Priority Projects

Based on community input, the prioritization exercises above, and City direction, the following priority project conceptual designs have been developed, and include eight infrastructure projects and six non-infrastructure programs

Project #1: D Avenue Safe Routes to School Connection

D Avenue is one mile in length in total. The street is signed for 25 miles per hour. It is a two-lane residential street and approximately 48 feet for its entirety with parking on both sides of the roadway. Coronado High School and the Coronado Public Library are located on D Avenue between Sixth Street and Seventh Street.

From First Street to Fifth Street, the parking on the eastern side of the street is angled parking, and the western side is curb-side parallel parking. Starting at Olive Avenue the western side of D Avenue is angled parking, and the eastern side is curb-side parallel parking, until Tenth Avenue. The presence of "head-in" angled parking makes the implementation of a dedicated bicycle lane difficult due to visibility issues.

A signed bicycle route from First Street to Tenth Street is proposed, although the priority segment identified here is from Tenth Street to Fourth Stree, including bicycle route signage every 800 feet and shared pavement ("sharrow") markings every 250 feet. The preferred location of the sharrow is in the center of the travel lane, however, sharrows can also be placed a minimum of four feet from the curb on streets without parking, and a minimum of 11 feet from the curb on streets with parking. All existing crosswalks are high-visibility, and additional crossings can be installed as conditions warrant.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 10

PLANNING-LEVEL COST ESTIMATE:$18,000

1. Class III Bike Route signing and Striping: 0.6 miles @$30,000/mile

Figure 5-2: D Avenue Priority Corridor

Example of Treatment (Source: NACTO)

Project #2: Tenth Avenue Bicycle Lanes

Tenth Street is one mile in length and the current speed limit for this segment of Alameda Boulevard is 25 miles per hour. The curb-to-curb width is approximately 48 feet. Tenth Street is a two-lane residential street, with one lane of traffic in each direction. Curbside parking is permitted along Tenth Street.

A striped bicycle lane is proposed for the length of Tenth Street, minimum of five feet in width, and "Bike Lane" signs at the far end of each intersection. The design would be consistent with the City's existing Bike Lane design found on Sixth Avenue.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 6

PLANNING-LEVEL COST ESTIMATE:$70,000

- Class II Bike Lane striping: 1.0 miles @$70,000/mile

Figure 5-3: Tenth Street Priority Corridor

Example of Treatment

Project #3: Alameda Avenue Bicycle Lanes

Bicycle lanes are proposed along Alameda Boulevard from First Street to Tenth Street. This stretch of roadway is one mile in length and the current speed limit for this segment of Alameda Boulevard is 25 miles per hour. The curb-to-curb width is approximately 46 feet.

For most of this stretch of roadway, Alameda Boulevard is a two-lane roadway with one lane in each direction, except at the intersection with First Avenue, and the stretch between Third Avenue and Fourth Avenue. At the intersection with First Avenue, the north bound lane of Alameda is split into a right-hand and left-hand turn lane. At the intersection of Third Avenue, the north bound travel lane is split into a left-hand turn lane and a through lane. At the intersection of Fourth Avenue, the south bound travel lane splits into a left-hand turn lane and a through lane.

Parking is generally permitted, except for at the following sections: from Palm Avenue to First Avenue, on the south bound side of the street between Third and Fourth Streets, a portion of the south bound side of the street between Second and Third Streets and areas that have red curb markings due to intersections.

Bicycle lanes are proposed along Alameda Boulevard from First Street to Tenth Street, which includes installing a striped bike lane, minimum width of five feet, and "Bike Lane" signs. The design would be consistent with the City's existing Bike Lane design found on Sixth Avenue.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 3

PLANNING-LEVEL COST ESTIMATE:$70,000

1. Class II Bike Lane signing and Striping: 1.0 miles @$70,000/mile

Figure 5-4: Alameda Avenue Priority Corridor

Photosimulation of Treatment

Project #4: C Avenue Safe Routes to School Connection

Description: A signed bicycle route is proposed on C Avenue from Sixth Street to Tenth Street. This segment is 0.4 miles in length and posted at 25 miles per hour. C Avenue is a two-lane residential street with parking on both sides of the roadway and approximately 46 feet wide for its entirety.

The project would be a combination of improvements for people walking and biking. Up to fourteen individual crosswalks would be repainted, and up to nine curb ramps would be retrofitted with truncated domes. This project also includes bicycle route signage every 800 feet and shared pavement ("sharrow") markings every 250 feet.

The preferred location of the sharrow is in the center of the travel lane, however, sharrows can also be placed a minimum of four feet from the curb on streets without parking, and a minimum of 11 feet from the curb on streets with parking.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 2

PLANNING-LEVEL COST ESTIMATE:$27,000

1. Repaint high-visibility crosswalks: 14@ $750
2. Truncated domes: 9 @ $500
3. Class III Bike Route signing and Striping: 0.4 miles @$30,000/mile

Figure 5-5: C Avenue Priority Corridor

Example of Treatment

Project #5: Ocean Boulevard Bicycle and Walking Improvements

Description: The proposed bicycle improvement is a signed bicycle route for Ocean Boulevard from the United States Government property line to RH Dana. In total this suggested route is 0.7 miles in length. This entire section of roadway has a speed limit of 25 miles per hour and is a two-lane street. It is approximately 45 feet wide for its entirety with parking on both sides of the roadway, except for a portion on Ocean Boulevard that has a red curb from Alameda Boulevard and F Avenue.

The intersection of Ocean Boulevard and Alameda Boulevard is approximately 160 feet in length and currently is striped with a standard crosswalk, the curb ramp on the eastern side of the crosswalk does not align with the crosswalk.

The intersection of Ocean Boulevard and Isabella Avenue is approximately 180 feet in length and currently has no crosswalk across Isabella/ The eastern corner of this intersection has a non-ADA compliant curb ramp.

This project would be a combination of improvements for people walking and biking. Improvements for people walking would include painting or repainting up to eight crosswalks between RH Dana and the NASNI gate at the end of Ocean Boulevard. Painted curb extensions could also be installed to help "square up" vehicular turning movements, and a Rapid Rectangular Flashing Beacon could be installed at the intersection of Isabella Avenue and Ocean Boulevard.

Starting at the northwest corner of the intersection of Ocean Boulevard and Alameda Boulevard, the existing crosswalk would be refreshed and a high-visibility crosswalk installed across Ocean Boulevard, as well as Alameda Boulevard. The curb ramps would be updated as well to be ADA compliant.

The proposed improvement at the intersection of Ocean Boulevard and Isabella Avenue is to install a new high visibility crosswalk, with a small painted median and curb extension for vehicular traffic channelization. The curb ramps would be updated as well to be ADA compliant.

To accommodate the high volume of people biking along this section, this project includes bicycle route signage every 800 feet and shared pavement ("sharrow") markings every 250 feet. The preferred location of the sharrow is in the center of the travel lane; however, sharrows can also be placed a minimum of four feet from the curb on streets without parking, and a minimum of 11 feet from the curb on streets with parking. Additional improvements include high visibility crosswalks, curb ramp improvements at a number of locations, and a flashing pedestrian beacon.

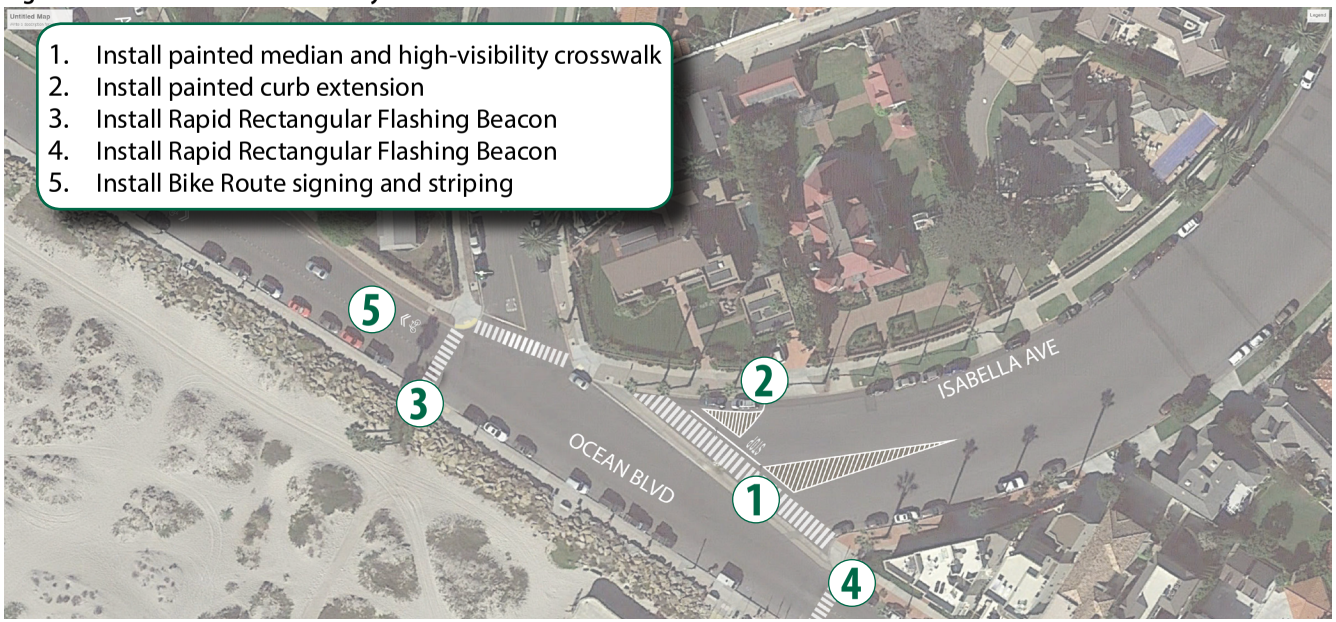
The proposal for the crosswalk directly south-east of Isabella Avenue at Ocean Boulevard, is the installation of a pedestrian flashing beacon.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 1

PLANNING-LEVEL COST ESTIMATE:$113,500

1. New painted medians, curb extensions and high-visibility crosswalks: $10,000
2. Truncated domes: 15 @ $500
3. New curb ramps: 4 @ $3,000
4. Install two Rapid Rectangular Flashing Beacons: 2@ $33,000
5. Class III Bike Route signing and Striping: 0.4 miles @$30,000/mile

Figure 5-6: Ocean Boulevard Priority Corridor



Project #6: Palm Avenue Walking Improvements

City Council instructed the project team to examine improvements along Palm Avenue. Palm Avenue is a two-lane road that bisects the street grid on a diagonal, starting at Alameda Boulevard and terminating at D Avenue. It is approximately 58 feet in width and has a speed limit of 25 miles per hour. Parking is allowed for the length of the roadway, for most of Palm Avenue the parking is curb-side parallel parking, however, south of Fourth Street Palm Avenue has angled parking on the western side of the roadway, east of F Avenue Palm Avenue has angled parking on the eastern side of the road, and after the intersection with E Avenue, the angled parking switches to the western side of the roadway again.

Crossing Third and Fourth Streets can prove challenging for residents of all ages. The City has previously considered improvements to this location as part of the Third and Fourth Streets Study, which proposed significant intersection realignments at several locations, including new cul-de-sacs at the intersections of Palm and Third and Fourth Streets. These alternatives were not considered in further detail as part of this effort, although the City may consider engaging Caltrans as part of its upcoming District 11 Active Transportation Plan to examine these concepts in further detail.

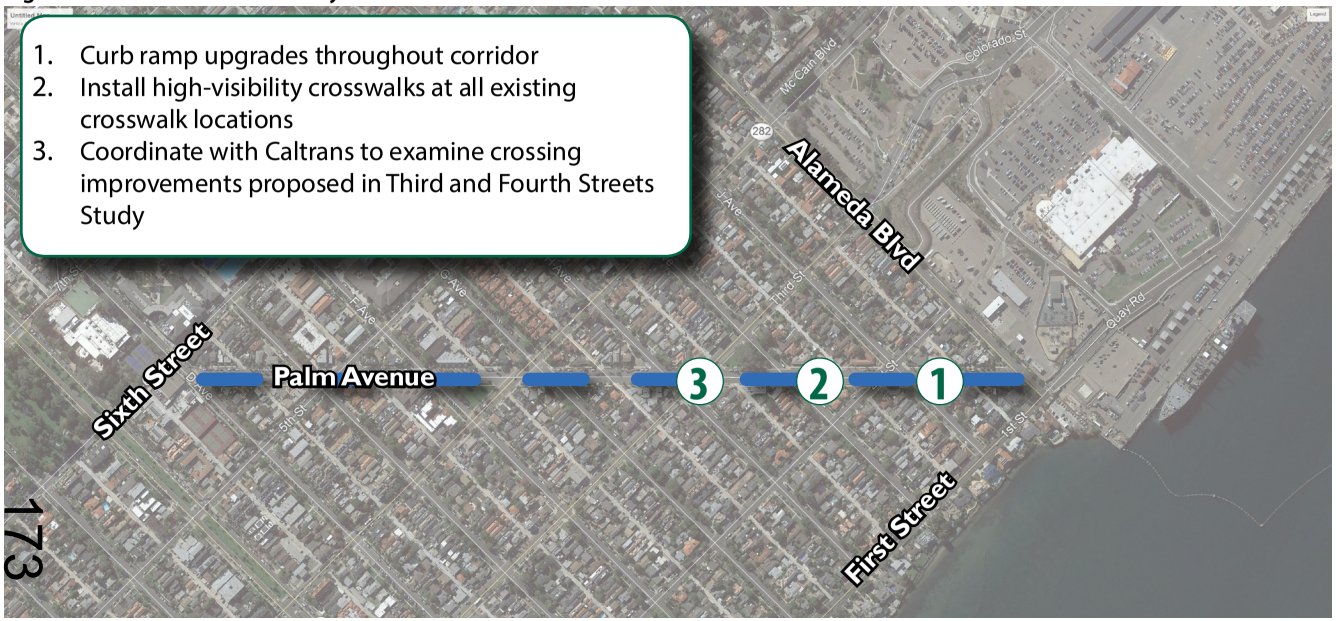
Existing intersection geometry prevents significant improvements for people walking and biking without extensive construction impacts. For the purposes of this effort, it is recommended that all existing crosswalks are upgraded to high visibility crosswalks for the Palm Avenue corridor, as well as installing truncated domes at non-ADA compliant curb ramps, particularly at the intersections between First and Fourth Streets.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 1

PLANNING-LEVEL COST ESTIMATE: $13,250

1. Install high-visibility crossings at Tenth Street intersection: 5 @ $750
2. Install truncated domes throughout the corridor: 19 @ $500

Figure 5-7: Palm Avenue Priority Corridor



Example of Treatment

Project #7: Olive Avenue Walking Improvements

City Council instructed the project team to examine improvements along Olive Avenue. Olive Avenue is a two-lane road that bisects the street grid on a diagonal, starting at D Avenue and terminating at Alameda Boulevard. It is approximately 58 feet in width. Parallel curbside parking is allowed for the length of the roadway, except for half a block starting at D Avenue where the northern side of Olive Avenue has angled parking.

New Crosswalks and painted curb extensions are proposed. Following a period of observation and community input, these recommendations can either be made more permanent through slightly-raised vehicle aprons or other treatments, left alone, or removed altogether. In addition, all curb ramps along the corridor should be updated with truncated domes to be ADA compliant.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 2

PLANNING-LEVEL COST ESTIMATE: $10,000

1. Install painted curb extensions and high-visibility crossings at Tenth Street intersection: 1 @ $5,000
2. Install truncated domes throughout the corridor: 10 @ $500

Figure 5-8: Olive Avenue Priority Corridor - Tenth and Olive Intersection Improvements

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Project #8: A Avenue Walking Improvements

City Council instructed the project team to examine improvements along A Avenue. The intersection of First Street and A Avenue is a three-legged intersection. The northbound leg of A Avenue at First Street is stopped controlled, whereas the east-west movements on First Street are uncontrolled. The intersection of A Avenue and Second Street is a four-legged intersection. A Avenue as it crosses second is stop controlled, whereas the east-west movements of Second Street are uncontrolled.

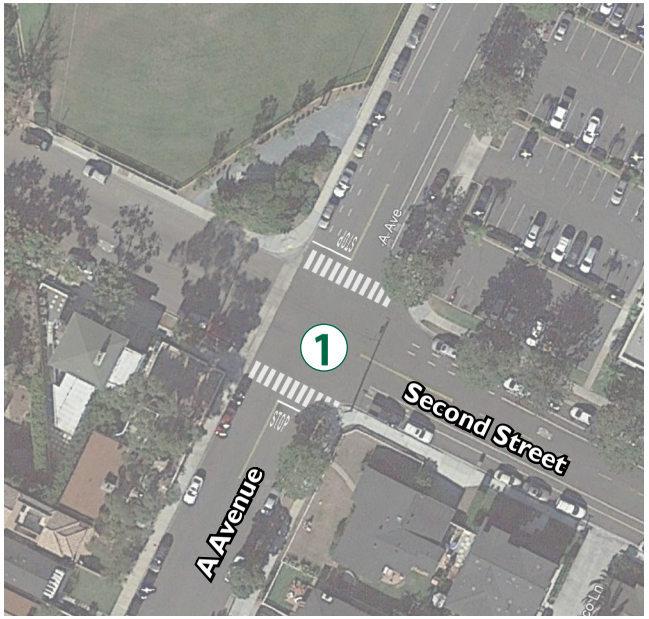
A high visibility crosswalk is proposed at the intersection of First Street and A Avenue, as well as, at the intersection of Second Street and A Avenue. At First Street and A Avenue the high visibility crosswalk is proposed on the eastern, or far side, of the intersection with A Avenue, crossing First Street. At the intersection of A Avenue and Second Street, two new crossings are proposed.

NUMBER OF BICYCLE AND PEDESTRIAN COLLISIONS IN PROJECT AREA (2011-2015): 1

PLANNING-LEVEL COST ESTIMATE:$2,250

1. Install new High-Visibility Crosswalks: 3 @ $750

Figure 5-9: A Avenue Priority Treatments



Priority Non-Infrastructure Programs

The programs below have been identified as priorities to help the City achieve the vision outlined in the Active Transportation Planning Process, and should be implemented as soon as is practical. Unless otherwise noted, the City's Active Transportation Planner should take the lead in implementing activities. As such, time commitments for each program are expected to be approximately 10 percent of a Full Time Equivalent (FTE) position.

Cost estimates can vary significantly based on the amount of incentive or other materials purchased. It is recommended that the City allocate approximately $20,000-$50,000 annually for materials related to the development and implementation of the Non-Infrastructure Programs annually, at the discretion and direction of the City Council.

Project #9: Citywide Safe Routes to School Program

Helping children walk and bicycle to school is good for children's health and can reduce congestion, traffic dangers and air pollution caused by parents driving children to school. Robust Safe Routes to School programs address the five E's- Engineering, Education, Encouragement, Enforcement, and Evaluation. The City of Coronado should work with the Coronado Unified School District (CUSD) to establish an ongoing Safe Routes to School (SR2S) Program.

A Safe Routes to School program should include youth bicycle safety programs to educate students about the rules of the road, proper use of bicycle equipment, biking skills, street crossing skills, and the benefits of bicycling.

Bicycle safety education can integrate into classroom time, physical education periods, or after school. Classroom lessons administered by a volunteer, trained professional, law enforcement officer, or teacher can teach children about bicycling and traffic safety. Individual lessons should focus on one or two key issues and include activities that are fun and engaging. Bicycle safety lessons are most appropriate for fourth through eighth grade students.

In addition to classroom-based activities, periodic "safety assemblies" can also provide bicycle safety education. Safety assemblies convey a safety message through the use of engaging and visually stimulating presentations, videos, skits, guest speakers, or artistic displays. Assemblies should be relatively brief and focus on one or two topics. Classes receiving on-going instruction on related topics can participate by presenting their lessons to the rest of the school. Schools can reinforce safety assembly lessons by reiterating the message in school announcements, school newsletters, posters, or other means. In addition to providing safety instruction, safety assemblies generate enthusiasm about biking.

Figure 5-10: Example Safe Routes to School Activity

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