



**CITY OF BELMONT**  
**PARKING AND TRAFFIC SAFETY COMMITTEE MEETING MINUTES**

**March 10, 2011 – 3:30 p.m.**

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.

**Discussion regarding traffic impact of the 10-condo development project on Carlmont Drive at 1114 Village Drive.**

The project is in the review process by the Planning Department and Planning Commission. The traffic engineer who conducted a traffic study of the area and analyzed the impact of the new development presented the findings and discussed options. The new 10-condo development will require a commercial driveway, which will eliminate 2 parking spaces. In addition, the development is located on the curve and therefore needs additional no parking restrictions to provide adequate sight distance for drivers entering and exiting the condo complex. The impact of this development will be elimination of 5 parking spaces with overall length of approximately 125 linear feet. If this development receives a Planning Commission approval, the PTSC will include the parking removal item on its agenda and invite all affected residents within a 300-foot radius.

**Request to install flashing signage on westbound Ralston Avenue to alert drivers and prohibit commercial vehicle parking on eastbound Ralston Avenue at Twin Pines Park.**

The resident manager of the apartment complex at 1100 Ralston Avenue attended the meeting and voiced his concerns. The following issues/concerns/suggestions were raised:

1. Excessive speed on Ralston Avenue between Sixth Avenue and South Road after leaving a 25 mph zone.
2. Drivers on westbound Ralston Avenue are not yielding to the drivers exiting the apartment complex.
3. The existing “Stop Ahead” sign has zero effect on getting the attention of motorists to slow down.
4. Prohibit commercial vehicle parking along the south side of Ralston Avenue at Twin Pines Park so it will not impact the property values, rental rates and quality of life.
5. Install a roundabout at Ralston Avenue/South Road to slow down traffic.
6. Install flashing signage west of the property (in front of another apartment complex) to slow down traffic and install pavement legend to advise drivers to slow down.

City staff responded to the concerns as follows:

1. 85% speed on Ralston Avenue between Sixth Avenue and South Road is 36mph. The speed limit on Ralston is 30 mph. Police will conduct traffic enforcement of the area.
2. Drivers who travel on Ralston Avenue do it on a daily basis and are familiar with the street condition. Unfortunately, the property is located on a curve and due to multiple bushes and trees the sight distance is significantly impacted. The drivers cannot see vehicles exiting the apartment complex until they are very close to them and will not be able to stop in time. The vegetation along the property belongs to the apartment complex. The property manager was advised to trim the vegetation to improve the sight distance.
3. The “Stop Ahead” sign is installed per the requirements of the Manual of Uniform Traffic Control Devices (MUTCD) to advise the drivers of the upcoming stop sign at Ralston Avenue and South Road and is not supposed to act as a traffic calming device.
4. The existing parking on the south side of Ralston Avenue at the Twin Pines Park is one of a few areas in the neighborhood that would allow parking. The vehicles parked in this location do not block the street and are not parked there for more time that it is required by the California Vehicle Code.
5. The roundabout design was analyzed by the traffic engineer and was not advised to be installed because it could have an adverse impact on the traffic and adjacent properties.
6. The flashing signage and the pavement legend might be effective within the first few weeks after being installed but after drivers get used to it, it will have little effect. However, City staff will install the pavement legend and if grant funds are available, will purchase two flashing signs to be installed on Ralston Avenue.

**Request to mark parking stalls on Alameda de las Pulgas south of Carlmont Drive in order to eliminate parking too close to crosswalk and utilize more efficiently available parking space.**

No one attended the meeting to discuss this item. The item will be moved to the next PTSC agenda.

**Request to install “4-way stop” signs on Chula Vista Drive at Solana Drive and El Verano Way.**

No one attended the meeting to discuss this issue. The intersection of Chula Vista Drive/Solana Drive and El Verano Way is not a four-way intersection. It is two separate 3-way intersections: Chula Vista/Solana Drive and Chula Vista/El Verano Way. Drivers on westbound Chula Vista Drive at El Verano Way and eastbound Chula Vista Drive at Solana Drive do not have stops. Therefore, the intersection cannot have 4-way stop signs when drivers do not stop.

**Request to modify locations of the “No Parking” signs on South Road (follow-up from the previous PTSC meeting).**

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

- Road deteriorates due to heavy traffic.
- The existing “No Parking” signs should be relocated away from 840 South Road because it reduces the property value. There are already enough “No Parking” signs on the street.
- The drivers tend to park between the “No Parking” signs assuming that the absence of the sign constitutes permission to park.

- Proposed parking restrictions on South Road at the northern part of Holly Road will improve the street pavement.
- There are already “No Parking” restrictions on South Road and additional parking restrictions will have no effect on street wear and tear and the roadway condition.
- Drivers are speeding on South Road. Traffic enforcement is needed.

The Police Department will evaluate the issue and conduct traffic enforcement. There will be no changes to the existing “No Parking” signs.

**Request to improve traffic safety at the corner of Broadway and Paloma Avenue (follow-up from the previous PTSC meetings).**

One resident attended the meeting to follow up on this issue.

The following items were discussed:

- The newly installed improvements to the area are very appreciated by the neighbors.
- Drivers are not abiding the existing stop signs at the intersection of Broadway/Paloma/Talbryn. Additional traffic enforcement is needed.
- Oversized vehicles routinely use Talbryn Drive to travel between Belmont and San Carlos damaging the street paving and creating traffic hazard since the street is narrow, steep and curvy.
- Belmont Police Department will continue traffic enforcement of the area.

**Request to eliminate two parking spaces on the south side of Masonic Way at Hiller Street (follow-up on transition between the Bike Bridge and Hiller Street from the previous PTSC meetings).**

A traffic engineering consultant and a representative from the neighborhood attended the meeting to participate in the discussion. It was brought to the Committee’s attention that the parking in this area can be a problem especially during lunch hours. The reason for no parking restrictions is to improve sight distance and add additional safety measures for bicyclists. Vehicles will have a better visibility of bicyclists and bicyclists will have a better visibility of the traffic flow. It was recommended to remove only one parking space on Masonic Way at Hiller Street to minimize the impact on the parking. The “no parking” restrictions will be taken to Council for approval along with the overall design of the intersection related to the Bike Bridge Project.

**Request to establish a “No Parking” zone on both sides of Sixth Avenue between E St. and Harbor Blvd. (follow-up from the previous PTSC meeting).**

Five residents attended the meeting. In addition, City staff received a number of phone calls and emails related to this item.

The following issues/concerns/suggestions were discussed:

- The street is narrow with vehicles parked on both sides and drivers use the street as a full lane because there are no markings. However, if a double-yellow line is to be installed, the Police Department will have to cite all drivers crossing a double-yellow line per the California Vehicle Code requirements.
- The speed limit of 25 mph is too fast for this street. Reduce speed limit to 15 mph.

- Speeding drivers that use Sixth Avenue as an alternate route to avoid El Camino Real are a major problem for the neighborhood. The street needs police enforcement.
- Because of the street width, drivers have to slow down to avoid a collision.
- Parking on curves can cause problems because of the impacted visibility.
- Without adequate “No Parking” signage, PD cannot issue citations for drivers blocking the roadway when they park on the street.
- Parking restrictions will force residents to park on neighboring streets while vehicle speeds on Sixth Avenue will increase due to increased width of the travel way.
- The property owners discussed speed hump installation vs. stop signs at the Neighborhood meeting and decided to go with a three-way stop at Sixth Avenue/E Street (currently there is a stop sign on E St. at Sixth Avenue). However, stop signs are not used to slow down traffic but to assign a right-of-way.
- Convert Sixth Avenue into a one-way street. This suggestion was objected to by both residents and staff.
- Close Sixth Avenue at San Carlos border. Such action will need a petition from residents.

Next action:

- Belmont Police Department will conduct direct traffic enforcement of Sixth Avenue and report to the Parking and Traffic Safety Committee (PTSC).
- Staff will take the issue of establishment of a 3-way stop at Sixth Avenue/E Street to Council on April 12<sup>th</sup>. If approved, the stop signs will be installed.