

Coronado Transportation Commission Annual Report 2011-2012

ANNUAL REPORT

This initial annual report of the Coronado Transportation Commission (CTC) documents the commission's launch and principal activities between May 19, 2011 and June 30, 2012. During this period, the CTC conducted fourteen monthly meetings (second Thursday of the month) in Council Chambers.

COMMISSION ESTABLISHMENT

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 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."

APPOINTMENT OF COMMISSIONERS

The City Council appointed the following Commissioners at its April 5, 2011 meeting:

Douglas P. Crane – Shores
Philip Monroe – Cays
Jefferson Alison III – At Large
Patrick Garahan – At Large
Michael Giorgione – Village
John Moutes – Village
Richard Scharff – Village

GOVERNANCE

The ordinance requires that the commission shall annually elect a Chairperson and a Vice Chairperson. At the initial meeting of the CTC on May 19, 2011, the commission

elected Michael Giorgione as Chairperson and Philip Monroe as Vice Chairperson.

PUBLIC PARTICIPATION

Public input is a standing agenda item at each CTC meeting. This enables the public to comment on specific agenda items or on any other topic related to the City's transportation issues. Prior to the formation of the CTC, the City Council conducted two special meetings to solicit the public's input on transportation matters – the September 8, 2010 Town Hall Meeting on Traffic and the Special Meeting of the City Council on January 10, 2011. As a consequence of these two public meetings, the CTC maintains an active list of approximately 200 comments and suggestions received from the public and the City Council. These comments and suggestions formed the basis of the CTC's Planning Methodology.

DOCUMENT REVIEW

An early activity of the CTC involved review of many previous documents related to traffic and transportation issues. These documents contain a wealth of information, and may also be the source of some of the City's future solutions to traffic problems. A partial list of the documents reviewed by the commission includes:

- ❖ Transportation Element of the General Plan (1987)
- ❖ General Plan Circulation Element (1995)
- ❖ Blue Ribbon Committee on Traffic (1998)
- ❖ Transportation Management Agency Trip Reduction Program Evaluation (1999)
- ❖ Third and Fourth Streets Neighborhood Traffic Study (2002)
- ❖ Caltrans Project Study Report (2003)
- ❖ City-Wide Major Traffic Study (2005)
- ❖ Annual Traffic Reports (2009, 2010)
- ❖ Bicycle Master Plan (2011)

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- ❖ 2050 Regional Transportation Plan (2011)

MONITOR RELATED COMMITTEES

The CTC monitors and coordinates its assigned tasks with those of other City Committees who share related responsibilities, including:

- ❖ Bicycle Advisory Committee
- ❖ Traffic Operations Committee
- ❖ Naval Complexes Coordinating Group

PLANNING METHODOLOGY

The commission, at its June 9, 2011 meeting, adopted a structured approach to the development of Strategies and the definition of Projects and Tactics to successfully move forward – graphically depicted as follows:



Our Mission:

"Develop actions that will improve the quality of life for those that live, visit and work in Coronado through quantifiable traffic calming and other transportation solutions."

The four levels of planning are:

- ❖ Vision – as defined by the City Council (see above in "Commission Establishment")
- ❖ 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

SPECIAL PRESENTATIONS

The commission received a number of special presentations during the year. The presentations served to highlight areas where the commission needs to focus its future efforts. Presentations included:

- ❖ Assistant City Manager – various subjects
- ❖ City Engineer – various subjects
- ❖ Phil Monroe – traffic data
- ❖ Coronado Police Department
- ❖ Caltrans
- ❖ Naval Base Coronado
- ❖ Metropolitan Transit System
- ❖ Coronado Tourism Improvement District

CITIZEN SATISFACTION SURVEY

A national survey conducted in 2011 ranked Coronado as high in many categories such as overall quality of services, neighborhood safety, quality of life, recreational opportunities, and places to retire. However, the survey results indicate Coronado ranked below the mean in *traffic flow* and public parking.

WORKING GROUPS

The Chair appointed four working groups of commissioners to focus on several key areas, including:

- ❖ Caltrans – promote a good working relationship between CTC and Caltrans
- ❖ Navy – promote a good working relationship between CTC and the Navy
- ❖ Traffic Modeling – assess the need for updating the City's dynamic traffic model developed for the City-Wide Major Traffic Study (2005)
- ❖ Strategies – prepare the initial draft of the broad areas for addressing the City's transportation needs in terms of Strategies, Projects and Tactics

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STRATEGIES WORKING GROUP

This working group reported back to the full commission at the December 2011 meeting with twelve recommended strategies. Following discussion, the commission voted to adopt eleven strategies and prioritized them as follows:

1	Reduce number of Navy-related vehicles entering Coronado	231
2	Increase traffic calming measures throughout the City	150
3	Improve vehicular mobility in the City	76
4	Improve bicycle public safety	75
5	Reduce motor vehicle usage within the City by improved mass transit and alternative modes of transportation	64
6	Reduce number of non-Navy related vehicles entering Coronado for major employers	52
7	Improve pedestrian public safety	36
8	Investigate feasibility of complete or hybrid relinquishments of SRs 75 and/or 282 from Caltrans to the City	12
9	Improve automobile public safety	10
10	Identify potential new revenue sources to support implementation of strategies	8
11	Implement improved measures to restrict Navy commuter vehicles to designated arterials	4

The Nominal Group Technique (NGT) was used for establishing the relative ranking of the eleven Strategies. Each number in the above right-hand column represents the product of the number of votes multiplied by the points for each Strategy. *The commission decided it would focus its energy in developing the highest ranked four Strategies, and that Strategy 4 would be jointly developed with the City's new Bicycle Advisory Committee.* The remaining Strategies would be pursued at a later date or as such time that the prioritization of the Strategies is reevaluated.

PROJECT DEVELOPMENT

Each of the adopted Strategies was next translated into discrete Projects – a project being something that can be defined, delegated, and measured going forward. Several projects for the first three Strategies are as follows:

Strategy 1 – Reduce number of Navy-related vehicles entering Coronado.

- 1.1 Establish joint City/Navy working group to aggressively examine a wide range of vehicle reduction and mass transit options.
- 1.2 Evaluate potential for creating a peak-hours high-occupancy vehicle (HOV) lane between I-5 and NASNI.
- 1.3 Evaluate potential for HOV preferred parking on NASNI and NAB.

Strategy 2 – Increase traffic calming measures throughout the City

- 2.1 In coordination with Caltrans, evaluate the feasibility of expanding the already adopted traffic calming measures along Third and Fourth Streets.
- 2.2 Review the current applicability of alternatives presented in Caltrans' Project Study Report.
- 2.3 Evaluate the feasibility of the increased use of roundabouts or other traffic calming designs at the City's larger intersections.

Strategy 3 – Improve vehicular mobility in the City

- 3.1 Develop a dynamic traffic signal synchronization model for Orange Avenue and a City-wide traffic flow control model
- 3.2 Evaluate all level of service "F" intersections for possible improvements starting with Tenth Street and Orange Avenue.
- 3.3 Evaluate the feasibility of alternatives for improving access to the bridge for City residents in the northeast quadrant of the Village.

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Strategy 4 – Improve bicycle public safety

- 4.1 Compile a list of issues regarding the current status and challenges facing bicycle public safety throughout the City.
- 4.2 Provide summary, conclusions and recommendations for possible improvements in bicycle public safety.
- 4.3 Develop other projects as identified by the working group for this strategy.

Strategy and Project progress will be reported at each CTC public meeting. Project management tools to budget, schedule, and monitor progress will be implemented during fiscal year 2012-2013.

LESSONS LEARNED

The transportation problems faced by the City of Coronado have been decades in the making, and their solution will require a broad range of incremental to significant improvements along many fronts – such as reduction of Navy vehicles entering the City and reduction of non-Navy vehicles entering the City for major employers (through a number of mass transit programs), expanded and enhanced traffic calming measures, improved traffic mobility along Orange Avenue, and enhanced cooperation among those agencies that impact the City’s ability to address its problems (i.e., Navy, Caltrans, MTS, and SANDAG, among others).

LOOKING AHEAD/NEXT YEAR’S PLAN

On February 21, 2012, commission Chair Michael Giorgione made a progress presentation to Mayor and Council. He requested and received confirmation on the Planning Methodology and direction to proceed into Project development on the first four Strategies. He committed to

provide Mayor and Council with a progress report at the end of 2012.

On May 1, 2012, Council directed staff to discontinue the adaptive signal study and proceed with a detailed analysis of the Tenth Street and Orange Avenue intersection along with traffic modeling at key intersections in the City. The City Council also directed that the traffic modeling (Synchro) software be updated to the current version to enable City staff to analyze various “what if” scenarios with the modeling data obtained.

This project directly supports Strategy 3 and Projects 3.1 and 3.2s and is considered a critical first step in having a foundational and authoritative source for analyzing mobility options throughout the City.

The CTC’s fiscal year 2012-2013 plan contains some specific goals:

Navy-Related

Conclude an agreement with the Navy to jointly initiate strategies aimed at reducing the total number of Navy-related vehicles entering Coronado through car/van pooling, mass transit and other alternatives. Obtain agreement from the Navy to initiate actions to reduce queuing of its commuter vehicles on City streets.

In June 2012, Navy invited the CTC to participate in developing the Statement of Work for Naval Base Coronado’s Entry Control Point (ECP) and Commuter Survey contract that they intend to award in FY2012. This is a very collaborative step in allowing the Navy and City to work together on long-term alternatives in regard to Strategy 1.

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Caltrans-Related

Continue to work with Caltrans to jointly initiate strategies aimed at implementing enhanced traffic calming measures (beyond those already adopted) along Third and Fourth Streets and at the proposed new landscaping improvements at the existing Toll Plaza.

Complete traffic modeling and a study updating selected City intersections along Orange Avenue – last modeled in the 2005 City-wide Major Traffic Study, and deliver recommendations for improvements needed to the City Council while maintaining liaison with Caltrans on the recommendations.

SANDAG-Related

Initiate discussions with SANDAG regarding accelerating the proposed schedule for Express Bus to Coronado, per the 2050 Regional Transportation Plan.

Other

Deliver a report to the City on other recommended traffic calming measures throughout the City (non-Caltrans related).

The CTC realizes its mission is wide ranging and that it needs to recruit other concerned City residents to support its efforts to achieve the vision identified by the City Council.

RESPECTFULLY SUBMITTED,

Michael Giorgione, Chair