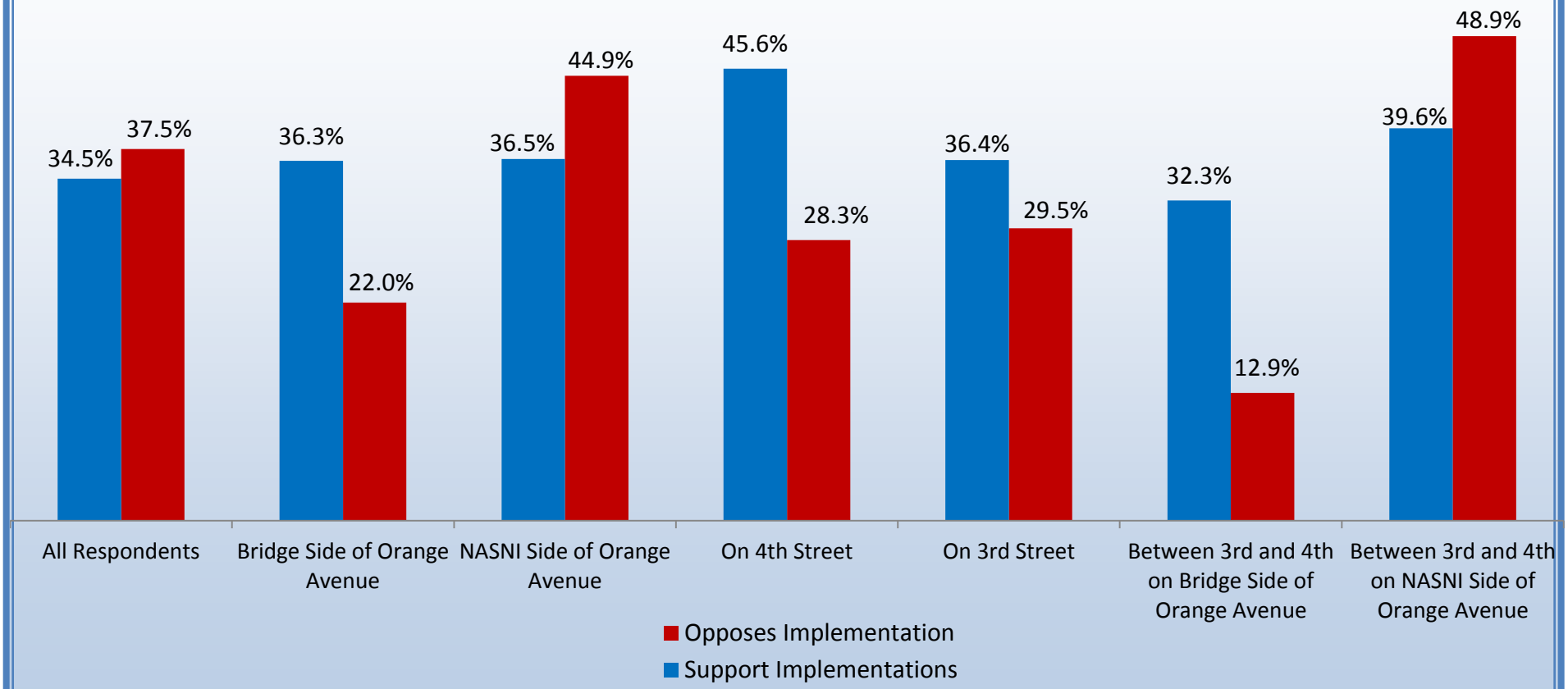
What are the arguments for and against traffic signals at Alameda Blvd?

Support for Installation of Traffic Signals at 3rd and 4th Streets at F Avenue



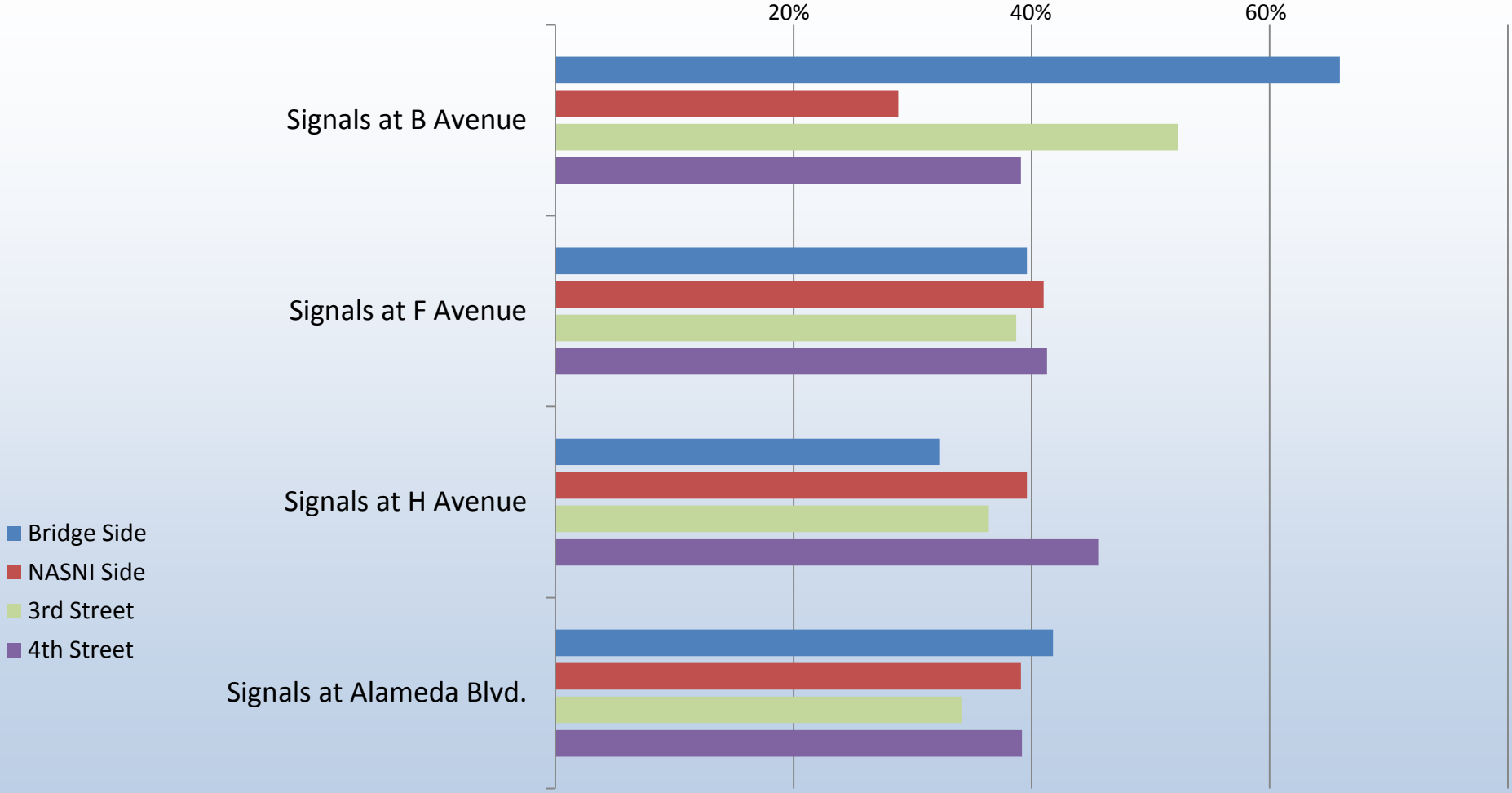
What are the arguments for and against traffic signals at F Avenue?

Support for Installation of Traffic Signals at 3rd and 4th Streets at H Avenue



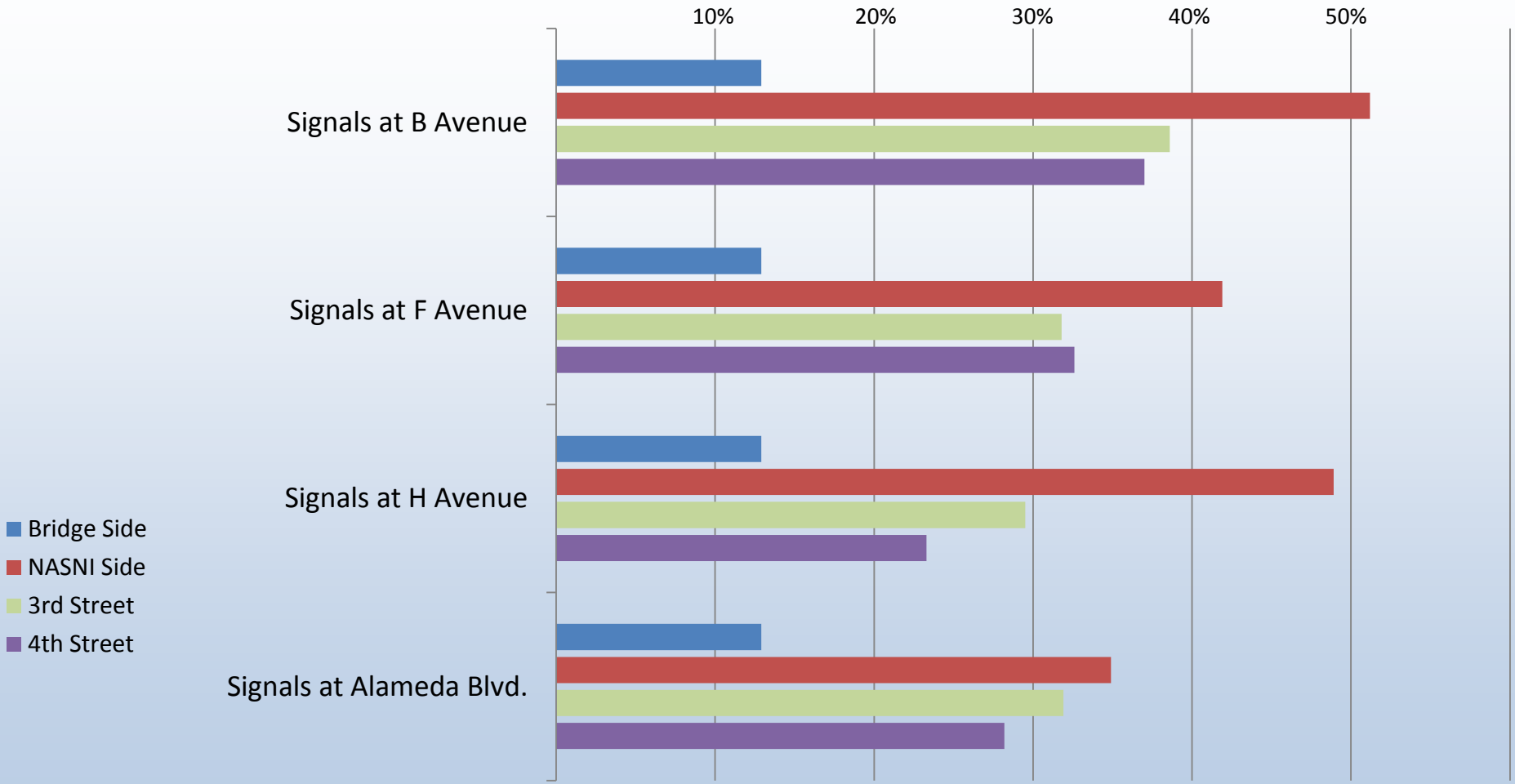
What are the arguments for and against traffic signals at H Avenue?

Support Implementation of Traffic Signals on 3rd and 4th Streets



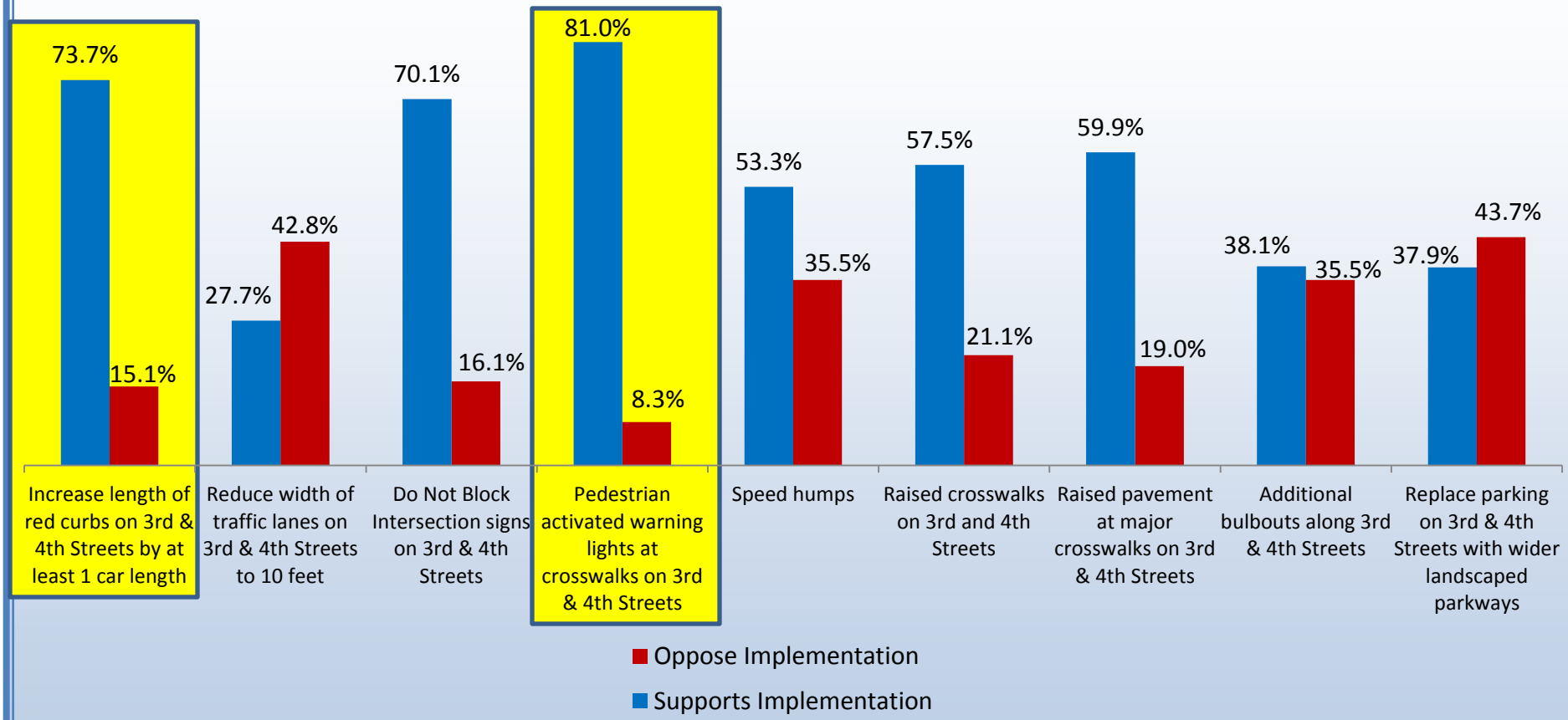
Why do traffic signals at B Avenue have the greatest variation in support?

Oppose Implementation of Traffic Signals on 3rd and 4th Streets



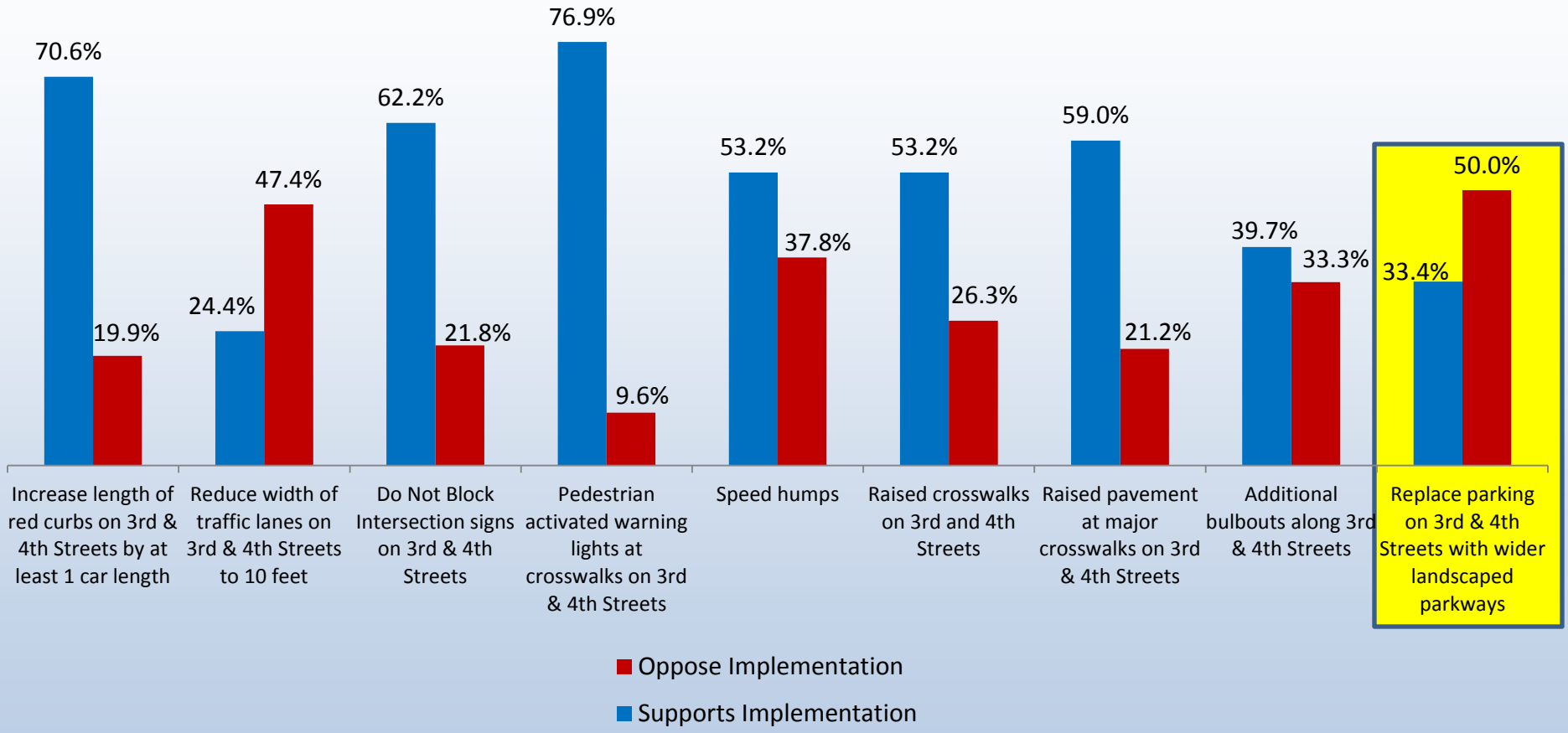
Why do residents who live between 3rd & 4th Streets on the opposite sides of Orange Avenue differ so much in their support of traffic signals?

Support for Other Strategies to Address the Traffic Issues on Third and Fourth Streets: All Respondents



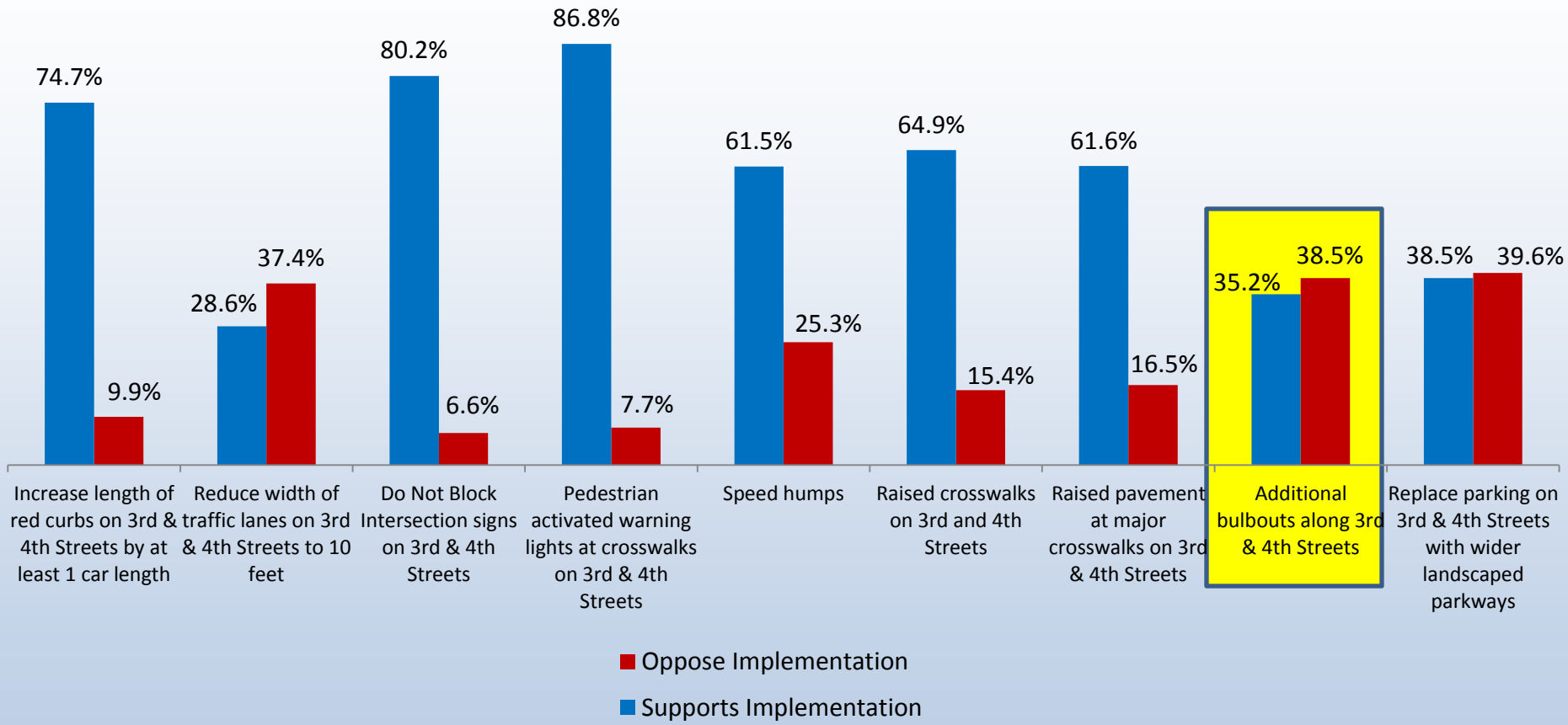
Why is there so much support for pedestrian activated warning lights and for increasing the length of red curbs?

Support for Other Strategies to Address the Traffic Issues on Third and Fourth Streets: Respondents Who Live on the NASNI Side of Orange Avenue



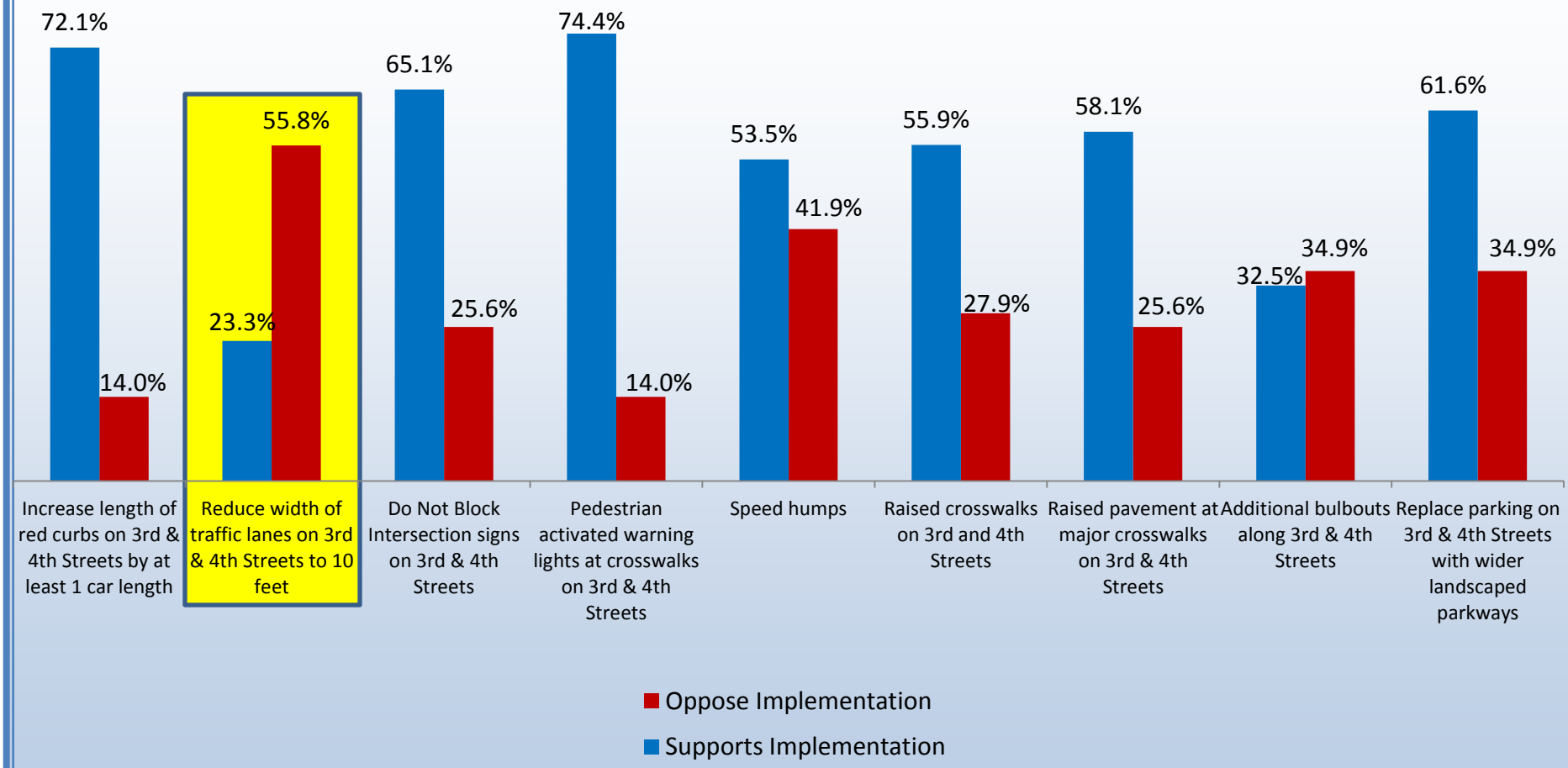
What are the objections to replacing the parking on 3rd & 4th Streets with wider landscaped parkways?

Support for Other Strategies to Address the Traffic Issues on Third and Fourth Streets: Respondents Who Live on the Bridge Side of Orange Avenue



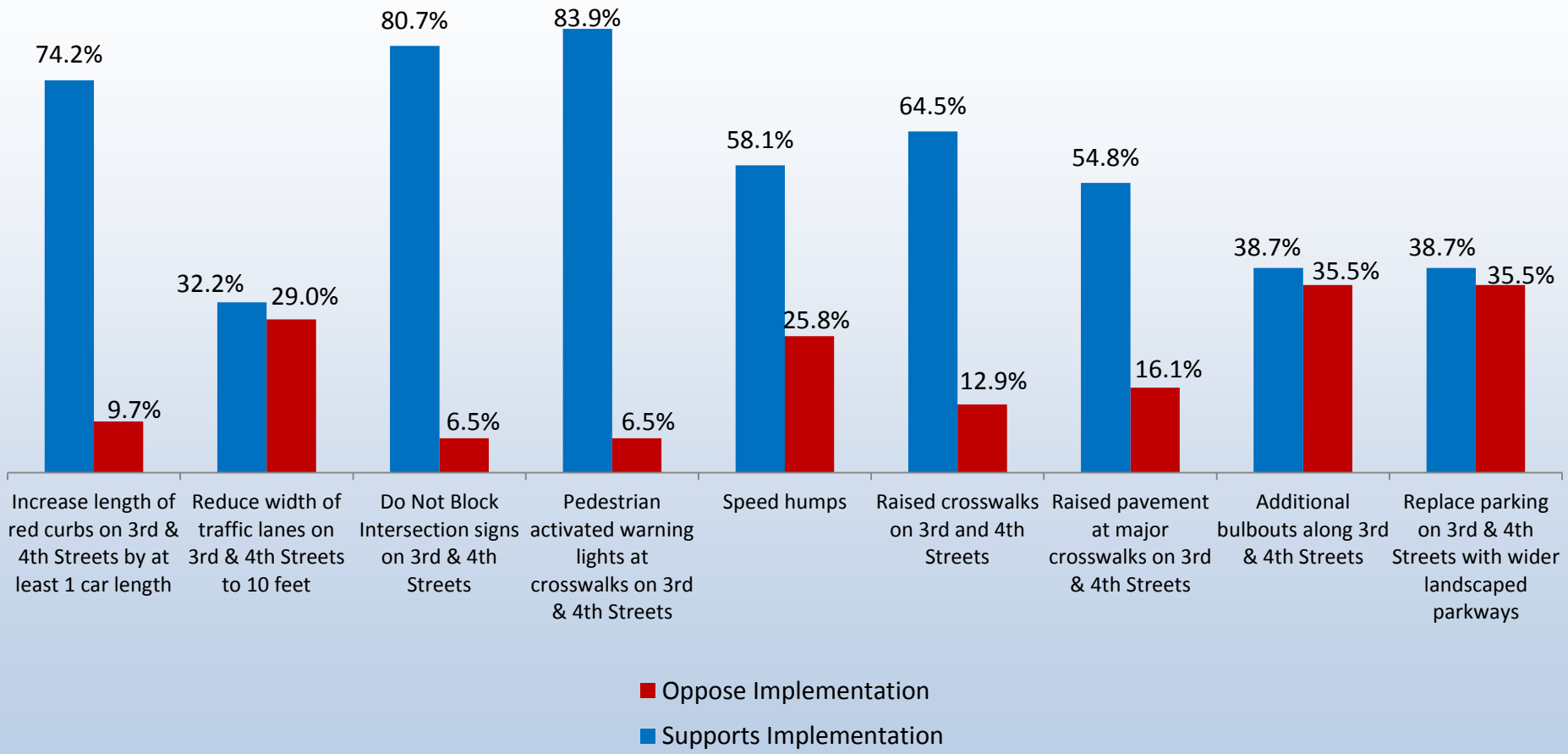
What is the basis for the opposition to additional bulbouts?

Support for Other Strategies to Address the Traffic Issues on 3rd and 4th Streets: Respondents Who Live Between 3rd & 4th on NASNI Side of Orange Avenue



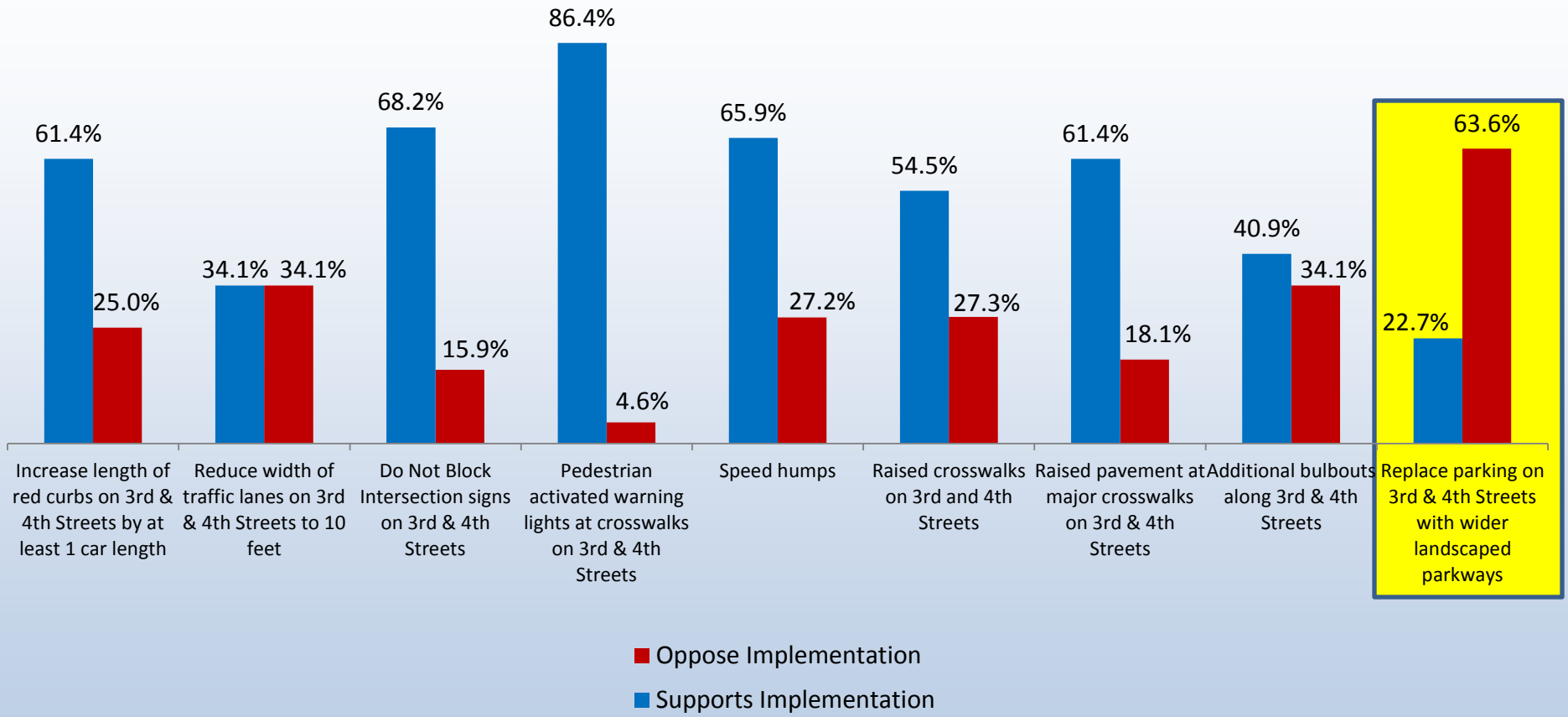
What are the objections to reducing the lane width to 10 feet?

Support for Other Strategies to Address the Traffic Issues on 3rd and 4th Streets: Respondents Who Live Between 3rd & 4th on Bridge Side of Orange Avenue



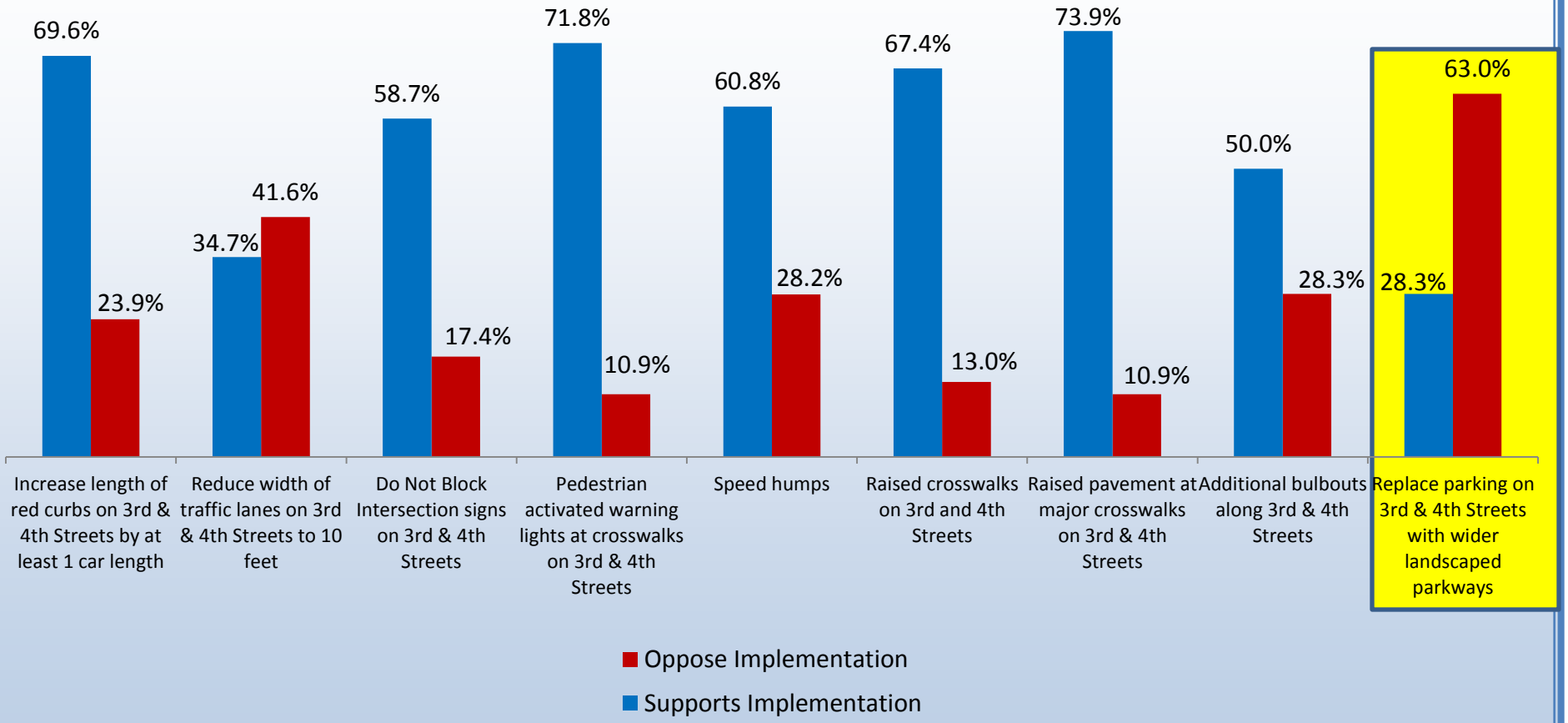
What are the concerns of these residents that make them supportive of all of the potential strategies?

Support for Other Strategies to Address the Traffic Issues on 3rd and 4th Streets: Respondents Who Live on 3rd Street



Do the residents on 3rd Street have additional objections to creating wider landscaped parkways on 3rd & 4th Streets?

Support for Other Strategies to Address the Traffic Issues on 3rd and 4th Streets: Respondents Who Live on 4th Street



Do the residents on 4th Street have additional objections to creating wider landscaped parkways on 3rd & 4th Streets?

Comments and Recommendations from the Audience

Next Steps

- Analyze results of the survey and feedback from the workshop (December 2013)
- Develop the scope of work for the study and solicit proposals (January 2014)
- Award the consultant contract (April 2014)
- Conduct public workshop #2 to introduce the consultant and present the scope of work (May 2014)
- Perform the study (September 2014)
- Conduct public workshop #3 to obtain public feedback on the study (October 2014)
- Finalize the results of the study based on public and other feedback and integrate into comprehensive Traffic Calming Plan for the city (December 2014)

Closing remarks