

**CORONADO TRAFFIC CALMING MASTER PLAN (CTCMP) DRAFT:**

In the pages that follow, you will find a draft of the first part of the proposed Coronado Traffic Calming Master Plan. This draft does not contain the graphic that will be included in the final version. The intent is to roll out the plan in three stages.

Stage 1: We propose that the Council adopt two new ideas in the form of policies or principles. You will find these principles on page 5 of the draft.

Stage 2: We would present the completed plan to the Council for adoption. The plan would be an edited version of this draft plus several appendices with graphics.

Stage 3: After the adoption of the plan, we would present a list of projects that needed consideration based on the data we had collected and input from stakeholders.

CITY OF CORONADO TRAFFIC CALMING MASTER PLAN (CTCMP)

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## 1.0 Introduction

### 1.1 Purpose and Need

The City of Coronado Traffic Calming Plan (CTCMP) is a comprehensive set of measures intended to improve neighborhood safety and quality of life, using 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 Plan is intended to formalize traffic calming process, and help manage the requests from Residents, City employees, and other stake holders for traffic calming.

### 1.2 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.

### 1.3 The Plan

The City of Coronado Traffic Calming Master Plan is intended to provide the City Staff with guidance for improving safety and enhancing 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.

### 1.4 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.

## 2.0 Goals, Policies and Principles

The underlying principle of traffic calming is the belief that city streets should be safe, particularly where children play, residents walk, and people socialize outdoor. Traffic calming measures are installed for the purpose of increasing safety and thereby enhancing the livability of our community.

### 2.1 Goals

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.

2.1.3 Safe and efficient street design that minimizes environmental and neighborhood impacts.

2.1.4 Minimize vehicle related accidents.

### 2.2 Policies

#### 2.2.1 Current Policies

If available to be provided by City.

#### 2.2.2 Proposed Policies

A. Traffic Calming – Install traffic calming measures to increase safety and enhance the livability of communities.

- Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.
- Choose traffic calming devices to best fit the situation for which it is intended.
- 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.
- Design traffic calming devices appropriately, including consideration for accessibility, drainage, underground utilities, adequate visibility, the needs of emergency, sanitation, and transit vehicles, and landscaping.
- Weigh the undesired effects of traffic calming devices (increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits.”

B. Neighborhood Streets – 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.”

### 3.0 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.

The four components of the process are:

1. **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.
2. **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.
3. **Plan Support** – If appropriate, Staff will Surveys and/or petitions residents to build neighborhood support.
4. **Plan Implementation** – The proposed plan is presented for final approval to The City Council. Needed funding is identified and design details are presented. Public notification is sent. Construction of the treatment then commences accompanied by appropriate educational measures.

### 4.0 Design Principles

#### 4.1 When is Traffic Calming Appropriate?

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

#### 4.2 Addressing the Problem with Traffic Calming

**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.

- Devices that reduce Speed
- Devices that reduce Volume

Similarly, the design of the available traffic calming tools can be organized into four categories to assist in understanding the available choices:

- **Vertical Deflection Tools:** Calming tools that require vehicles to slow down to progress slowly and safely over the deflection (such as with a speed lump).
- **Horizontal Deflection Tools:** Calming tools that require vehicles to slow down to safely navigate around or through the device in the direction it is designed (such as with a choker or roundabout).

- Awareness Measures: Calming tools like the posting of signs, restrictions of movement, or new striping and can effectively reduce speeds or volumes by creating driver awareness of pedestrians or creating the threat of traffic tickets by restricting turns. Tools of awareness and safety are basic steps of traffic calming and should be examined as a primary measure before physical solutions are considered. They are designed to induce the driver to change their behavior voluntarily rather than through the requirements of a permanent physical device.
- Diversion Measures: Calming tools that divert traffic in a particular direction or prevent traffic from traveling through a certain point (such as with a road closure).

### Tools that reduce SPEED

Calming devices that reduce speed are designed to reduce excessive neighborhood speeds to acceptable levels. These tools either induce drivers to reduce their own speeds through awareness measures or can directly force drivers to decrease their speeds via physical changes to the roadway, which can prohibit reckless driving behavior. Speed reduction methods are generally preferable to volume reduction methods in that they do not induce circuitous trips and therefore do not increase travel distances for residents. Also, some devices, such as Raised Medians or Bulbouts have a dual purpose of providing safer pedestrian crossings and making pedestrians more visible. Tools with multiple uses such as these may be preferable in areas with higher-than-average pedestrian traffic. The various traffic calming measures which can reduce speed, include:

### Vertical Deflection Measures

- Speed Lumps, Speed Humps
- Speed Tables
- Raised Crosswalk
- Intersection Table / Raised Intersection

### Horizontal Deflection Measures

- Angled Parking
- Angled Slow Points
- Bulbouts/Pop-Outs/Curb Extension
- Chicanes
- Chokers
- Raised Median / Pedestrian Refuge
- Roundabouts
- Short Intersection Median
- Traffic Circles
- Treatment on Curve
- Curb Radius Reduction

- Realigned T-Intersection

#### Awareness Measures

- Gateway / Entrance Feature
- Permanent Driver Feedback Sign
- Signage
- Roadway Striping
- Temporary Radar Speed Trailer
- Temporary Enforcement

#### Tools that reduce VOLUME

Traffic calming devices that reduce volume are designed to reduce excessive cut-through traffic on residential streets that should otherwise be traveling on collectors or arterials. The tools that may be used to reduce volume can include awareness measures, such as signs restricting turn movements, or physical measures that direct the path of cut through traffic in an undesirable direction via diverters or road closures. The traffic calming measures that reduce volume include:

#### Diversionsary Measures

- Diagonal Diverters
- Full Street Closure / Cul-de-sac
- Median Barriers/ Channelization
- Partial Street Closures/ Semi-diverter
- Right-In / Right-Out Island

#### Awareness Measures

- Signage
- Turn Restrictions

#### 4.3 How Should the Traffic Calming Tool be Placed.

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.

#### 4.4 How Should the Tool be Designed?

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.

#### 4.5 Balancing Competing Interests

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 to achieve the desired goal.

1. Travel Time Impacts.

2. Emergency Response Times

3. Noise

4. Street Diversion

#### 4.6 Consistency with Community Values and City Policy

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

#### 5.0 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 An 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
- Suggested pilot project corridors are 1st Street and 2nd Street due to the combination of
- recreational land use, traffic collision clustering, and neighborhood traffic to Gate 2
- Carrier Gate and Ferry Landing

#### Suggested Traffic Calming Treatments:

- Curb Extensions
- Raised Crosswalks
- Speed Lumps
- Mini Neighborhood Traffic Circles
- Other preferred methods: Speed tables, Raised Median/Pedestrian Refuges, Realigned
- T Intersections