

**MINUTES OF A “SPECIAL” MEETING
OF THE NATIONAL CITY
TRAFFIC SAFETY COMMITTEE
February 20, 2013**

I. CALL TO ORDER

Chairperson Howrey-Colmenero called the special meeting of the Traffic Safety Committee to order at 2:02 p.m. on Wednesday, February 20, 2013.

Chairperson Howrey-Colmenero stated that there was not a quorum at the regular scheduled meeting of the Traffic Safety Committee on February 13, 2013, therefore this special meeting of the Traffic Safety Committee was scheduled.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Committee Members Present: Chairperson Cheryl Howrey-Colmenero, Roberto Garcia, Gonzalo Quintero, Arlito “Ricky” Reclosado and Christopher Coyote

Committee Members Absent: None.

Officials Present: Stephen Manganiello, City Engineer; Robert Hernandez, Fire Marshall; Armando Vergara, Neighborhood Services Manager; Alfredo Cabal, Parking Regulations Officer; Karina Vazquez, AVA Officer; Kenneth Fernandez, Engineering Technician; Lynn Cole, Executive Secretary, Engineering Department.

IV. APPROVAL OF THE MINUTES

Approval of the minutes from the December 5, 2012 meeting of the Traffic Safety Committee.

Action: Motion by Coyote, seconded by Quintero, to approve the minutes from the December 5, 2012 meeting of the Traffic Safety Committee.

Carried by unanimous vote.

Approval of the minutes from the September 12, 2012 meeting of the Traffic Safety Committee.

Action: Motion by Coyote, seconded by Quintero, to approve the minutes from the September 12, 2012 meeting of the Traffic Safety Committee.

Carried by unanimous vote.

V. OLD BUSINESS

NONE

VI. NEW BUSINESS

1. ITEM NO. 2013-01

REQUEST FOR PARKING SOLUTIONS TO ADDRESS VEHICLE STORAGE ISSUES REGARDING LARGE TRUCKS AND DETACHED TRAILERS ON HAFFLEY AVENUE BETWEEN W. 19TH STREE AND BAY MARINA DRIVE.

BY: HAFFLEY AVENUE BUSINESSES.

Mr. Hosted, WestAir Gases & Equipment, 2300 Haffley Avenue, Mr. Don Murray, Fabrication technologies Industries, 2200 Haffley Avenue, Steve Shipley, Epsilon Systems, 2101 Haffley Avenue, all spoke in support of the staff recommendation for angle parking on the east side of Haffley Avenue, and parallel parking spaces on the west side of Haffley.

City Engineer Manganiello summarized his report. Mr. David Hosted, Safety and Compliance Director for WestAir Gases and Equipment, Inc. located at 2300 Haffley Avenue, Mr. Don Murray, Chief Technology Officer for Fabrication Technologies Industries, Inc. located at 2200 Haffley Avenue, and Mr. Dan Dufresne, Director of Government Relations for Epsilon Systems Solutions, Inc. located at 2101 Haffley Avenue, have requested that City staff evaluate solutions to alleviate the lack of on-street parking for customers and employees due to vehicle storage of large trucks and detached trailers on Haffley Avenue between W. 19th Street and Bay Marina Drive.

Currently, the amount of available parking stalls, equipment, and day-to-day operations on-site for these businesses is not adequate to accommodate their employee parking needs, so they rely on available public parking on Haffley Avenue to meet their demand. Most of these businesses start work between 5:00am and 6:00am in the morning. When their employees arrive for work much of the street parking is occupied by large trucks and detached trailers. National City's Parking Regulation Officers have done their best to enforce the 72-hour vehicle storage ordinance, however business owners are seeking a more permanent, long-term solution.

Staff performed a site evaluation. The roadway width is 48 feet with unrestricted parallel parking on both sides. Based on the roadway width, angle parking can be accommodated on one side of the street. This would restrict large trucks and trailers from legally parking on the street since they cannot fit within angle parking stalls. To maximize parking, staff recommends installing angle parking on the east side of Haffley Avenue since there are less driveways and curb cuts. This would result in a net gain of approximately 22 parking spaces.

Staff also recommends striping 20-foot long parking stalls on the west side of the street, again to restrict large trucks and trailers from legally parking on the street. These types of vehicles have an opportunity to park on Tidelands Avenue, a few blocks to the west.

Committee Member Garcia asked about the Navy limiting parking on the base and affects on the businesses on Haffley Avenue.

Business owners stated that this primarily affects their employees, as on-site parking is available for customers.

Committee Member Coyote asked if "No Overnight Parking" signs should be installed.

City Engineer Manganiello stated that this would require special enforcement and that striping individual parking stalls per the staff recommendation would allow for more efficient enforcement.

Action: Motion by Garcia, seconded by Reclosado, to install angle parking on the east side of Haffley Avenue between W. 19th Street and Bay Marina Drive and 20-foot long parallel parking stalls on the west side of Haffley Avenue to address vehicle storage issues regarding large trucks and detached trailers.

Carried by unanimous vote.

Item No. 3 was heard next, as this item had a speaker in attendance.

3. ITEM NO. 2013-03

REQUEST FOR CHANGES TO CURBSIDE PARKING AND PASSENGER LOADING ON E. 30TH STREET ADJACENT TO SWEETWATER HIGH SCHOOL

BY: ASSISTANT PRINCIPAL R. CARREON

Mr. Richard Carreon, Assistant Principal, Sweetwater High School summarized his request to modify the curbside parking and passenger loading zones on E. 30th Street at Sweetwater High School to enhance safety and access for students, staff and visitors.

City Engineer Manganiello summarized his report. Mr. Richard Carreon, Assistant Principal of Sweetwater High School, has requested changes to

curbside parking and passenger loading on E. 30th Street adjacent to Sweetwater High School to address issues related to student drop-off/pick-up, public parking, traffic congestion, and safety.

Staff evaluated existing conditions during the AM and PM school peaks and observed that parents were illegally parking in red curb “No Parking” zones to pick-up/drop-off students, resulting in traffic congestion on E. 30th Street through the intersection at Highland Avenue. To address these safety concerns, staff met on-site with Assistant Principal Carreon. Staff asked if the school would be agreeable to closing the pedestrian gate located near Highland Avenue and opening a new gate further west for students to enter the campus. This would greatly reduce the need for parents to park near the intersection. Principal Del Rosario has committed to making the requested changes to the pedestrian gates.

With pedestrian access to the campus shifting to the west, there is an opportunity to remove the Passenger Loading Zone near Highland Avenue and create a new Passenger Loading Zone further west adjacent to the gymnasium, near the new pedestrian entrance. As part of the City’s Capital Improvement Program, construction will begin in March to install a new school crossing just east of the proposed Passenger Loading Zone, which will provide direct access to the new pedestrian entrance to campus. Safety enhancements include high-intensity striping and advanced warning signs, LED flashing signs at the crosswalk, and a corner bulb-out on the south side of the crossing at “F” Avenue. Staff’s recommendations for changes to curbside parking and passenger loading, which are summarized below and illustrated in the attached exhibit, will complement the upcoming pedestrian crossing enhancements.

Staff recommends the following changes to curbside parking and passenger loading on E. 30th Street adjacent to Sweetwater High School to address issues related to student drop-off/pick-up, public parking, traffic congestion and safety:

- 1) Remove 110’ White Curb Passenger Loading and stripe five, 22-foot “unrestricted parking” spaces;
- 2) Remove 100’ White Curb Passenger Loading and install 100’ Red Curb “No Parking”;
- 3) Maintain 50’ Red Curb “No Parking” for visibility at the future pedestrian crosswalk;
- 4) Remove 75’ Red Curb “No Parking” and install 75’ White Curb Passenger Loading;
- 5) Remove 165’ “time restricted” Passenger Loading and install 165’ White Curb Passenger Loading;
- 6) Remove 140’ “time restricted” Passenger Loading” to allow for “unrestricted parking”.

Chairperson Cheryl Howrey-Colmenero asked about the number of entrances to the school, how these changes would affect the pedestrian crossing enhancements proposed at E. 30th Street and “F” Avenue, and whether or not the High School staff agree with these changes.

Assistant Principal Carreon provided a brief overview of the entrances to the school and also confirmed that the proposed changes were at the request of high school staff and supported by the administration.

City Engineer Manganiello stated that the Citywide Pedestrian Crossings project will begin towards the end of March 2013, and will include pedestrian crossing enhancements at E. 30th Street and F Avenue. He confirmed that the proposed changes to curbside parking and passenger loading would provide consistency with the future pedestrian crossing project.

Committee member Coyote asked if the drop-offs are still occurring in the red curb "No Parking" zones.

City Engineer Manganiello confirmed that parents are parking in the red curb, which blocks through traffic.

Committee member Garcia asked whether or not there is enough width to accommodate through traffic and parking for the easternmost parking zone.

City Engineer Manganiello stated that the parking zone starts at the end of the red curb zone, where sufficient width is available to accommodate through traffic and curbside parking. He further stated that the City is looking at a joint funding project with the School District to install a new traffic signal at Highland Avenue and E. 28th Street.

Action: Motion by Reclosado, seconded by Coyote to make the following changes to curbside parking and passenger loading on E. 30th Street adjacent to Sweetwater High School to address issues related to student drop-off/pick-up, public parking, traffic congestion and safety, as follows:

- 1) Remove 110' White Curb Passenger Loading and stripe five, 22-foot "unrestricted parking" spaces;
- 2) Remove 100' White Curb Passenger Loading and install 100' Red Curb "No Parking";
- 3) Maintain 50' Red Curb "No Parking" for visibility at the future pedestrian crosswalk;
- 4) Remove 75' Red Curb "No Parking" and install 75' White Curb Passenger Loading;
- 5) Remove 165' "time restricted" Passenger Loading and install 165' White Curb Passenger Loading;
- 6) Remove 140' "time restricted" Passenger Loading" to allow for "unrestricted parking".

Carried by unanimous vote.

2. ITEM NO. 2013-02

REQUEST FOR SAFETY ENHANCEMENTS ON THE 3100 BLOCK OF CAGLE STREET.

BY: D. PANTANGCO

City Engineer Manganiello summarized his report. Mr. Daniel Pantangco, resident of 3236 Cagle Street, has requested that City staff evaluate solutions to alert drivers of a combined vertical and horizontal curve along the 3100 block of Cagle Street. Mr. Pantangco has safety concerns regarding drivers speeding and not paying attention to the curvature of the roadway.

Staff performed a site evaluation and recommends installation of curve warning signs for both directions of travel. The City previously installed a series of speed humps further east on Cagle Street to slow traffic.

Committee members discussed adding red curb "No Parking" along the curve at the location where the curve warning signs would be installed to prohibit vehicles from blocking the signs, and installation of additional curve warning signs in advance of the curve for both directions of traffic.

City Engineer Manganiello stated that residents in the area would be notified of the installation of the red curb "No Parking" in advance of the City Council meeting.

Action: Motion by Quintero, seconded by Coyote, to install the following safety enhancements on the 3100 block of Cagle Street:

- 1) Reflectorized chevron curve warning signage (W1-8) in both directions along the south side of the street at the horizontal curve,
- 2) 20 feet of red curb "No Parking" to prevent vehicles from blocking the signs, and,
- 3) Advanced curve warning signs in both directions.

Carried by unanimous vote.

VII. OTHER BUSINESS

NONE

VIII. PUBLIC ORAL COMMUNICATION

Richard Wingfield, National City resident, asked if the left turn lane could be extended on northbound Palm Avenue at Plaza Boulevard. He stated cars cross the center divide to go into the turn lane to turn onto westbound Plaza Boulevard.

City Engineer Manganiello explained that modifications to the traffic signal at Plaza Boulevard and Palm Avenue, including extension of the left turn lanes, has been included as part of the design for the Plaza Boulevard Widening Project. Construction for Phase I of the project, which extends along Plaza Boulevard from Palm Avenue to I-805, is anticipated to start in approximately one year.

Cheryl Howrey-Colmenero asked if staff could research the type of lights/reflectors that were installed into the curb along Bonita Road in Chula Vista.

IX. ADJOURNMENT

Motion by Reclosado, seconded by Coyote, to adjourn the meeting.

Carried by unanimous vote.

Meeting was closed at 2:45 p.m.