



CITY OF BELMONT
PARKING AND TRAFFIC SAFETY COMMITTEE MEETING NOTES

June 25, 2009 – 9:30 am

Present: Parking and Traffic Safety Committee (PTSC) Members and Residents.

Meeting opened and introductions were made. For each item residents presented their concern, staff presented results of investigation to date, there is discussion and staff will do further investigation and report.

1. Request to establish a no parking zone at 2135 Pullman Avenue

Seven residents living in the vicinity of 2135 Pullman Avenue attended the PTSC meeting. City staff presented traffic data and collision history in this area and its applicability to the Parking on Curves Policy. Three issues were raised by residents:

- When the cars are parked at 2135 Pullman Avenue, the drivers have to travel in the opposite lane of traffic which does not have an adequate sight distance to see oncoming traffic.
- A fence recently built at 2135 Pullman Avenue obstructs the sight distance but would not be of concern if parking restrictions were implemented.
- Parking is in high demand in this neighborhood. Parking restrictions, if implemented, will shift the parking to adjacent streets creating problems there.

City staff will do the following:

- The Community Development Department representative of the PTSC will review the fence location and determine if it was built according to the Building Code with all required permits.
- Belmont/San Carlos Fire Department will have a Fire Engine driven on this street to check if the width of street is sufficient enough to accommodate the Fire Engine.

Upon completion of the investigation, City staff will respond to residents who attended the meeting.

2. Request to install a no parking zone on both sides from the driveways at 707 Old County Road

Two residents living at 707 Old County Road attended the PTSC meeting. City staff presented traffic study data and collision history at this location. 707 Old County Road is a large apartment complex. The residents who attended the PTSC meeting indicated that although there are currently two no parking zones on both sides of the driveway but when the vehicles are parked on the east side of the Old County Road, it makes it difficult to see oncoming traffic. The residents said that the driver exiting the driveway to the apartment complex has to pull out far enough in order to see traffic movements on Old County Road. As the cars pull out far enough from the driveway, the drivers traveling on Old County Road do not have sufficient time to react to the driver's presence. Therefore, the residents of the apartment complex are in favor of eliminating two parking spaces on

both sides of the driveway to 707 Old County Road to provide more visibility for both tenants of the 707 Old County Road and drivers traveling on Old County Road. The residents attending the PTSC meeting conveyed that there is plenty of on-site parking at 707 Old County Road and therefore the tenants will not have any need to use on-street parking at 707 Old County Road.

City staff will review this issue and respond to the business owners who attended the meeting.

3. Request to change parking restrictions on Old County Road north of Ralston Avenue from 2-hour parking to 4-hour parking.

Two business owners attended the meeting. The business owners complained that their employees have to move cars every 2 hours. The business owner of the automotive repair shop complained that the onsite parking is not sufficient for the size of the business, which forces them to park on the street.

City staff presented their findings and current parking timing restrictions. City staff indicated that it is desirable to have uniform parking restrictions on most City streets whenever it is feasible. Currently, Old County Road has 4-hour parking restrictions on the west side and 2-hour parking restrictions on the east side of the street north of Ralston Avenue to the City Limit, which is compliant with the timed parking consistency. Police Department pointed out that most automotive businesses currently are parked on the west side of the street which has 4-hour parking and often times the chalk marks left by Parking Enforcement Officers are wiped out and the cars do not get moved.

City staff will investigate this issue further and respond to the residents who attended the meeting.

4. Request to install a stop sign on Bayview Avenue at Forest Avenue.

Three residents in the vicinity of the proposed stop sign attended the meeting. City staff presented findings and explained their applicability to the Manual of Uniform Traffic Control Devices (MUTCD) Stop Sign Installation Guidelines. Current traffic volume data and collision history do not warrant for the stop sign installation.

The residents attending the meeting suggested that the City should repeat traffic counts in the area to ensure that the data is taken during time when the schools are in full session. They also mentioned that there is a lot of speeding up from the neighboring Bayview Avenue, which is a cul-de-sac. City staff explained to the residents that the stop signs shall be used only to control right-of-way but not to reduce speeding.

City staff will review this issue further and respond to the residents who attended the meeting.

5. Request to install stop signs or yield signs at DeKoven Avenue and Monserat Avenue.

One resident from the neighborhood has attended the PTSC meeting. City staff presented findings and described their applicability to the MUTCD Stop Sign Installation Guidelines. Current traffic volume data and collision history do not warrant for the stop signs installation. De Koven Avenue has less traffic than Monserat Avenue and if the criteria for the stop signs were met, two stop signs would be installed on De Koven Avenue at Monserat. The yield sign might not be a good solution for the right-of-way assignment because the traffic studies show that drivers often ignore this sign,

which could be a potential for a collision. Monserat Avenue geometry does not provide adequate sight distance but the situation can be improved by keeping bushes and hedges trimmed. City staff will send a letter to a resident asking to trim overgrown vegetation. After the vegetation is trimmed, City staff will conduct another traffic study in September after the school year start and compare the data to the guidelines for the stop signs installation.

City staff will respond to a resident who attended the meeting.

6. Request to install stop signs on Broadway at 5th Avenue.

One resident attended the PTSC meeting for this item. The PTSC staff presented findings that included traffic volume/speed data and collision history. There are currently two stops on Fifth Avenue at Broadway. Data collected did not warrant for the four-way stop installation at this location. This item is part of the Sunnyslope Neighborhood Traffic Calming project and therefore City staff feels that it is in City's best interest to review the whole Sunnyslope area for any possible traffic calming measures rather than selecting each intersection. City staff will procure traffic engineering consultant who will perform a traffic study of the Sunnyslope area based on the data already collected, meet with residents and make a recommendation.

7. Request to establish a 25-foot long no parking zone on Alameda de las Pulgas at the exit from Belmont library.

Two residents attended the PTSC meeting to discuss this issue. City staff presented collision history and recent traffic studies of the area. It was determined that although parking is in high need in this area but safety of the pedestrians, school children and drivers should take priority. Therefore, City recommends establishment of a no parking zone south of the Belmont Library driveway extending to the fire hydrant red zone. Residents will be notified by the staff.

Request to install a barrier on Ralston Avenue to prohibit left turn onto the shopping center on Ralston Avenue at El Camino Real.

City staff discussed installation of the oversized botts dots between eastbound and westbound traffic on Ralston Avenue. However, such botts dots on a heavily traveled street can be potentially hazardous for motorcyclists if they choose to drive over them. City staff will seek traffic engineering consultant help to determine feasibility of oversized botts dots installation and liability associated with it.