



Staff Report

DISCUSSION AND DIRECTION ON PROPOSED SHORT AND LONG TERM CHANGES TO THE STRIPING ALONG ALAMEDA DE LAS PULGAS BETWEEN CARLMONT DRIVE AND THE SOUTH CITY LIMITS

Summary

The Infrastructure Committee has held several meetings taking public input on how to improve the traffic flow along Alameda de las Pulgas between Carlmont Drive and the south city limits.

A number of short and long term solutions were identified. This report recommends implementation of several short term solutions and further evaluation for several long term solutions.

Background

City Council referred the striping changes that were implemented along Alameda de las Pulgas to the Infrastructure Committee. The Infrastructure Committee held two meetings during the day and one meeting in the evening to gather constructive suggestions as to how to improve the traffic flow along Alameda in the area of the High School on a short term basis as well as some long term solutions that deal with historic traffic problems that occur at the city limits with San Carlos residents egressing out of Cranfield onto Alameda.

Short-term Modifications

The short term solutions are primarily striping changes that can be implemented in a short time period using the existing grant funds that we have remaining for the installation of the bicycle lanes. These solutions may be implemented before the end of the school year. The short term modifications within the City of Belmont are:

- A. Remove 15 diagonal parking spaces and install a left turn lane on northbound Alameda at the entrance to the Senior parking lot at Chula Vista and a southbound left turn lane onto Chula Vista; and,
- B. Remove the southern most cross walk at Chula Vista; and,
- C. Work with SamTrans to relocate the bus stop at Chula Vista to a far side stop at El Verano.

Area residents and Belmont Public Works staff also identified several improvements that may be implemented within the City of San Carlos. They are as follows:

- A. Prohibit parking along the south side of Club Drive west of Alameda and lengthening the eastbound approach lanes to increase queuing on Club drive at San Carlos Avenue; and,
- B. Re-stripe San Carlos Avenue to provide for an informal northbound right turn lane at Dartmouth; and,
- C. Re-stripe San Carlos Avenue to provide for a longer southbound left turn lane to Dartmouth; and,
- D. Re-configure westbound Dartmouth approach lanes to increase vehicle storage; and,
- E. Optimize traffic signal timing at Dartmouth/Club Drive at San Carlos Avenue; and,
- F. Considering chaining off the church parking lot so students cannot cut through.

The long term solutions that have been identified for both cities are as follows:

- A. Long term, considering a roundabout at the border, ½ in each of the two cities. This would address the Cranfield Avenue issue; and,
- B. Long term, explore the feasibility of relocating the bike lanes onto the adjacent school properties and widening San Carlos Avenue to accommodate bike lanes between Cranfield and where the bike lanes start on San Carlos Avenue in San Carlos; and,
- C. Provide one-way circulation through the campus for dropping off and picking up students. This would have to be considered after the construction on-campus is concluded; and,
- D. Provide more parking on campus.

There were a number of other ideas from meetings, emails, or telephone calls that need further consideration and City staff is not prepared to provide input at this time:

- 1. Re-stripe it back the way it was (2-car flow, both directions). In order to make this work better; install flexible yellow reflector lane sticks.
- 2. Install stop light that will allow a sequential and safer flow of pedestrians, cars and occasional bikers.
- 3. Re-stripe back to 2-car flow north bound land and have traffic guard help with pedestrian crossing.
- 4. Visible lane dividers for night and rain.
- 5. Conduct traffic on San Carlos Avenue in the same manner as Holly Street during rush hour (peak hour parking restrictions).
- 6. Limit parking during peak hours and create a 2 lane road at that time.
- 7. (For Belmont side of Road)-Remove parking in front of Carlmont High School altogether. Adjustments for additional parking should be made within school grounds. (Removing parking spaces allows for 2 lanes and bike lane.
- 8. Charge parking in area to reduce number of student drivers clogging streets.
- 9. Encourage students to walk or bike to school-reducing “drop offs” from vehicles.

10. Re-evaluate safety for exiting Carlmont High School parking lot and biking the lane around a blind turn.
11. Finer definitions of bike lanes.
12. If you moved the bike lane behind the diagonally parked cars to being right next to the sidewalk, by extending out the current rather wide sidewalk curb big enough to accommodate a bike lane next to the pedestrians, the bikers would not be in such peril from backing-out cars and people dropping off students in the morning in the bike lane. When times are really busy bikes often ride on the sidewalk to keep out of the way so why not make this official? It would require adding raised pavement for that stretch just like part of Ralston is in front of Notre Dame.

Public Contact

The Infrastructure Committee held three hearings on this matter. All the individuals who have submitted emails have been notified of this meeting.

Recommendation

It is recommended the City Council instruct Public Works to:

1. Remove 15 diagonal parking spaces and install a left turn lane on northbound Alameda at the entrance to the Senior parking lot at Chula Vista and a southbound left turn lane onto Chula Vista.
2. Remove the southern most cross walk at Chula Vista.
3. Work with SamTrans to relocate the bus stop at Chula Vista to a far side stop at El Verano.
4. Communicate report to San Carlos Works Director and Police Chief.
5. Retain Consulting Traffic Engineer to study left turn solution and bikepath plan.

Alternatives

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

Respectfully submitted,

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