CITY OF BELMONT
PARKING AND TRAFFIC SAFETY COMMITTEE MEETING MINUTES

July 30, 2010 – 11:00 am

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

Meeting opened and introductions were made. For each item residents presented their concern and staff presented results of investigations to date followed by a discussion.

Request to establish four-way stops at the intersections of Fifth Avenue/Broadway and Fifth Avenue/Harbor Boulevard.

Four residents attended the meeting to discuss this issue. The discussion from the previous meeting was resumed concerning various issues, such as:

- The existing traffic pattern at these intersections is not consistent with the rest of the surrounding streets.
- Drivers are confused as they do not expect absence of the stop signs.
- Drivers park right at the corner of 5th Avenue/Harbor Blvd. blocking the visibility.
- There are more pedestrians at the intersection of 5th Avenue/Harbor Blvd. due to restaurant's presence.
- It is unsafe for residents to exit their driveways.

The PTSC agreed that the installation of the four-way stops is compatible with overall traffic circulation needs for the neighborhood. City staff will take this issue to Council on August 10, 2010 requesting approval of the four-way stops. As soon as it is approved, City staff will place all necessary signage.

Request to install a centerline on North Road between Ruth Avenue and North Road and discuss traffic conditions at the intersection of North Road and Irene Court.

Two residents attended the meeting. Staff presented the findings which are described below. The street width at the north end is approximately 35 feet. The width of the street at the south end is 25 feet and includes parking on both sides. If the centerline is to be established at the south end, it would mean that the vehicles would have to cross this centerline to go into the opposite lane in order to avoid parked vehicles. Parking removal will not be a good solution for the neighborhood.

Installation of the stop sign at Irene Court does not meet the criteria for the stop sign installation. Traffic volumes at Irene Court are similar to the volume on North Road and there are stop signs

located within 60 feet of the intersection of North Road and Irene Court, which will make any additional stop signs ineffective.

Discussion regarding the need for the existing street light at 3811 Naughton Avenue.

One resident attended this meeting to discuss the issue. The following issues were raised by the resident:

- Existing street light obstructs the view of the stars and defeats the country setting of this residential neighborhood.
- The presence of the light encourages teenagers use the trail for various activities in the night time.

The following were issues raised by the PTSC members:

- The street light has been in place for decades. It provides visibility for drivers, bikers, pedestrian and hikers who access the trail and walk in the neighborhood.
- In order to address residents complaints, the street lantern bulb has been already replaced from 70 Watts to 50 Watts. In addition, two extra plastic panels were installed to the existing shield to make it dim.
- Absence of the street light will not discourage teenagers to access trail since they can use flash lights. Whereas, existing street light does provide more safety for the neighborhood.
- There is a retaining wall not too far from the street light. If the street light is removed, an additional retaining wall shall be installed to ensure that drivers will not go off the road. The cost of the retaining wall can vary between $8,000 - $10,000.

The following options will be researched:

- Installation of the motion-activated lights
- Reflector installation on the curb
- Installation cost of the guard rail

Discussion regarding transition between the Bike Bridge and Hiller Street.

No residents attended this meeting. One alternative was reviewed. City staff will draft the exhibits and discuss this item at the next meeting.

Evaluation of the existing lighted crosswalks and discussion on new lighted crosswalks at the following locations:

a. Ralston Avenue at Ralston Middle School
b. Ralston Avenue at Chula Vista Drive
c. Ralston Avenue at Notre Dame Avenue
d. Carlmont Drive at Mulberry Court
e. Buena Vista Avenue/Cipriani Blvd.

City staff summarized a vehicular collision history for each of the six existing lighted crosswalks both before and after installation. Below is the summary:

1.Elmer street and Ralston Avenue Intersection (Improvement)

- August 2001 to August 2005: Total 7 collisions; 1 pedestrian collision.
- October 2005 to October 2009: Total 4 collisions; No pedestrian or bicyclist.

2. Maywood Drive and Ralston Avenue Intersection (No Improvement)

- August 2001 to August 2005: Total 3 collisions; 1 pedestrian, and 1 bicyclist.
- October 2005 to October 2009: Total 6 collisions; 1 pedestrian, 1 bicyclist, and 2 Animal collision.

3.Villa Avenue and Ralston Avenue Intersection (Improvement)

- August 2001 to August 2005: Total 10 collisions; 1 bicyclist collision
- October 2005 to October 2009: Total 6 collision; No pedestrian or bicyclist collision.

4. Garden Court and Alameda De Las Pulgas Intersection (No change)

- August 2001 to August 2005: Total 5 collisions; No pedestrian or bicyclist collision.
- October 2005 to October 2009: Total 5 collisions; No pedestrian or bicyclist collision.

5.Alameda De Las Pulgas – Ralston Avenue to Carlmont Dr. (Improvement)

- August 2001 to August 2005: Total 7 collisions; 1 pedestrian collision.
- October 2005 to October 2009: Total 2 collisions; 1 bicyclist collision.

6. Middle Road- Virginia Avenue to Hainline Drive (No Improvement)

- August 2001 to August 2005: Total 2 collisions; No pedestrian or bicyclist collision.
- October 2005 to October 2009: Total 4 collisions; No pedestrian or bicyclist collision.

City staff presented collision history for the proposed lighted crosswalks and made the following determination:

1. Ralston Avenue at Ralston Middle School – installation is not advised since the stopping sight distance for vehicles traveling with 40mph is 305 feet, which will not give drivers enough time to stop when a pedestrian starts crossing the street.

2. Ralston Avenue at Chula Vista Drive – installation of the crosswalk can be beneficial.

3. Ralston Avenue at Notre Dame Avenue – the intersection is very busy. There were 7 vehicular collisions within a 5-year period. Traffic engineering might be needed to evaluate this intersection for the lighted crosswalk placement.

4. Carlmont Drive at Mulberry Court – this intersection is widely used by pedestrians. Installation of the lighted crosswalk can be beneficial.

5. Buena Vista Avenue/Cipriani Blvd. – this intersection has stop signs. The lighted crosswalks are advised to be used at the non-controlled intersections. In addition, there is a crossing guard at the Cipriani Elementary school.