

**AGENDA OF A "SPECIAL" MEETING  
OF THE NATIONAL CITY  
TRAFFIC SAFETY COMMITTEE**

**WEDNESDAY, FEBRUARY 20, 2013 AT 2:00 P.M.**

**CITY HALL, LARGE CONFERENCE ROOM  
1243 NATIONAL CITY BOULEVARD  
NATIONAL CITY, CA 91950**

- \* CALL TO ORDER
- \* PLEDGE OF ALLEGIANCE
- \* ROLL CALL
- \* APPROVAL OF THE MEETING MINUTES FROM DECEMBER 5, 2012
- \* APPROVAL OF THE MEETING MINUTES FROM SEPTEMBER 12, 2012

**OLD BUSINESS**

NONE

**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. 19<sup>TH</sup> STREET AND BAY MARINA DRIVE  
BY: HAFFLEY AVENUE BUSINESSES
  
2. ITEM NO. 2013-02  
REQUEST FOR SAFETY ENHANCEMENTS ON THE 3100 BLOCK OF CAGLE STREET  
BY: D. PANTANGCO

3. ITEM NO. 2013-03

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

BY: R. CARREON

**OTHER BUSINESS**

NONE

**PUBLIC ORAL COMMUNICATION** (Three-Minute Time Limit)

Note: Pursuant to State Law, items requiring Committee action must be brought back on a subsequent Committee agenda unless they are of a demonstrated emergency or urgent nature.

**ADJOURNMENT**

# **NATIONAL CITY TRAFFIC SAFETY COMMITTEE MEETING MINUTES**

**December 5, 2012**

## **I. CALL TO ORDER**

Chairperson Cheryl Howrey-Colmenero called the meeting of the Traffic Safety Committee to order at 2:17 p.m. on Wednesday, December 5, 2012.

## **II. PLEDGE OF ALLEGIANCE**

## **III. ROLL CALL**

**Committee Members Present:** Chairperson Cheryl Howrey-Colmenero, Roberto Garcia, Gonzalo Quintero and Christopher Coyote

**Committee Members Absent:** Arlito "Ricky" Reclosado

**Officials Present:** Stephen Manganiello, City Engineer; Robert Hernandez, Fire Marshall; Armando Vergara, Neighborhood Services Manager, Alfredo Cabal, Parking Regulations Officer; Karina Vazquez, AVA Officer, Luz Hernandez, AVA Officer, Kenneth Fernandez, Engineer Technician, Ruben Carrillo, Senior Traffic Painter, Lynn Cole, Executive Secretary, Engineering

## **IV. APPROVAL OF THE MINUTES**

Approval of the meeting minutes from the September 12, 2012.

Action: Motion by Quintero, 2<sup>nd</sup> by Coyote, to table this item until the next regularly scheduled meeting.

Carried by unanimous vote.

## **V. OLD BUSINESS**

NONE

## **NEW BUSINESS**

1. ITEM NO. 2012-25

REQUEST FOR RED CURB "NO PARKING" ON THE 3000 BLOCK OF E. 6<sup>TH</sup> STREET TO IMPROVE ACCESS FOR EMERGENCY VEHICLES.

BY: M. ACUNA

Pearl and Eric Quinones, residents of 3009 E. 6<sup>th</sup> Street, expressed concerns about inadequate parking in the area. They stated between Paradise Village, Paradise Walk and San Diego Academy there is no parking. One homeowner in the area operates a construction business and parks his commercial trucks, equipment and trailers on the street. They asked if a parking permit could be issued to the owners of the 3000 block of E. 6<sup>th</sup> Street. They also requested signage prohibiting the parking of commercial vehicles in the area.

City Engineer Manganiello stated that residents would need to sign a petition to create a parking permit district. After receiving the petition staff would conduct license plate surveys to see if a parking district is warranted. The parking of construction vehicles in the area was referred to the Neighborhood Services Department.

Four residents of Paradise Walk were present and asked when Paradise Village would be completing their half of Arcadia Avenue. They asked why streets in the area are private and requested that E. 7<sup>th</sup> Street be made a through street.

Staff stated that they have been working with Paradise Village and will find out after the first of the year the proposed construction schedule and when the second half of Arcadia Avenue will be completed by Paradise Village. The completion of the street will create additional parking spaces in the area. Staff confirmed that E. 7<sup>th</sup> Street was vacated to Paradise Village and will not be re-opened to the public.

City Engineer Manganiello summarized his report. Mr. Moises Acuna, resident of Paradise Walk, is concerned that the roadway width for the 3000 block of E. 6<sup>th</sup> Street is too narrow to allow for two-way traffic with parking on both sides of the street. He is also concerned about emergency vehicle access due to the narrow street. Mr. Acuna mentioned that more families have moved into Paradise Walk over the years resulting in more cars parking on the streets. Members of the Paradise Walk HOA share his concerns.

The roadway width along the 3000 block of E. 6<sup>th</sup> Street is only 32 feet, which does not meet the minimum requirements for emergency vehicle access for two-way traffic with parking on both sides of the street. In order to improve access for emergency vehicles, staff recommends removing

parking on one side of the block. Based on field measurements, parking for nine vehicles is available on the north side of this block, while parking for seven vehicles is available on the south side. Therefore, in order to improve access for emergency vehicles and minimize loss of parking for the block, staff is recommending red curb "No Parking" with signs on the south side of the block. All of the residential units on the south side of the block have off-street parking.

Committee members stated that access is needed for emergency vehicles.

Action: Motion by Quintero, 2<sup>nd</sup> by Coyote to install red curb "No Parking" on the 3000 block of E. 6<sup>th</sup> Street to improve access for emergency vehicles.

Motion carried unanimously.

2. ITEM NO. 2012-26

REQUEST FOR RED CURB "NO PARKING" ON SWEETWATER ROAD AT CALMOOR STREET / FAIRLOMAS ROAD TO ENHANCE SAFETY AND ACCESS AT BUS STOPS

BY: J. PADILLA

Cecilia Pablo spoke in support of the requested red curb and displayed photos of where cars are being parking on Sweetwater Road. She asked that additional red curb "No Parking" be installed along Sweetwater Road.

City Engineer Manganiello summarized his report. Mrs. Jill Padilla, resident of Calmoor Street requested red curb "No Parking" at the bus stop located on eastbound Sweetwater Road at Calmoor Street/Fairlomas Road to enhance safety. Currently vehicles park at the bus stop and buses are forced to stop in the travel lane, which blocks traffic and causes riders to walk between the parked vehicles to get on and off the bus. There are two bus stops at this intersection; one on the nearside of the intersection for eastbound travel that has no red curb marking, the second on the farside of the intersection for westbound traffic with 30 feet of red curb at the intersection, but no red curb at the front of the bus stop. MTS design guidelines require more red curb for bus stops located upstream/nearside of intersections.

Staff recommends installation of red curb "No Parking" on Sweetwater Road at Calmoor Street / Fairlomas Road to enhance safety and access at bus stops as follows:

1) Install 130 feet of red curb "No Parking" at the eastbound bus stop located nearside of the intersection;

2) Install an additional 50 feet of red curb "No Parking" at the westbound bus stop located farside of the intersection for a total of 80 feet of red curb.

Action: Motion by Coyote, seconded by Garcia, to approve the staff recommendation for installation of red curb "No Parking" on Sweetwater Road at Calmoor Street / Fairlomas Road to enhance safety and access at bus stops as outlined in Nos. 1 and 2 above.

Carried by unanimous vote.

Committee heard item number 5 and 6 out of order, as public was present to speak on these items.

5. ITEM NO. 2012-29

REQUEST TO RESTRIPE HOOVER AVENUE BETWEEN MILE OF CARS WAY AND W. 22<sup>ND</sup> STREET FROM FOUR TRAVEL LANES TO TWO TRAVEL LANES TO INCREASE PARKING

BY: D. LAMM

Don Lamm, owner of 401 Mile of Cars Way, spoke in support of his request to restripe Hoover Avenue between Mile of Cars Way and W. 22<sup>nd</sup> Street from four travel lanes to two travel lanes to increase parking. He explained the current and proposed uses for the building and market demand for additional parking.

City Engineer Manganiello summarized his report. Mr. Don Lamm with Greenlaw Partners, owner of the South Bay Corporate Center located at 401 Mile of Cars Way, has requested to restripe Hoover Avenue between Mile of Cars Way and W. 22<sup>nd</sup> Street from four travel lanes to two travel lanes to increase parking on the street. The existing average daily traffic (ADT) volume on this segment of Hoover Avenue is approximately 2,300 vehicles. With full occupancy of the South Bay Corporate Center the ADT is estimated to increase to approximately 5,900 vehicles, which is well below the 10,000 ADT capacity of a two-lane roadway. Currently, approximately 49 parallel parking spaces are available. Based on the proposed striping plan 62 angled parking spaces would be provided. The request for restriping to increase parking is based on market research of future tenant needs.

Staff required Greenlaw Partners to perform a traffic analysis to determine if reducing the number of travel lanes from four to two would result in significant traffic impacts. Greenlaw Partners hired Linscott, Law and Greenspan Engineers to perform the traffic analysis and prepare a report. The traffic report, which was submitted to City Engineering on October 16, 2012, concluded that there would not be any significant impacts as a

result of the proposed restriping. The City Engineer reviewed the traffic report and supports the findings.

The National City General Plan supports a street vacation for this segment of Hoover Avenue to improve redevelopment potential. The General Plan allows for street vacation to occur after the one-block segment of Wilson Avenue between W. 22nd Street and the Adult School is widened for two-way traffic. This widening is scheduled to be completed by SANDAG by the end of 2013 as part of the Blue Line Trolley Station Improvements Project. Greenlaw Partners has indicated that they will likely pursue vacation of the portions of Hoover Avenue adjacent to their properties once the SANDAG project is complete. Therefore, Mr. Lamm's restriping proposal would likely be an interim measure to increase parking in order to make the Corporate Center more marketable for future tenants.

This segment of Hoover Avenue has a history of vehicle storage issues involving large trucks, trailers and campers. By restriping the street to include angle parking, these types of vehicles would no longer be able to park in the designated stalls due to size constraints.

Based on the results of the traffic analysis, staff supports restriping of Hoover Avenue between Mile of Cars Way and W. 22nd Street from four travel lanes to two travel lanes to increase parking on the street.

If approved, Greenlaw Partners will submit final engineering drawings for the restriping, obtain all necessary permits and contract out the work.

Action: Motion by Coyote, 2<sup>nd</sup> by Quintero, to restripe Hoover Avenue between Mile of Cars Way and W. 22<sup>nd</sup> Street from four travel lanes to two travel lanes to increase parking on the street.

Motion carried unanimously.

6. ITEM NO. 2012-30

REQUEST FOR CHANGES TO CURBSIDE PARKING ON GRANGER AVENUE AND E. 20<sup>TH</sup> STREET ADJACENT TO GRANGER JR HIGH SCHOOL TO IMPROVE ACCESS FOR EMERGENCY VEHICLES AND PROVIDE PASSENGER LOADING ZONES FOR STUDENT DROP-OFF/PICK-UP

BY: PRINCIPAL M. PERALTA

Ruben Baeza, Assistant Principal at Granger Junior High, outlined the issues occurring at the school with student drop-off, pick-up, as well as for access for emergency vehicles.

City Engineer Manganiello summarized his report. Mrs. Mary Rose Peralta, Principal of Granger Jr. High School, has requested changes to curbside parking on Granger Avenue and E. 20th Street adjacent to the school to improve access for emergency vehicles and provide passenger loading for student drop-off/pick-up. Principal Peralta is concerned about safety as parents often double-park to drop-off/pick-up their children resulting in students walking between vehicles and crossing at undesignated locations due to lack of designated passenger loading areas and parking constraints.

Staff from the National City Police and Engineering Departments met with Principal Peralta and her staff on numerous occasions to observe conditions during peak periods and discuss potential solutions.

Based on the results of these meetings and site evaluations, staff recommends changes to curbside parking to improve access for emergency vehicles and provide passenger loading for student drop-off/pick-up.

Staff recommends the following changes to curbside parking adjacent to Granger Jr High School to improve access for emergency vehicles and provide passenger loading for student drop-off/pick-up:

- 1) Install 100 feet of red curb with "No Parking Fire Lane" signage on Granger Avenue in front of the school to allow for emergency vehicles access and to improve visibility of students;
- 2) Install 120 feet of red curb with "School Bus Loading Only" signage on Granger Avenue north of the school entrance to isolate the school bus loading area from student drop-off/pick-up areas;
- 3) Replace 55 feet of yellow curb "Commercial Vehicle Loading" with red curb "No Parking" on Granger Avenue south of E. 20th Street to provide a total of 140 feet of red curb "No Parking" for the MTS bus stop.
- 4) Install 160 feet of "3-Minute Passenger Loading" on Granger Avenue south of the school entrance, restricted between the hours of 7:30am-8:30am and 2:30pm-3:30pm, M-F to allow for student drop-off/pick-up
- 5) Install 400 feet of "3-Minute Passenger Loading" on E. 20th Street east of Granger Avenue, restricted between the hours of 7:30am-8:30am and 2:30pm-3:30pm, M-F to allow for student drop-off/pick-up.



Action: Motion by Quintero, 2nd by Coyote, to implement the five staff recommendations as outlined above to improve access for emergency vehicles and provide passenger loading zones for student drop-off/pick-up.

Motion carried unanimously.

3. ITEM NO. 2012-27

REQUEST FOR RED CURB "NO PARKING" ON E. 8TH STREET AT ARCADIA PLACE TO ENHANCE SAFETY AND IMPROVE VISIBILITY FOR DRIVERS

BY: T. HARFORD

City Engineer Manganiello summarized his report. Mr. Tom Harford, resident of Arcadia Place has requested red curb "No Parking" on E. 8<sup>th</sup> Street at Arcadia Place to improve visibility for drivers. Mr. Harford states that it is difficult to exit Arcadia Place onto E. 8<sup>th</sup> Street when vehicles are parked between Arcadia Place and the crosswalk located approximately 120 feet to the west. Mrs. Norma Garcia, resident of 2816 E. 8<sup>th</sup> Street has also requested red curb for this portion of E. 8<sup>th</sup> Street as she has difficulty exiting her driveway due to parked vehicles. This segment of E. 8th Street is a four lane roadway with a posted speed limit of 35 mph. There is a crosswalk on E. 8th Street located approximately 120 feet west of Arcadia Place. Just west of the crosswalk is a steep vertical curve. Arcadia Place intersects E. 8th Street from the south, creating a "T". There is approximately 48 feet of red curb on E. 8th Street directly west of Arcadia Place and 20 feet of red curb directly east. Review of traffic collision data indicates no "reported" accidents at this intersection over the past three years.

Based on existing conditions, staff recommends prohibiting parking between Arcadia Place and the crosswalk to enhance safety. This would require installation of an additional 30 feet of red curb "No Parking", which would result in the loss of one parking space.

Action: Motion by Coyote, 2<sup>nd</sup> by Quintero, to install 30 feet of additional red curb "No Parking" on E. 8<sup>th</sup> Street, west of Arcadia Place to enhance safety and improve visibility for drivers.

Motion carried by unanimous vote.

4. ITEM NO. 2012-28

REQUEST FOR RED CURB "NO PARKING" ON E. 8<sup>TH</sup> STREET AT PARADISE DRIVE TO ENHANCE SAFETY AND IMPROVE VISIBILITY FOR DRIVERS

BY: M. HEAD

City Engineer Manganiello summarized his report. Mrs. Head, resident of Paradise Drive, has requested red curb "No Parking" on E. 8th Street at Paradise Drive to improve visibility for drivers. Mrs. Head states that it is difficult to exit Paradise Drive onto E. 8th Street when vehicles are parked too close to the intersection. She is concerned about safety.

This segment of E. 8th Street is a four lane roadway with a posted speed limit of 35 mph. Paradise Drive intersects E. 8th Street from the south, creating a "T". There is approximately 30 feet of red curb on E. 8th Street directly west of Paradise Drive and 25 feet of red curb directly east. Review of traffic collision data indicates no "reported" accidents at this intersection over the past three years.

Based on existing conditions, staff recommends installing an additional 30 feet of red curb "No Parking" to the west of the intersection, which would result in the loss of one parking space.

Action: Motion by Quintero, 2<sup>nd</sup> by Coyote, to install 30 feet of additional red curb "No Parking" on E. 8<sup>th</sup> Street, west of Paradise Drive to enhance safety and improve visibility for drivers.

Motion carried by unanimous vote.

7. ITEM NO. 2012-31

REQUEST FOR INSTALLATION OF A RED FLASHING BEACON ABOVE THE STOP SIGN LOCATED ON SOUTHBOUND STOCKMAN STREET AT CAGLE STREET TO ENHANCE SAFETY

BY: Y. HARWARD

City Engineer Manganiello summarized his report. Mrs. Yvonne Harward, resident of Cagle Street, has requested installation of a red flashing beacon above the Stop sign located on southbound Stockman Street at Cagle Street to enhance safety. Mrs. Harward has observed vehicles running this Stop sign and is concerned about safety.

Staff performed a site evaluation. The intersection is Stop controlled for all approaches except northbound. The southbound approach, while Stop-controlled is downhill. The City previously installed speed humps north of

this intersection. Review of traffic collision data indicates no "reported" accidents at this intersection over the past three years.

Staff recommends installation of a red flashing beacon above the Stop sign located on southbound Stockman Street at Cagle Street to enhance safety.

Committee member Coyote asked if a larger stop sign could be installed and if red flashing beacons have been used elsewhere in the City.

City Engineer Manganiello stated that red flashing beacons were installed at the intersection of Wilson Avenue and W. 18<sup>th</sup> Street near Kimball School approximately 4 years ago, and have been effective in improving driver compliance with the Stop signs.

Ruben Carrillo, Senior Traffic Painter, stated that retroreflective material could be added to the stop sign pole in addition to an "oversized" Stop sign.

Advanced "stop ahead" sign and markings were mentioned as another item that could be added to inform drivers of the upcoming Stop sign. Staff stated that these measures might already be in place, but would verify in the field.

Committee members stated that they supported installing a larger Stop sign and reflective sign post first, since these are more cost-effective measures. They directed staff to continue to monitor conditions. If drivers continue to run the Stop, then staff could return to the Committee at a later date with a recommendation to install a red flashing beacon.

Action: Motion by Coyote, 2<sup>nd</sup> by Quintero, to install an oversized Stop sign and a retroreflective sleeve on the Stop sign pole for southbound Stockman Street at Cagle Street.

Motion carried unanimously.

8. ITEM NO. 2012-32

REQUEST FOR ALL-WAY STOP CONTROL AT THE INTERSECTIONS OF E. 26<sup>TH</sup> STREET & "K" AVENUE AND E. 26<sup>TH</sup> STREET & "J" AVENUE

BY: A. DE CASTRO

City Engineer Manganiello summarized his report. Mr. Allan De Castro, resident of National City, has requested installation of All-Way Stop Control at the intersection of E. 26th Street & "K" Avenue. Mr. De Castro is concerned about safety since currently there are no Stop signs at the intersection.

Staff performed a site evaluation and confirmed that there are no Stop signs at this intersection. Review of traffic collision data indicates one "reported" accident at this intersection over the past three years.

Staff reviewed existing traffic control at nearby intersections on E. 28th Street and noted the presence of All-Way Stop Control. Since traffic volumes and site conditions are similar, staff recommends installation of All-Way Stop Control at the intersection of E. 26th Street & "K" Avenue. Staff also recommends installation of All-Way Stop Control at the intersection of E. 26th Street & "J" Avenue for consistency. This intersection is currently Stop controlled for both approaches on E. 26th Street only. Review of traffic collision data indicates no "reported" accidents at this intersection over the past three years.

Staff recommends installation of All-Way Stop Control at the intersection of E. 26th Street & "K" Avenue and E. 26th Street & "J" Avenue to enhance safety and for consistency with nearby intersections.

Action: Motion by Quintero, 2<sup>nd</sup> by Coyote, to install All-Way Stop Control at the intersection of E. 26<sup>th</sup> Street & "K" Avenue and E. 26<sup>th</sup> Street & "J" Avenue.

Motion carried unanimously.

9. ITEM NO. 2012-33

REQUEST FOR INSTALLATION OF CENTERLINE STRIPING ON E. 22<sup>ND</sup> STREET BETWEEN NATIONAL CITY BOULEVARD AND "D" AVENUE TO ENHANCE SAFETY

BY: A. MANUEL

City Engineer Manganiello summarized his report. Mrs. Angeia Manuel, resident of E. 22nd Street, has requested installation of centerline striping on E. 22nd Street between National City Boulevard and "D" Avenue to enhance safety. Mrs. Manuel has observed drivers swerving into opposing travel lanes and is concerned about safety.

Staff performed a site evaluation and confirmed that there is no centerline striping for this segment of E. 22nd Street. Review of traffic collision data indicates one "reported" accident along this segment of E. 22nd Street over the past three years related to a driver crossing over the center of the roadway into opposing traffic

Staff recommends installation of centerline striping on E. 22nd Street between National City Boulevard and "D" Avenue to enhance safety.

Centerline striping will be installed as part of the City's Street Resurfacing Project.

Action: Motion by Quintero, 2<sup>nd</sup> by Coyote to install centerline striping on E. 22<sup>nd</sup> Street between National City Boulevard and "D" Avenue to enhance safety.

Motion carried unanimously.

## **VI. OTHER BUSINESS**

NONE

## **VII. PUBLIC ORAL COMMUNICATION**

City Engineer Manganiello stated that Kenneth Fernandez, Engineer Technician, will be assisting with the preparation of the staff reports to the Committee starting in 2013; Lynn Cole, Executive Secretary, will be attending the meetings and preparing Minutes.

## **IX. ADJOURNMENT**

Meeting adjourned.

# NATIONAL CITY TRAFFIC SAFETY COMMITTEE MEETING MINUTES SEPTEMBER 12, 2012

## I. CALL TO ORDER

Chairperson Cheryl Howrey-Colmenero called the meeting of the Traffic Safety Committee to order at 2:00 p.m. on Wednesday, September 12, 2012.

## II. PLEDGE OF ALLEGIANCE

## III. ROLL CALL

**Committee Members Present:** Chairperson Cheryl Howrey-Colmenero, Arlito "Ricky" Reclosado, Gonzalo Quintero and Christopher Coyote

**Committee Members Absent:** Roberto Garcia

**Officials Present:** Stephen Manganiello, City Engineer; Robert Hernandez, Fire Marshall; Ruben Carrillo, Senior Traffic Painter; Alfredo Cabal, Parking Regulations Officer; Karina Vazquez, AVA Officer.

## IV. APPROVAL OF THE MINUTES

Action: Motion by Coyote, seconded by Quintero, to approve the minutes of the Traffic Safety Committee meeting of August 15, 2012.

Carried by unanimous vote.

Action: Motion by Quintero, seconded by Coyote, to approve the minutes of the Traffic Safety Committee meeting of July 11, 2012.

Carried by unanimous vote.

Action: Motion by Reclosado, seconded by Quintero, to approve the minutes of the Traffic Safety Committee meeting of March 21, 2012.

Carried by unanimous vote.

## **V. OLD BUSINESS**

NONE

## **VI. NEW BUSINESS**

### **1. ITEM NO. 2012-24**

**REQUEST FOR RED CURB "NO PARKING" ALONG THE WEST SIDE OF THE 2200 BLOCK OF EUCLID AVENUE TO IMPROVE VISIBILITY FOR DRIVERS EXITING PRIVATE DRIVEWAYS**

**BY: D. VILLANUEVA**

Mrs. Villanueva summarized her request for red curb "No Parking" at the driveway to her housing complex located at 2320 Euclid Avenue. She cited concerns regarding parked vehicles blocking the driveway and related visibility constraints.

Mr. Manganiello summarized the staff report. Mrs. Dorothy Villanueva, resident of 2320 Euclid Avenue, has requested red curb "No Parking" at the driveway to her housing complex to improve visibility when exiting. When vehicles park on the west side of Euclid Avenue at the driveway vision is obscured. The complex has 17 units with on-site parking for up to two vehicles per unit.

Staff performed a site evaluation at the driveway and confirmed that sight distance is not provided when vehicles park at the driveway. Staff also observed similar conditions at each of the remaining private driveways to the north, ending at E. 22nd Street.

Euclid Avenue between E. 22nd Street and E. 24th Street is a four-lane arterial roadway with a posted speed limit of 35 mph and an average daily traffic (ADT) volume of approximately 9,200 vehicles. There is a steep vertical curve beginning just north of E. 22nd Street going downhill to E. 24th Street. Staff reviewed the traffic collision history along this segment of Euclid Avenue and there have been no "reported" collisions in recent years.

Based on review of traffic volumes, speeds and roadway conditions, staff recommends installation of red curb "No Parking" along the west side of the 2200 block of Euclid Avenue to improve visibility for drivers exiting private driveways. This would result in the loss of six curbside parking spaces. Approximately 40 feet of parking midblock can remain. It shall be noted that all of the residential units on this block have available off-street parking.

Mr. Donald Tafoya, owner of several housing complexes located at 2220-2244 Euclid Avenue spoke in opposition of the staff recommendation, which would extend the red curbing further north in front of his properties. He stated that he is unaware of any accidents and that while he provides two parking spaces on-site for his tenants, visitors must park on the street where parking is not readily available due to the school. He submitted a petition signed by many of his tenants in opposition of red curb in front of his properties (see attached).

Mr. Bush, resident at 2360 Euclid Avenue (the same housing complex as Mrs. Villanueva), stated that the amount of red curb proposed seems excessive and that he would support a lesser amount.

Member Coyote asked if staff could simply paint the driveway wings red and continue to monitor conditions.

Chairperson Howrey-Colmenero suggested painting red curb at the original driveway (2320 Euclid Avenue) only.

Member Quintero supports staff's recommendation to be consistent at all of the driveways.

Action: Motion by Howrey-Colmenero, seconded by Coyote, to deny the staff recommendation and approve red curb "No Parking" at the driveway to 2320 Euclid Avenue only.

Carried by a 3 to 1 vote as follows:

Ayes: Howrey-Colmenero, Coyote, Reclosado.

Nays: Quintero.

## **VII. OTHER BUSINESS**

NONE

## **VIII. PUBLIC ORAL COMMUNICATION**

1. Chairperson Howrey-Colmenero asked if red curb could be painted at the intersection of E. 4<sup>th</sup> Street and "J" Avenue. She witnessed an accident there recently.

Mr. Manganiello replied that she would need to submit a formal written request to City Engineering. Staff would then perform a site evaluation and present recommendations at an upcoming meeting.



2. Alfredo Cabal, Parking Regulations Officer, wanted to confirm whether or not detached trailers, motor homes and boats could be stored on private property. He mentioned that when they are parked on public streets they often result in sanitation issues.
3. Mr. Manganiello mentioned that Member Garcia was unable to attend the past few meetings due to scheduling conflicts.

## IX. ADJOURNMENT

Motion by Quintero, seconded by Reclosado, to adjourn the meeting at 2:55 p.m.

**NATIONAL CITY TRAFFIC SAFETY COMMITTEE  
AGENDA REPORT FOR FEBRUARY 20, 2013**

**ITEM NO. 2013-01**

**ITEM TITLE:** REQUEST FOR PARKING SOLUTIONS TO ADDRESS VEHICLE STORAGE ISSUES REGARDING LARGE TRUCKS AND DETACHED TRAILERS ON HAFFLEY AVENUE BETWEEN W. 19<sup>TH</sup> STREET AND BAY MARINA DRIVE (BY HAFFLEY AVENUE BUSINESSES)

**PREPARED BY:** Kenneth Fernandez, EIT, Engineering Division

**DISCUSSION:**

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. 19<sup>th</sup> 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.

**STAFF RECOMMENDATION:**

To address vehicle storage issues regarding large trucks and detached trailers on Haffley Avenue between W. 19<sup>th</sup> Street and Bay Marina Drive staff recommends striping angle parking on the east side of the street and 20-foot long parallel parking stalls on the west side of the street.

**EXHIBITS:**

1. Correspondence
2. Location Map
3. Photos

2013-01

## Stephen Manganiello

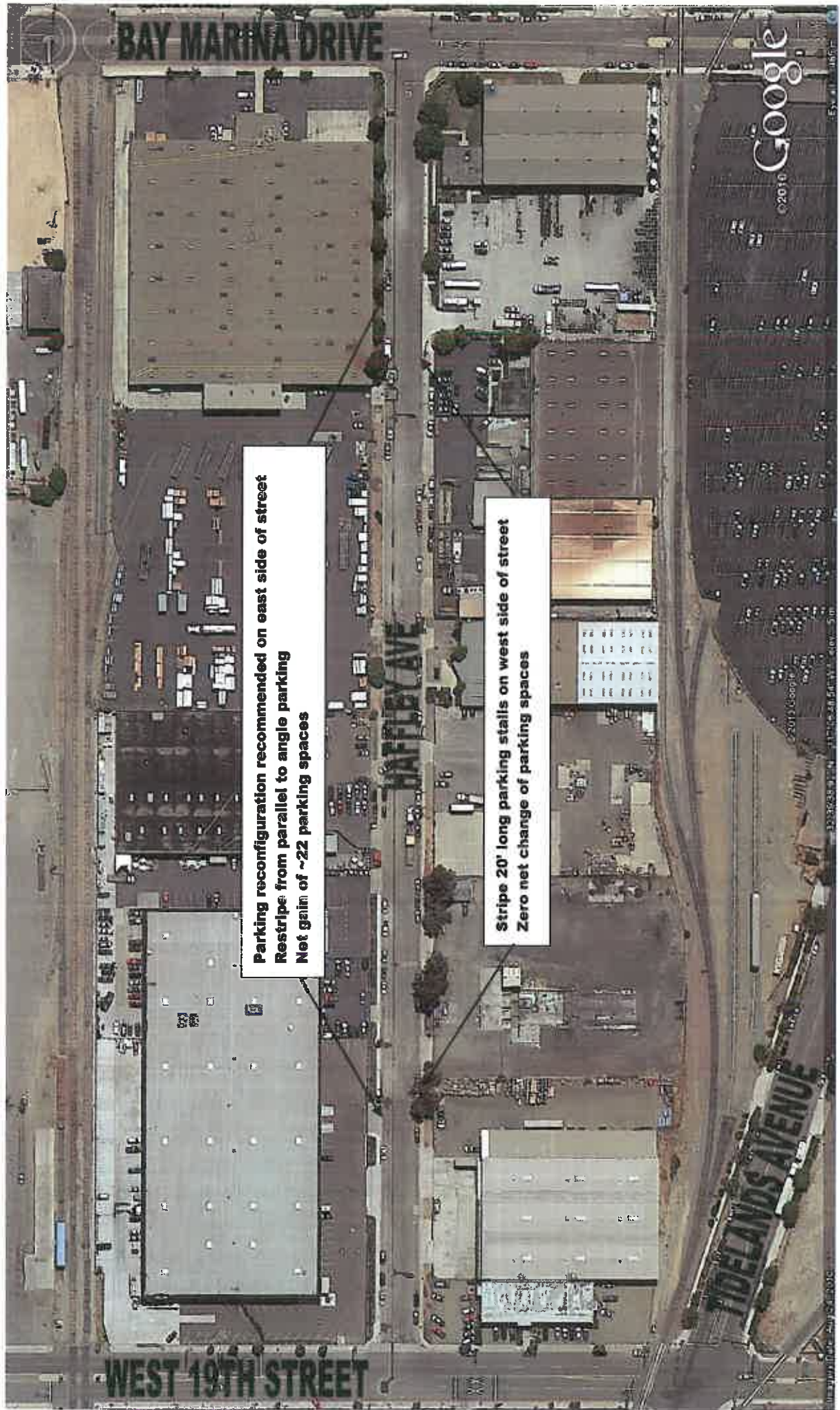
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**From:** Dave Hosted <dhosted@westairgases.com>  
**Sent:** Tuesday, January 29, 2013 3:31 PM  
**To:** Stephen Manganiello  
**Cc:** 'Cundo Fuentez'; 'Steve Byers'; 'Sam Olvarria'  
**Subject:** Street Parking

Mr. Steve Manganiello – Facundo Fuentez and Sam Olvarria have made me aware of your intent to present their request on behalf of WestAir Gases & Equipment to modify the on-street parking on Haffley Avenue at a meeting scheduled for February 13<sup>th</sup> at 2PM. I would like to attend that meeting if it is agreeable to you and the City Council.

David Hosted, Director - Safety & Compliance  
WestAir Gases & Equipment, Inc.  
2300 Haffley Ave.  
National City, CA 91950  
(619) 239-7571 (Office)  
(619) 921-6448 (Cell)  
(619) 773-3268 (Fax)  
[dhosted@westairgases.com](mailto:dhosted@westairgases.com)

# Location Map





**2300 block Haffley Ave (looking north)**



**2300 block Haffley Ave (looking north)**



**2200 block Haffley Ave (looking north)**

**NATIONAL CITY TRAFFIC SAFETY COMMITTEE  
AGENDA REPORT FOR FEBRUARY 20, 2013**

**ITEM NO. 2013-02**

**ITEM TITLE:** REQUEST FOR SAFETY ENHANCEMENTS ON THE 3100  
BLOCK OF CAGLE STREET (BY D. PANTANGCO)

**PREPARED BY:** Kenneth Fernandez, EIT, Engineering Division

**DISCUSSION:**

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.

**STAFF RECOMMENDATION:**

Staff recommends installation of reflectorized chevron curve warning signage (W1-8) in both directions along the south side of the 3100 block of Cagle Street to enhance safety.

**EXHIBITS:**

1. Location Map
2. Photos

2013-02



# Location Map





**Cagle Street, east of Stockman Street (looking east)**



**Cagle Street, west of Menard Street (looking west)**

**NATIONAL CITY TRAFFIC SAFETY COMMITTEE  
AGENDA REPORT FOR FEBRUARY 20, 2013**

**ITEM NO. 2013-03**

**ITEM TITLE:** REQUEST FOR CHANGES TO CURBSIDE PARKING AND PASSENGER LOADING ON E. 30<sup>TH</sup> STREET ADJACENT TO SWEETWATER HIGH SCHOOL (BY ASSISTANT PRINCIPAL R. CARREON)

**PREPARED BY:** Stephen Manganiello, City Engineer

**DISCUSSION:**

Mr. Richard Carreon, Assistant Principal of Sweetwater High School, has requested changes to curbside parking and passenger loading on E. 30<sup>th</sup> 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. 30<sup>th</sup> 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 RECOMMENDATION:**

Staff recommends the following changes to curbside parking and passenger loading on E. 30<sup>th</sup> 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".

**EXHIBITS:**

1. Correspondence
2. Location Map
3. Photos

2013-03

**Kenneth Fernandez**

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**From:** Richard Carreon [Richard.Carreon@sweetwaterschools.org]

**Sent:** Thursday, January 24, 2013 10:32 AM

**To:** Stephen Manganiello

**Cc:** Roman Del Rosario

**Subject:** Loading Zones and Red Curbs on 30th

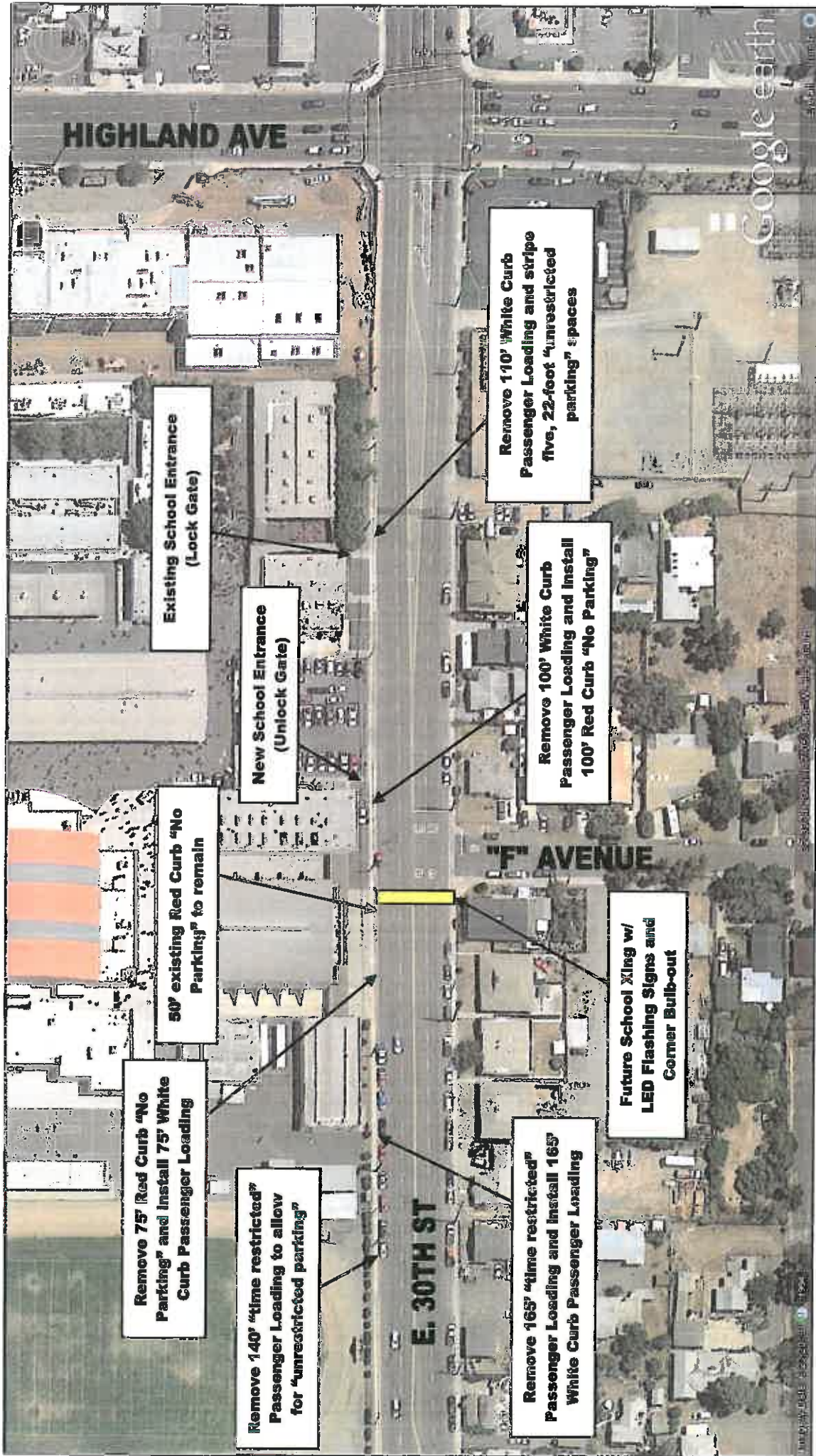
Hi Steve,

Thanks for meeting with me yesterday. Per our conversation, SUHI is in agreement with the proposed changes on 30<sup>th</sup> street.

Thanks for your assistance.

Rich

# Location Map





**Traffic Congestion due to Illegal Passenger Loading on E. 30<sup>th</sup> St (looking west)**



**Traffic Congestion due to Illegal Passenger Loading on E. 30<sup>th</sup> St (looking west)**



**Traffic Congestion through Intersection of Highland Ave & E. 30<sup>th</sup> St  
due to Illegal Passenger Loading on E. 30<sup>th</sup> St (looking north)**