

City of Coronado

Traffic Calming Master Plan

Mobility Commission
Working Group.



THE BIG ASKS?

- DOES THE CITY OF CORONADO HAVE THE BANDWIDTH AND THE WILL TO HAVE A FULL-BLOWN TRAFFIC CALMING PROGRAM?
- IF YES, WILL THE COUNCIL DIRECT CITY MANAGEMENT TO PROVIDE TECHNICAL AND CLERICAL SUPPORT TO COMPLETE THE PLAN AND START THE IMPLEMENTATION?

History



The City of Coronado
**Comprehensive Active Transportation Plan
and Complete Streets Strategy**

September 2018





References

CITY OF CORONADO
NEIGHBORHOOD
TRAFFIC CALMING ELEMENT



*- NICE -
Proposal submitted by
Raymond Richardson
9-21-18*



CITY OF CORONADO
ANNUAL TRAFFIC REPORT
- 2019 -



Ask #1

- Complete the 2020, 2021, 2022, 2023 backlog of The statutory **City of Coronado Annual traffic report.**



About the Master Plan

This is:

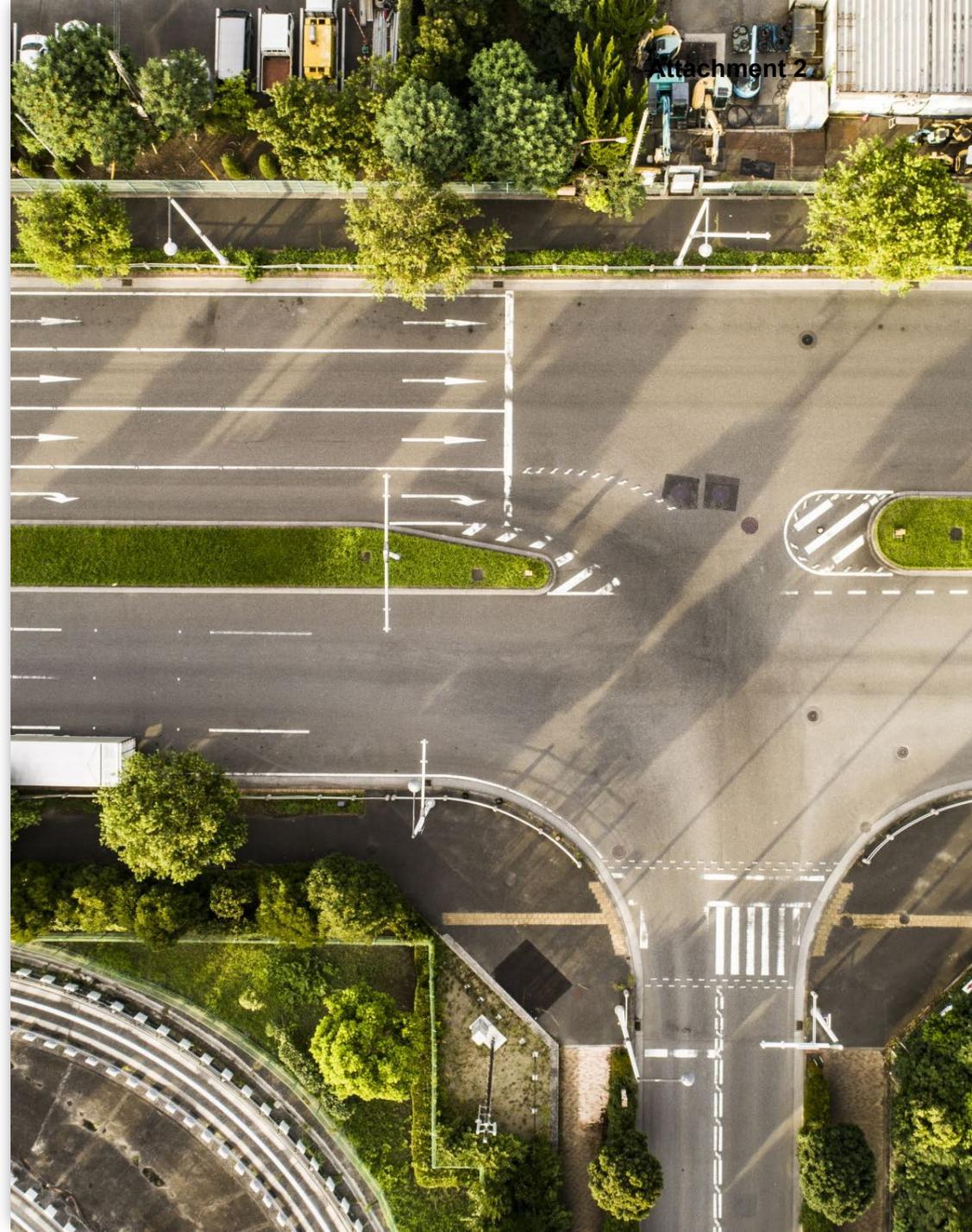
- A draft
- Guiding Principles
- Best Practice & tools
- Suggestions based on available data

This is not:

- Vetted document
- Standing Operating Procedures
- Desk manual
- Job Descriptions

Three Step Process:

- 1. Codifying Guiding Principles as a guild to implementation of The Traffic Calming Master Plan
- 2. Adoption of Traffic Calming Master Plan by City Council.
- 3. Implementation of Traffic Calming Projects based on Data and Stakeholders input.





Purpose and Need

The City of Coronado Traffic Calming Master Plan (CTCMP) is a comprehensive set of measures intended to improve neighborhood safety and quality of life, through the use of various roadway improvement strategies. Roadway safety is an important and growing concern for Coronado residents, the City has recognized the need for a program to complement The City of Coronado Comprehensive Active Transportation Plan and Complete Street Strategy.



The City of Coronado Traffic Calming Master Plan is intended to formalize its traffic calming process, and help manage the requests from Residents, City employees, and other stake holders for traffic calming.

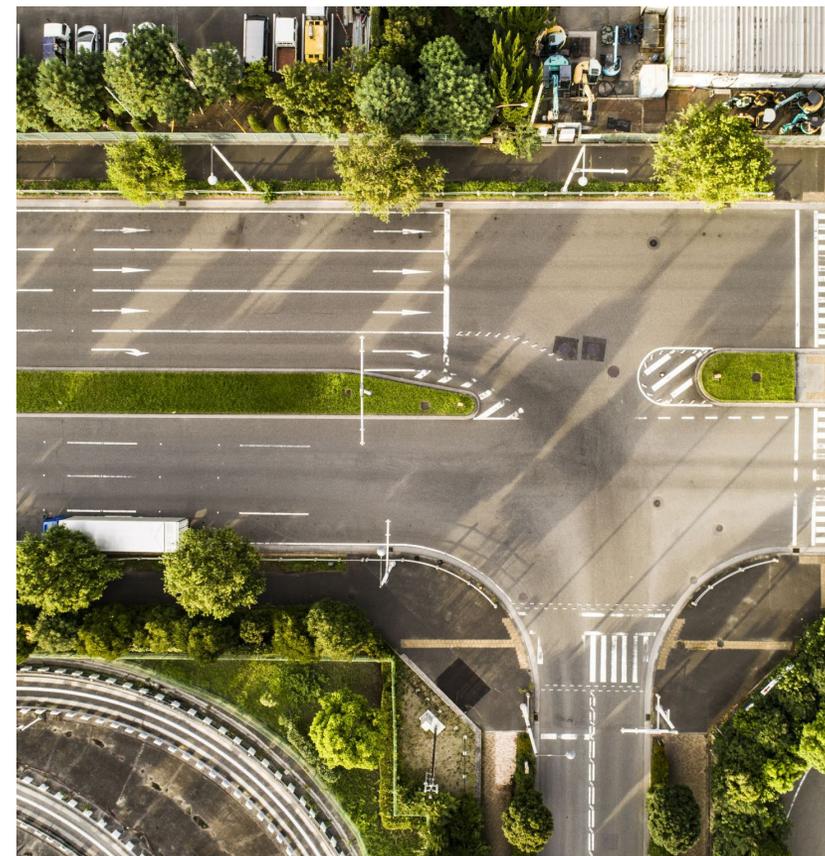
What is Traffic Calming

- Traffic calming is the process of minimizing the negative impacts associated with neighborhood traffic on residents, pedestrians, bicyclists and school children. When implemented, traffic calming measures can reduce **neighborhood speeding, cut-through traffic, and reckless driver behavior on city streets.**
- While roadways ensure both vehicle and pedestrian connectivity, excessive traffic or speeding can cause adverse neighborhood impacts resulting from their original design and placement. **To avoid these negative impacts, city streets can be retrofitted to encourage safer driver behavior**



The Plan

- The City of Coronado Traffic Master Calming Plan is intended to help City Staff improve safety and enhance the quality of life in residential neighborhoods by providing roadway design features which **slow traffic** and **improve pedestrian connectivity**. The CTCMP first contains an overview of existing City policies related to traffic calming, then added new policies as guidance to future operational changes.
- Secondly, the CTCMP also contains **a step-by-step** plan to carry out each step from the early stages of problem identification through the implementation of new traffic calming devices. **New action plans that specifically address neighborhood traffic calming** are also included to provide direction on the appropriate selection of traffic calming measures including their desired results.



Background

- Currently, traffic calming in the City of Coronado is handled by City staff who receive individual requests from City residents for traffic calming projects in their neighborhoods. Additional requests come from, City Employees and stake holders.
- The requests are review by **City Staff** then forwarded to the **Traffic Operations Commission** for approval. If approved by the Commission, then the project is sent to **the City Council** for final approval and funding.
- Once approved by City Council, the project goes out for final design and any supplemental approval and is then implemented.



Goals of Traffic Calming

- 2.1.1 A safe and comfortable pedestrian environment
- 2.1.2 A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.
- 2.13 Safe and efficient street design that minimizes environmental and neighborhood impacts.
- 2.14 Minimize vehicle related accidents



2.2 Policies

- 2.2.1 Current City Polices Policy
 - Speed Bump Warrant Process



2 Proposed Policies



- ***Traffic Calming***
- ***Neighborhood Streets***

Traffic Calming Policies

1

Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.

2

Choose traffic calming devices to best fit the situation for which it is intended.

3

Place traffic calming devices so that the full benefit of calming will be realized with little or no negative effect upon the overall safety or quality of the roadway.

4

Design traffic calming devices appropriately, including consideration for accessibility, drainage, underground utilities, adequate visibility, the needs of emergency, sanitation, and transit vehicles, and landscaping.

5

Weigh the undesired effects of traffic calming devices (increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits.”

Neighborhood Streets Policy

- *Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity. Emphasize the provision of high-quality pedestrian and bikeway connections to village centers, and local schools.”*



ASK # 2

WILL THE COUNCIL ADOPT THE TWO
NEW POLICIES?



Project Process and Implementation

- The process is separated into four key components, each consisting of specific steps that should be considered during the development of a street/neighborhood traffic management plan traffic management.
- **Plan Initiation** – The Resident, City Employee, or Stake holder submit a request for the investigation of traffic related issues to the **Mobility Commission**. Traffic data, or other relevant information, is gathered by Staff and Direct to the **Traffic Operations Commission** where the request under investigation is deemed deserving of action or not.
- **Plan Development** – If the Traffic Operations Commission finds the request worthy of pursuing it will refer the project to Staff. Staff will notify relevant residents, and stakeholders and start the study of the is determined area.
- **Plan Support** – If appropriate, Staff will Surveys and/or petitions residents to build neighborhood support.
- **Plan Implementation** – The proposed plan is presented for final approval. Needed funding is identified and design details are presented. Public notification is sent. Construction of the treatment commences accompanied by appropriate educational measures.



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Design Principles

Principle #1: Traffic calming should address only **speed primarily** and then traffic volume concerns

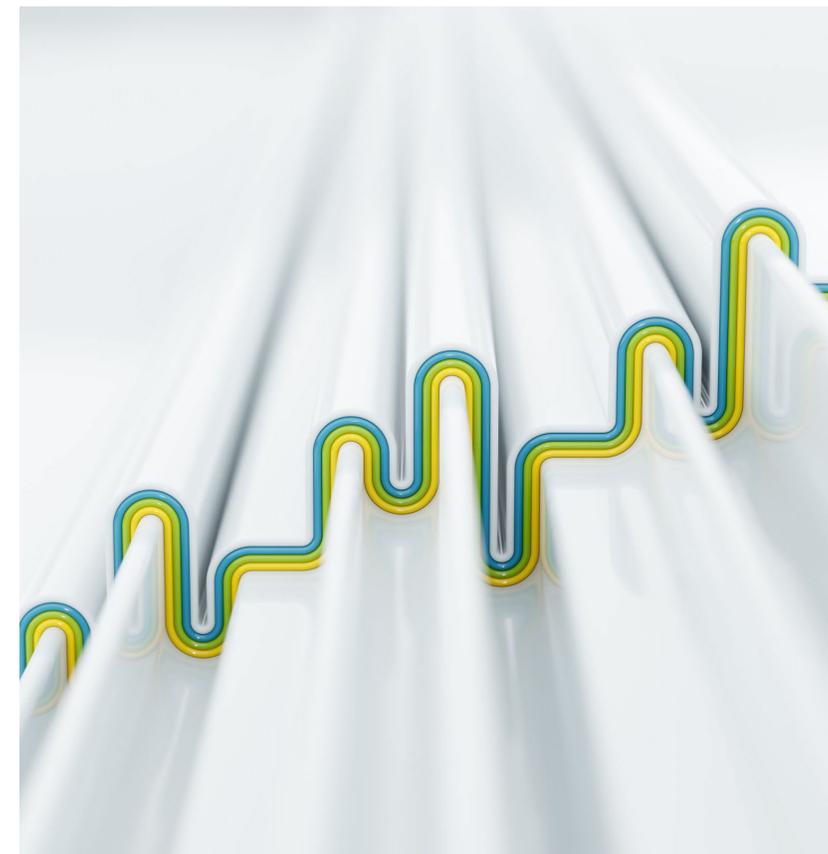
Principle #2: The traffic calming device chosen for a particular problem should **best fit the situation it is intended to solve**. The device may not eliminate or address all demands associated with neighborhood concerns or complaints but should effectively solve the primary concern.

Principle #3: The location of the traffic calming device shall be **placed where the full benefit of calming** will be realized so long as there is little or no negative effect upon overall safety or quality of the roadway.

Principle #4: Traffic calming devices will be **clearly marked** and visible during the day and night. Where appropriate, they should include **warning signs** on all approaches of traffic affected by the device. All physical devices will be designed with **aesthetics in mind** to provide for landscaping and visual contrast in the roadway.

Principle #5: The traffic calming implementation process is a series of discussions and decisions on how best to resolve the concern or complaint. Desired effects of traffic calming devices will be **weighed against their prescribed benefits**. It is ultimately up to the users of the street which trade-offs should be made in order to achieve the desired goal.

Principle #6: Neighborhood traffic calming measures should represent community values.



ASK # 3

- WILL THE COUNCIL AGREE TO ADOPT THIS NEW PROCESS STARTING WITH
 - INTAKE BY THE MOBILITY COMMISSION
 - DATA GATHER AND RECOMMENDATIONS BY STAFF
 - APPROVAL BY THE TRAFFIC OPERATING COMMITTEE
 - APPROVAL AND FUNDING BY COUNCIL



Traffic Claiming Tools

Targeted Locations

Traffic Calming Toolbox

Vertical Deflection Measures

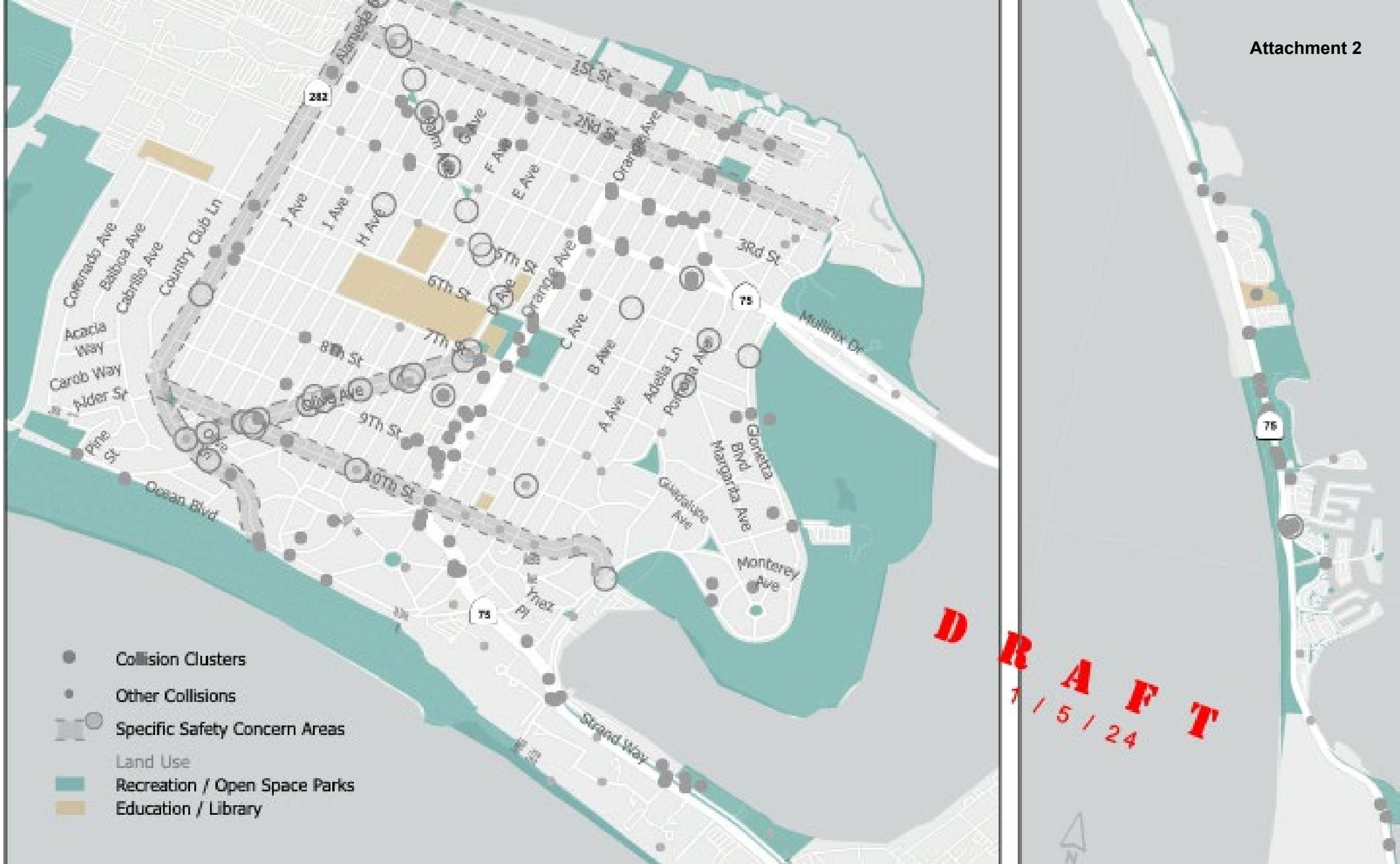
Horizontal Deflection Measures

Awareness Measures

Tools that reduce VOLUME

Suggested Locations for Traffic calming

- Streets adjacent to recreational and educational land uses
- Areas with previously noted existing safety concerns.
- Locations with a history of collisions
- 1st St at B Ave, C Ave, Orange Ave and D Ave
- 2nd St at A Ave, B Ave, D Ave and F Ave
- Alameda Blvd at 7th St, 8th St, 10th St, Olive Ave, Marina Ave, G Ave and Ocean Blvd
- 10th St between D Ave and Alameda Blvd
- Olive Ave between 7th St and 10th St



ASK #4

- WILL THE COUNCIL DIRECT STAFF TO START WORKING ON THE LOW HANGING FRUIT OF THE 1ST AND 2ND AVE CORRDORS?





QUESTIONS?

ANSWERS