



STAFF REPORT

Discussion and Direction on Parking on Curves throughout the City of Belmont

Honorable Mayor and City Council:

Summary

Through the Priority Calendar, the City Council directed staff to develop a comprehensive parking policy for the City. The comprehensive parking policy was to include: 1) Time Parking Restrictions, 2) Residential Permit Parking, and 3) Parking on Curves. The first two portions of the policy have been previously presented to Council. The last issue of Parking on Curves is being presented in this report.

This report outlines two methods of addressing problems with vehicles parking on curves. One is the existing method of handling parking concerns, on a case-by-case basis, as they arise. The other method is through a calculation on sight distance based on a 25 mph residential speed limit.

Background

City Council directed staff to develop a comprehensive parking policy for the city to include Time Parking Restrictions, Residential Permit Parking, and Parking on Curves. This report presents the analysis staff has completed on Parking on Curves and provides two alternatives for addressing residents' concerns related parking on curves with limited sight distance. The issue of Parking on Curves has to do with mid-block locations only.

Current Approach to Parking on Curves:

The current approach to parking issues is through the Traffic Safety Committee. Any member of the public may file a request with the Traffic Safety Committee to review any parking or traffic problem. The Public Works staff conducts field investigations and measurements, sight distance analysis, reviews collision, traffic volume and vehicle speed data to determine the existing conditions. The Traffic Safety Committee then reviews the information collected, the public testimony provided, and any additional perspectives provided by the Police Department and

South County Fire to determine the appropriate action that should be taken. A City Council staff report is prepared for Council to take final action on any proposed restriction. Recent examples have been the parking restrictions reviewed and implemented on Belmont Canyon Road and the intersection of Bay Street and Longfellow.

The Traffic Safety Committee has received 17 concerns regarding parking on mid-block curves over the last 5 years. Two of the most recent examples are the Belmont Canyon Road and the corner of Bay and Longfellow. The Traffic Safety Committee recommended parking prohibitions implemented in 9 of the cases. Several of the concerns dealt with sight distance restrictions were caused by vegetation. Staff worked with the resident to address this type of problem.

Advantages:

- Staff only addresses specific problems raised by a resident.
- No parking is taken unless specifically needed for safety.
- Existing resources can be utilized.

Disadvantage:

- There are locations in the City that have a sight distance less than 150 feet and vehicles may have to drive slower when traveling these segments of roadway.

Sight Distance Approach to Parking on Curves:

This approach recognizes that a vehicle traveling at 25 mph requires 150 feet to safely stop for another vehicle approaching in the opposite direction. All of the mid-block curves in the City with less than 150 feet of sight distance would have parking restrictions installed. The parking restrictions could be implemented with red curb and/or the installation of "No Parking Anytime" restrictions. All of the locations that have curves with a sight distance of less than 150 feet have been identified on a City map. There are over 200 such locations, primarily in the Central, Country Club, Cipriani, Skymont/Plateau, Hallmark, Carlmont, and Chula Vista neighborhood(s). All of the mid-block collisions over the past 5 years have been overlaid onto the map of restricted sight distance locations. There does not appear to be any correlation between the locations where there is restricted sight distance and vehicle collisions. A map showing this overlay will be displayed at the meeting.

The posting of parking prohibitions based on the sight distance will eliminate approximately 1,188 on-street parking spaces. Most likely a combination of both red curb and signs will be necessary depending upon the location. Red curb requires annual repainting. The signs may not be considered being aesthetically pleasing and intrusive to a neighborhood.

The cost of installation of posted restrictions, including materials and labor, is approximately \$150 per sign. A sign will last approximately 5 years before needing to be replaced as the result of fading. The cost to install signs for all of the locations identified as having insufficient sight distance is approximately \$63,000. Of this amount, approximately \$37,700 is for materials. It would take staff about 315 hours to install all the signs, which would divert resources from other efforts such as roadway repairs and other routine traffic signing and painting. The cost to replace the signs every 5 years will cost approximately \$10,500.

The cost of installing red curb is approximately \$55 for a twenty-foot segment. The cost to install red curb for all of the locations is approximately \$65,000. The cost of supplies is \$3,600 and staff is \$61,400. This would be an annual cost in that red curb needs to be repainted each year.

No funds have been budgeted for the implementation of a citywide program restricting parking on curves, so the “non-staff” expenditures of \$37,700 would need to come from another account or be budgeted next year.

Advantages:

- All locations where there is limited sight distance will be identified and parking will be prohibited in these areas, increasing sight distance and safety at those locations.

Disadvantages:

- The removal of parking based upon sight distance may allow traffic to travel faster through these areas of limited sight distance.
- Approximately 1,188 on-street parking spaces will be eliminated.
- The program gross cost is between \$63,000 and \$65,000 to implement, and then there will be some ongoing maintenance costs.

Neighborhood Association President’s Meeting:

The two approaches to addressing sight distance concerns were presented and discussed at the Neighborhood Association President’s meeting on September 23rd. Several Neighborhood Presidents indicated a preference of using the existing approach to dealing with the affect of parking on limited sight distance curves.

Fiscal Impact

There is budget available to implement parking restrictions on a case-by-case basis.

The gross cost of implementing parking restrictions based upon sight distance criteria ranges between \$63,000 and \$65,000. The net cost will vary depending on the number of signs installed and the amount of curb painted. There are currently no funds budgeted to implement any large scale parking restrictions. City Council will have to allocate General Funds at mid-year or next fiscal year to implement large-scale implementation of parking restrictions.

Recommendation

It is recommended that City Council provide direction as to the approach staff should take to address the issue of parking on curves throughout the City. Should Council wish to implement a “sight distance” approach, staff will return with an implementing resolution and notice all the impacted residences.

Alternatives

1. Deny Request
2. Refer back to staff for additional information

Attachments

1. None

Respectfully submitted,

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