



## **Staff Report**

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### DISCUSSION AND DIRECTION REGARDING THE STRIPING PLAN FOR ALAMEDA DE LAS PULGAS

Honorable Mayor and Council Members:

#### **Summary**

City Council approved the installation of diagonal parking along Alameda de las Pulgas adjacent to Carlmont High School to reduce the number of students who were parking in the adjacent residential neighborhoods. The plans that were approved by Council included converting the existing roadway configuration from two northbound lanes and one southbound lane to a configuration with one lane in each direction with bike lanes.

It was decided not to convert to the new configuration with one lane in each direction with bike lanes mid-way through the actual installation of the new pavement markings. The new configuration was creating some delays to traffic traveling in the northbound direction from San Carlos into Belmont.

#### **Background**

City Council has received requests to increase parking in the area of the library. It was suggested the City consider installing diagonal parking in the area of the library. In addition, City Council received a concern regarding the safety of bicyclists riding along Alameda de las Pulgas in the area of Carlmont High School. The current configuration with two northbound lanes and one southbound lane requires a bicyclist to ride in the southbound travel lane to provide adequate clearance between the bicyclist and the diagonally parked vehicles.

The City of San Carlos expressed concerns that the proposed changes would back traffic into San Carlos and cause significant delays to vehicle drivers traveling northbound on Alameda de las Pulgas.

City Council directed staff not to install diagonal parking in the area of the Library and to meet with San Carlos staff to discuss concerns related to changing the lane configuration from the existing two lanes northbound and one lane southbound to one lane in each direction with bike lanes.

#### **Discussion**

City staff collected traffic volume data and conducted a capacity analysis of the intersection of Chula Vista and Alameda de las Pulgas to determine the impact the proposed geometric changes will have on traffic during the AM and PM peak commute hours. The traffic analysis indicates the existing AM intersection capacity is at a level of service (LOS)A. The reconfiguration of the roadway geometrics will reduce the AM level of service to C. This is an acceptable level of service for traffic.

The PM peak hour traffic capacity for the entire intersection is currently at LOS C. It should be noted that the existing southbound capacity (with one traffic lane) is operating at a LOS of E or at capacity and the northbound capacity at LOS B. The proposed road geometrics will reduce the overall intersection LOS to E. Both the southbound and northbound capacities will decrease to LOS E or at capacity.

The evaluation of traffic data and field observations indicates the queue lengths in the southbound direction during the PM peak period rarely extend past Garden Court to the north. Being that the PM peak volumes are nearly identical in both the northbound and southbound directions, it is highly unlikely that vehicle queues will extend more than 350 feet. The San Carlos border is approximately 800 feet south of Chula Vista.

City staff raised concerns about the impact of traffic on Alameda de las Pulgas as part of the comments provided for the Palo Alto Medical Foundation EIR. The environmental consultant indicated that there would be no significant impact on Alameda de las Pulgas as the result of the PAMF project scenario and the PAMF plus future traffic conditions scenarios.

City staff did meet with San Carlos's City Manager, Public Works Director and Police Chief to discuss the intersection capacity analysis. The proposed geometric changes will not back traffic into San Carlos and will not significantly increase driver delays. When asked by the San Carlos City Manager how would the public respond to the proposed changes, the San Carlos Public Works Director indicated that it would be hard to oppose the project being that bike lanes are being installed.

### **General Plan/Vision Statement**

No Impact.

### **Fiscal Impact**

The estimated cost to restripe Alameda to provide for one lane in each direction and install bike lanes between Ralston Avenue and the border of San Carlos is \$15,000.

### **Public Contact**

The Bicycle Committee reviewed and approved the project on December 11, 2007 and again on June 16, 2008. The Infrastructure Committee reviewed this project at their June 16, 2008 meeting. Additional public contact was provided through the posting of the City Council agenda.

**Recommendation**

It is recommended the Council discuss and provide direction as to whether or not the roadway geometrics should be modified to have one lane in each direction and bike lanes on Alameda de las Pulgas south of Carlmont Drive to the San Carlos border.

**Alternatives**

1. Take no action.
2. Refer back to staff for further information.
3. Deny approval.

**Attachments**

- A. Proposed striping plans

Respectfully submitted,

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