

11/12/18

**ADDENDUM TO CORONADO**  
**ACTIVE TRANSPORTATION MASTER PLAN**

**Traffic Calming and Active Transportation Safety Options for Consideration**

This addendum to the City of Coronado's Active Transportation Plan (ATP) provides some safety and traffic calming alternative options for consideration with the objective of improving safety for motor vehicles, bicyclists, and pedestrians. Rightfully so, the focus of the ATP is on bicyclists and pedestrians. There are, however, other areas more specific to traffic calming, which will have the added benefit of improved safety for individuals using active transportation.

The following list identifies potential traffic calming and active transportation safety options for further evaluation:

1. Reduce speed limit in residential areas from 25 mph to 20 mph. Legislation has been passed in other western states allowing neighborhood speed limits to be reduced to 20 mph. Evaluations are underway where neighborhoods have implemented this change and initial indications show very positive results. The number of collisions and the risk of injury or death are greatly decreased at lower speed. The time impact of driving anywhere in Coronado village at the lower speed is less than one minute.
2. Institute a bicyclist diversion program where a person caught violating traffic laws can attend a "Bicycle Regulation Refresher Training" class in lieu of receiving a fine. This would serve the dual purpose of identifying violations as well as educating the public regarding the bicycle rules of the road.
3. Introduce an ordinance to prohibit the use of smart phones and other devices while crossing the street. Many cities across the country have instituted these types of ordinances.
4. Evaluate various uses of landscaping and foliage for traffic calming.
5. Intersections are of particular interest since the majority of collisions occur at these locations. Items for consideration to improve safety at intersections include:
  - a. Bulb outs
  - b. Raised crosswalks
  - c. Ladder crosswalks
  - d. Red curbs to improve visibility
  - e. Proper Americans with Disabilities Act (ADA) ramps
6. Roadway considerations include:
  - a. Speed humps
  - b. Speed cameras (legislation required since currently not allowed in CA)
  - c. Adequate speed limit signage

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7. Review specific areas with safety concerns include:

- a. Fifth and Pomona
- b. Fifth and Glorietta - could use a landscaped corner and raised crosswalk to slow traffic bridge bound
- c. Fifth and H
- d. Fifth and B
- e. Sixth and Pomona
- f. Seventh and D
- g. Eighth and Alameda - enhanced intersection could slow traffic on Alameda
- h. Eighth and Olive
- i. Eighth and D
- j. Eighth and E
- k. Alameda and Marina - could also be landscaped to slow traffic on Alameda
- l. Intersections on Palm and Olive
- m. Ninth and B
- n. Ninth and G
- o. Tenth and H
- p. Tenth and E
- q. Tenth, Olive, and H
- r. Both First and Second Street could use at least one “enhanced” intersection to slow base commuters speeding down First and Second
- s. 5 points (Glorietta, Pomona, Tenth Street - this project has the ability to slow traffic on both Pomona and Glorietta)
- t. Speeds on Alameda, Olive, and Tenth
- u. Fourth and A

It is recognized that relinquishment of SR 75 and SR 282 back to the City of Coronado may make available additional measures that promote safety of all modes of transportation along those roads. It is incumbent upon transportation planners to take advantage of any newly-created opportunities provided by relinquishment, if pursued by the City.