



# CITY OF CORONADO

## CITY COUNCIL STAFF REPORT

February 15, 2022

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**ADOPTION OF "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, TO PROHIBIT RIGHT TURNS ONTO THE BLOCK 153 ALLEY (BETWEEN ORANGE AND D AVENUES FROM SECOND TO THIRD STREETS) FROM EASTBOUND SECOND STREET BETWEEN THE HOURS OF 2:00-6:00 P.M."**

**RECOMMENDATION:**

Adopt "A Resolution of the City Council of the City of Coronado, California, to prohibit right turns onto the Block 153 alley (between Orange and D Avenues from Second to Third Streets) from eastbound Second Street between the hours of 2:00-6:00 p.m."

**BACKGROUND:**

The Engineering Division received a request to implement a turn restriction during the afternoon peak commute hours on Second Street at the alley bounded by Orange Avenue, D Avenue, Third Street, and Second Street. The request cited concerns related to increased commuter traffic and high speeds in the alley. See Attachment 2 for a vicinity map of the area.

This issue was presented to the City's Traffic Operations Committee on Thursday, November 18. The Committee voted 5-0 in favor of the staff recommendation to install the turn restriction.

**ANALYSIS:**

In order to assess the severity of commuter traffic and vehicle speeds in this alley, an electronic traffic counter was deployed from Tuesday, October 12, to Thursday, October 14, 2021. See Attachment 3 for Volume Data Analysis.

The request for a turn restriction is the result of concerns about eastbound traffic presumably exiting from the nearby naval base during commute periods and using the alley to circumvent the vehicle queues on southbound Orange Avenue at Third Street. Based on the data collected, the alley accommodates approximately 135 vehicles per day during weekdays (88 of those vehicles were counted during the four-hour period of 2-6 p.m.). A review of the volume data collected shows an average of approximately 40 southbound vehicles per hour during the weekday afternoon peak period (2-3 p.m.). This is an increase of nearly 35 vehicles over the average number of total vehicles during the non-peak period which is approximately five vehicles per hour. The 85th percentile speeds measured during the data collection period ranged from a low of 14 mph to a high of 29.5 mph. The 85th percentile speed during the afternoon peak period was 20.5 mph. The prima facie speed limit on an alley is 15 mph.

Eliminating cut-through traffic routes through alleys, given the grid network of streets, may be unachievable. However, the use of City alleys as cut-through routes creates quality of life impacts to residents and results in traffic volumes that alleys were not designed to accommodate. Alleys are designed for low-volume passage to provide access for adjoining properties and utilities, such as trash collection. It is therefore recommended that the requested turn restriction be installed. Similar turn restrictions already exist along First Street from Orange Avenue to Alameda Boulevard that make right turns onto streets and alleys between 2-6 p.m. illegal. Restrictions are also in place along Alameda Boulevard at Second Street, making turns onto Second Street illegal

during the same hours. For consistency, it is recommended the proposed Block 153 turn restriction be in place from 2:00-6:00 p.m.

**FISCAL IMPACT:**

The cost of the sign installation will be less than \$1,000; funds are available in the Streets 100312 operations and maintenance budget account.

**ALTERNATIVE:**

The Council may direct staff not to install a turn restriction at this time.

**CALIFORNIA ENVIRONMENTAL QUALITY ACT:**

The proposed action is exempt from environmental review pursuant to CEQA section 15061(b)(3) because it can be seen with certainty that the project will not result in any significant environmental effects.

**PUBLIC NOTICE:**

No notice required.

**ATTACHMENTS:**

1. Resolution
2. Vicinity Map
3. Traffic Volume Data

Submitted By: Public Services and Engineering Department / Dave Johnson