

**REGULAR MEETING  
TRAFFIC SAFETY AND CIRCULATION COMMITTEE  
JANUARY 21, 2021, 3:00 PM  
VIA REMOTE ZOOM MEETING  
AGENDA**

**COVID-19 ADVISORY NOTICE**

Due to Covid concerns and consistent with State Executive Orders No. 25-20 and No. 29-20, the meeting will not be physically open to the public. Members of the Committee and staff will participate in this meeting remotely. Members of the public are encouraged to participate remotely via Zoom or telephone pursuant to the information and link below. Public comment will be accepted during the meeting. The public may also submit comments in advance of the meeting by emailing the city clerk at: [clerk@cityofbelvedere.org](mailto:clerk@cityofbelvedere.org). Please write "Public Comment" in the subject line. Comments submitted one hour prior to the commencement of the meeting will be presented to the Committee and included in the public record for the meeting. Those received after this time will be added to the record and shared with Committee members after the meeting. The meeting will be available to the public through Zoom video conference. Those who do not have access to Zoom may access the meeting by calling the number below.

City of Belvedere is inviting you to a scheduled Zoom meeting.

Topic: Traffic Safety and Circulation Committee  
Time: January 21, 2021, 3:00 PM Pacific Time (US and Canada)

Join Zoom Meeting:

<https://us02web.zoom.us/j/84892704747?pwd=ZWVhYUJlM3RlK3QrbnJzZXBVZDRqUT09>

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Password: 958698

877 853 5247 US Toll-free  
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JANUARY 21, 2021, 3:00 PM  
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**OPEN FORUM**

*This is an opportunity for any citizen to briefly address the Traffic Safety & Circulation Committee on any matter that does not appear on this agenda. Upon being recognized by the Chair, please state your name, address, and limit your oral statement to no more than three minutes. Matters that appear to warrant a more lengthy presentation or Committee consideration may be agendaized for further discussion at a later meeting.*

**SCHEDULED ITEMS**

1. Approve minutes of the September 24, 2020 regular meeting
2. Street Review Work
  - Discussion and potential action concerning draft report and recommendations to City Council, as well as on-going work on safety and circulation issues; receive a presentation from traffic engineering firm, Parisi and Associates.
  - Update from city staff on ongoing projects related to street work and maintenance.
3. Parking – 72-hour parking rule
  - Discussion and potential action concerning draft recommendations to City Council on possible amendments to existing 72-hour parking rule.
4. Set schedule for upcoming meetings

**ADJOURN**

**NOTICE: WHERE TO VIEW AGENDA MATERIALS**

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**REGULAR MEETING  
TRAFFIC SAFETY & CIRCULATION COMMITTEE  
THURSDAY SEPTEMBER 24, 2020 @ 1:00 PM  
VIA REMOTE ZOOM MEETING**

**MINUTES**

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**COMMITTEE PRESENT:** Mimi Ganz, Annette Ryan, Harry Somerfield, Larry Binkley, Paul Falzone, Luke Mazur, Sandy Donnell, Marcia Valente and Chair Michele Kyrouz

**COMMITTEE ABSENT:** None

**OTHERS PRESENT:** Mayor Nancy Kemnitzner, City Manager Craig Middleton, Police Chief Jason Wu, Public Works Director Robert Zadnik, and City Clerk Beth Haener

*These minutes are intended to reflect the general content of the regular meeting. An audio file of the meeting is available on the City website at*

<https://www.cityofbelvedere.org/DocumentCenter/View/6822/06112020-Audio>

**CALL TO ORDER OF REGULAR MEETING**

The meeting was called to order at 1:00 PM

**OPEN FORUM**

No comments raised. Open forum closed.

**SCHEDULED ITEMS**

1. Approve minutes of the June 11, 2020 regular meeting
  - Motion to approve minutes passed unanimously.
2. Street Review Work
  - a) Update from City staff on ongoing projects related to street work
    - City Manager Middleton stated his appreciation to the Committee and reiterated how helpful the Committee's reporting is for the City's work. City Manager Middleton stated that they are focusing on walkability within the City, particularly during COVID19. City Manager Middleton addressed the amount of ongoing construction projects and how the City is managing the resulting road closure requests. Public Works Director Zadnik reported on the pedestrian and traffic improvements on the corner of Lagoon road, and stated that once they have the survey completed, the next step will be to consult with a traffic engineer, prior to putting the project out to bid. The Committee discussed the

pricing of sidewalk repair, including the need for vegetation maintenance and ways to remind residents of their responsibility in this matter. Director of Public Works Zadnik stated the city has contacted specific residents by letter, informing them of their responsibility per the municipal code. The Committee discussed certain areas that have been trimmed and areas that need trimming.

b) Discussion and update concerning ongoing work on safety and circulation issues and process for moving forward with street review work

- The Committee discussed the draft report on street review issues and heard an update on maintenance items being completed by city staff.
- Chair Kyrouz raised the issue of the special parking districts on Belvedere Island and lack of sign clarity. The Committee discussed other areas that could use clearer signage with regard to parking. The Committee agreed that the lower part of Beach Road would benefit from extending the parking district through use of marked parking spots, as well as one additional area near Oak. The Committee agreed to recommend that the city staff and Council consider this change.
- The Committee discussed issues around construction traffic on Belvedere Island, including whether or not additional traffic control is needed when encroachment permits are granted for larger construction trucks. Public Works Director Zadnik noted that traffic control is required when two-way traffic is not possible. Further discussion ensued as to additional ways to alleviate burdens of construction traffic and road closures. The Committee also discussed further communication with residents to ensure they obtain required permits for road closures and encroachments. Chair Kyrouz requested members Larry Binkley and Marcia Valente work with the Block Captain program to consider additional communications.

3. Parking – 72-hour rule

- Chair Kyrouz reviewed the current status of work by the Committee to consider the need to recommend amendments to the existing 72-hour parking rule. Chair Kyrouz noted the City Council has asked the Committee to make a recommendation to the Council on amending the Code.
- Chair Kyrouz reviewed the discussions by the Committee to date, including information learned at the February 2020 meeting from Chief Wu, city staff, Committee members, and public comments. Chair Kyrouz noted there are two key issues – the concern of the police department that the 72-hour rule as drafted is more difficult to enforce because it does not specify how far a car must move after 72 hours of parking, resulting in evasion of the rule, and the concern of residents that any amendment should preserve some exception to the 72-hour rule for when people are on vacation, in the hospital, or otherwise needing relief.
- The Committee discussed these two issues and the need for a possible amendment to the rule, including the concern that some residents are gaming the system by rolling their car forward a few feet and then back into the parking

spot without vacating the spot, in order to evade the 72-hour rule. Chair Kyrouz stated that other cities in Marin have specified in their code the distance one has to move their car for it to be considered moved; Tiburon's rule requires movement of 1000 feet. Chair Kyrouz acknowledged that certain areas in Belvedere have few issues or complaints with cars being left on the street for weeks on end; however, other neighborhoods find it a problem. The Committee discussed the need for the police to be able to enforce the rule when issues arise. The Committee agreed to continue the discussion at the next meeting to consider proposed actions. Three were no comments from the Public.

4. Set schedule for upcoming meetings

- A schedule for the next meeting was agreed upon for January of 2021.

**ADJOURN**

The meeting was adjourned at 2:45 PM

**THE FOREGOING MINUTES** were approved at a regular meeting of the Traffic Safety and Circulation Committee on January 21, 2021, by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:** \_\_\_\_\_  
Michele Kyrouz, Chair

**ATTEST:** \_\_\_\_\_  
Beth Haener, City Clerk

**City of Belvedere  
Traffic Safety Committee**

*Draft Report 1/13/21*

*For Consideration By Committee*

I. Traffic Engineering

*Draft Recommendation: The Committee has identified the following items from its street review work which require further analysis or funding and may warrant review with a traffic engineer/consultant to determine appropriate action, if any. If the City Council determines to allocate funding for traffic engineering work, this Committee and/or the city staff can further analyze possible options and outcomes for such work.*

A. Belvedere Island

1. For the Special Parking District which allows parking only in marked spots, clarify where the District begins and ends up on the Island, by adding enter/exit signs at those locations
2. On Beach Road, consider extending the Special Parking District from 172 Beach where it currently begins down to the SF Yacht Club parking lot entrance and marking spots
3. On Oak near Laurel, consider extending the Special Parking District and marking spots
4. Intersection of Madrona/Golden Gate – consider moving stop line forward for visibility at blind corner
5. Beach Road – consider adding two-way traffic arrows painted on roadway to alert visitors that road is two-way and paint speed limit on roadway
6. Beach Road choke point – consider adjustments to three parking spots or other traffic engineering solutions, as noted in the Parking Section II.B. below
7. Belvedere Ave – consider extending existing wooden safety railing across from 298 Belvedere Ave to close gap at curve

B. San Rafael Ave

1. Consider traffic calming measures to reduce speed for the entire length of the road. These measures could include speed limit signs that flash the speed of passing cars, medians to narrow lanes to slow traffic, additional lighting at curve near intersection with Marin, elevated flat speed humps at each crosswalk, or such other measures as a traffic engineer may recommend
2. Intersection at City Hall/Laurel – consider the following improvements:
  - add stop sign for outbound traffic or make intersection a roundabout with flower pot
  - add crosswalk to bus stop (see attached Report of Crosswalks and Sidewalks Team)
  - change parking spots in front of City Hall to improve visibility/safety
  - extend sidewalk on Laurel to intersection and connect with new crosswalk to City Hall
3. Playground access – consider extending sidewalk on San Rafael Ave from Laurel to park area, either on park side or non-park side of street
4. Intersection at Leeward – consider mirror for visibility for cars turning from Leeward
5. Intersection at Golden Gate – consider crosswalk or sidewalk access to bus stop or move bus stop to another location (see attached Report of Crosswalks and Sidewalks Team)
6. Intersection at Golden Gate – consider adding traffic island to separate left and right turning traffic from Golden Gate onto San Rafael, as traffic calming measure to narrow lane for cars turning up Golden Gate
7. Intersection at West Shore Road – consider signage to make clear West Shore Road is a dead end and proper direction to downtown; consider upgrade to crosswalks to improve pedestrian visibility (see attached Report of Crosswalks and Sidewalks Team)
8. Intersection at Lagoon Road – consider improvements to sidewalks/crosswalks and bus stop access (see attached Report of Crosswalks and Sidewalks Team)

C. Lagoon Road/Cove Road

1. Lagoon Road between Maybridge and San Rafael Ave – consider adding sidewalks where missing (see attached Report of Crosswalks and Sidewalks Team)
2. Intersection at Lagoon/Maybridge – consider improving intersection visibility and extending red curb zone

D. West Shore Road

1. Consider traffic calming measures to reduce speed throughout road

## II. Parking

With the assistance of Chief Wu, the Committee has reviewed the marked parking spots on Belvedere Island on several of the main roads to determine whether the spots as marked are 6 feet wide and allow for 10 feet of access for emergency vehicles. The parking team is continuing to review additional roads for compliance with parking spot requirements. We discuss our findings to date below.

The Committee has also worked to identify choke points for traffic, defined to include spots where only a single car can pass but there is a blind corner or limited visibility such that an oncoming vehicle is not visible until it's too late, requiring one of the vehicles to back up and let the other pass. We discuss below some possible solutions for resolving choke points and facilitating access on the island. We did not identify any choke points on the lower roads around the Lagoon which are flatter, wider and have fewer blind corners.

A. Existing Parking Spots

1. The vast majority of marked parking spots on major roads are painted at the correct width and allow for 10 feet of clearance if cars park within the lines.
2. Most of the problems occur when cars or larger trucks park outside the lines, thereby reducing the available clearance. Existing law provides that 10 feet of clearance is required, so enforcement is probably the only remedy for this issue.

3. Based on the reviews completed thus far, there are a handful of spots that are too narrow at portions and should be re-striped, we will provide those details to the Dept of Public Works and summarize here:
  - Bayview Ave
    - There is a spot at 214 Bay View that does not allow enough sufficient room to pass; is striped as a “half-spot” and should be reviewed for safety.
    - There is a newly constructed curb at 240 Bayview that juts into the road, narrowing the roadway, and should be reviewed for safety.
    - There is a spot at 260 Bayview that requires re-striping.
    - All other spots on Bayview meet the regulated dimensions.
  - Bella Vista Ave
    - There are 4 parking spots in the 100 block where the spots extend across the curb and where cars park with two tires on the curb and two on the road.
    - The spot across from 20 Bella Vista required restriping
    - All other spots on Bella Vista meet the regulated dimensions.
  - Golden Gate Ave
    - There are several spots between 318-331 Golden Gate that require re-striping due to road construction.
    - All other spots on Golden Gate meet the regulated dimensions.

B. Choke Points on Main Access Roads

1. Beach Road – 180-202 Beach. This area is the biggest choke point on the island, due to heavy traffic coming up Beach Road to access many points on the island. There are 3 parking spots located here and if cars are parked in those spots, only one car can pass through the area at a time. Due to the blind corner, drivers do not see the other car coming toward them until it is too late to pull over and allow passage. Therefore, one car must back up and often if there are multiple cars in one direction or the other, several cars may need to move, causing traffic blockage.

The houses located in this stretch are 180 Beach, 190 Beach and 202 Beach. All have off-street parking for 2-3 cars, except 180 Beach has off-street parking for one car. Other spots nearby include the spots just above 210 Beach (210 is adjacent to 202 Beach), 3 spots in front of 172 Beach (172 is adjacent to 180 Beach) and one spot on Bayview, just above 190 Beach with stairs connecting to Beach.

We have identified some possible solutions to this chokepoint, as follows, but a traffic engineer may have other solutions as well:

- Consider technology solution such as adding a trigger point that signals a car is coming downhill and a flashing light indicating the uphill direction of traffic should stop at 172 Beach where there is room to pass
- Time-restrict parking for all 3 spots, limiting parking from 7 am to 5pm Mon-Fri and allowing parking on evening/weekends
- Remove 1 - 3 parking spots to improve visibility and passage
- Consult traffic engineer for other similar ideas for how to resolve this choke point

C. Amendment to the 72 Hour Parking Rule

1. The City Council has asked this Committee to examine the question of whether any amendment should be made to the existing 72 hour parking rule.
2. During its February 2020 meeting, this Committee considered the issue, heard from city staff and heard public comments. At that meeting, Police Chief Wu explained some of the issues around enforcement of the 72 hour parking rule as currently drafted. The Committee asked questions of Chief Wu and discussed the competing concerns. The Committee then heard public comments on all of the points discussed. Further discussion was had at the September 2020 Committee meeting concerning possible options for amendments to the rule.
3. The Committee determined that the key points are as follows:
  - Definition of movement. Currently the rule does not specify what it means to move your car, so you could move the car 6 inches and claim it was moved, triggering another 72 hour period of parking. This gamesmanship defeats proper enforcement of the rule.
  - Other cities in Marin have code language that specifies that movement is defined as moving the car more than 500 feet, or 1000 feet (Tiburon), in order to free up that spot for others in the immediate vicinity to use.
  - *Draft recommendation: The Committee recommends defining movement to be more than 300 feet.*
  - Definition of time period car must be moved. If a car must only be moved 300 feet, without defining *how long* it must be moved for, then someone could simply drive around the block once and re-park in the same spot to

avoid enforcement. The current language allows for this gaming of the system. If the goal is to free up the spot for other people to use, to promote circulation and reduce the burden of one person claiming a spot indefinitely, then the car should be parked elsewhere for a significant period of time.

- *Draft recommendation: The Committee recommends a time period of 12 hours for relocation of the vehicle before parking back in the same spot.*
- Exceptions to the rule. The rule as currently drafted provides a broad exception where the police department can waive enforcement of the rule at its discretion. Chief Wu noted it would be helpful to define parameters for exceptions rather than just leaving it open to discretion.
- The Committee heard public comments and some exceptions discussed were the need to leave a car on the street when on vacation or when hospitalized or otherwise not able to move the car. The question has been raised as to how long a car should be left on vacation, since many people leave Belvedere for the entire summer to go to Tahoe, or only live in Belvedere for part of the year.
- *Draft recommendation: The Committee recommends that some exception be included in the rule to allow for periods when people cannot move their cars. The Committee suggests the exception be limited to allow Belvedere households to request an exception to the 72 hour rule for up to a total of 4 weeks per calendar year per household. When such an exception is granted by the police department, a placard will be provided for display on the dash.*
- Complaint-driven enforcement. Chief Wu noted that enforcement of the rule primarily is complaint-driven, where neighbors who are inconvenienced by cars being stored on the street have reported the violations. Chief Wu noted the department reaches out to the car owner to request compliance before ticketing. He noted last year there were 38 cases reported from all areas of Belvedere, not just in one location, and that all were remedied by the car owner before enforcement or ticketing was needed. Chief Wu anticipates that enforcement of any amended rule will continue to be primarily based on complaints.

D. Proposed amendment language

*Draft recommendation: The Committee recommends adoption of the following amended language, or similar language after review by the City Attorney, to replace the existing Belvedere code regarding the 72 hour parking rule, which is at Belvedere Municipal Code Section 10.36.200:*

*10.36.200 Parking longer than seventy-two hours prohibited*

A. No person who owns or has possession, custody or control of any vehicle shall park such vehicle upon any public street for more than a consecutive period of seventy-two hours, except as provided in section B below. For purposes of this section, a vehicle must be moved more than 300 feet every seventy-two hours, and not returned to the same location sooner than 12 hours from departure from the spot, or it shall be considered parked for that period of time. Section 10.48.010 of the code provides for enforcement of violations of this section.

B. If a Belvedere resident requires an exception to section A above, the resident may request an exception from the Belvedere Police Department for vehicles owned by the resident for a total of up to four weeks per calendar year per household address. The Belvedere Police Department will provide evidence of such exceptions granted via placard for display on dashboard.

E. Other Parking Issues to Consider

1. *Draft recommendation: The Committee recommends that city staff review homemade no parking signs installed by residents at various addresses around Belvedere to determine whether appropriate and remove those that are in violation.* The Committee has identified a number of signs which appear in spots that are public parking spots and should be reviewed.
2. *Draft recommendation: The Committee recommends that city staff review whether residents may use a rope/chain, or bollards, to prevent driveway access to their property and whether revocable licenses prevent such impediments.* These tactics make pulling over or turning around impossible in those locations where the road is narrow. As an example, there are a handful of homes on Bella Vista that have ropes and chains blocking a turnaround point in a narrow stretch including several homes between 246 and 298 Bella Vista. There are also homes on Bay View with ropes or bollards, including addresses between 135 – 156 Bay View and at 280 Bay View. City staff

should consider whether revocable licenses with the city prevent these impediments to driveway access.

### III. Belvedere Lanes

The Committee has identified the follow items concerning Belvedere’s lanes that the City Council may want to refer to the Parks/Open Space Committee:

- Lighting – consider whether all of the lanes should have motion sensor, LED lights, perhaps located on the underside of the hand rails, in order to permit access at night and facilitate emergency egress on the Island
- Repairs – consider repairs to Hawthorne Lane steps

### IV. Construction Management

#### A. Complaints

1. The Committee has received numerous complaints about traffic and nuisance caused by construction projects on Belvedere Island and Lagoon Road in particular.
2. These complaints generally fall into a few buckets:
  - a) the total number of construction projects underway
  - b) the number of construction trucks parked at various sites
  - c) whether these projects are in compliance with staging plans filed with the Building Department
  - d) the frequency of road closures on Belvedere Island
  - e) the traffic jams caused when large trucks cannot pass on narrow roads
  - f) the general increase in traffic caused by the volume of workers during the day
3. While the Committee does not play any role in approving or managing construction projects, which are handled by the Planning Commission and Building Department, we pass along these community concerns and possible solutions related to traffic and parking for the City Council’s consideration.

B. Draft Recommendations

1. Staging Plans. *The Committee recommends that the Building Department work to increase enforcement of the rules around the number and parking location of trucks in connection with construction projects. Residents believe that there is very little enforcement and the rules are easily circumvented.*
2. Road Closures. *The Committee recommends that road closures be limited to narrow windows rather than all day permits, particularly on access roads such as Beach and Golden Gate. If a large truck needs to come up onto the Island to deliver concrete, then a flag man can hold traffic at the relevant time rather than closing the road for hours in case the truck needs to come up the road. These closures should be explained and communicated better through emails and posting.*
3. Communication to Residents. *The Committee recommends that the city issue a notice to residents clarifying when road closure and encroachment permits are needed, reiterating the existing limits on truck size and explaining they apply to moving trucks and furniture deliveries, etc. The Block Captain project could be a forum for distributing reminders to residents about these issues.*

V. Maintenance Items

Based on its street review work, the Committee has identified the following maintenance issues which may be able to be addressed by city staff. In addition, the Committee notes that many parking spots have faded markings and may need to be repainted when possible:

A. Lower Bayview

- repair cracked sidewalks (see attached sidewalk/crosswalk report)
- review speed limit signage at church – unclear
- review whether red curb needed to indicate where parking restricted
- consider signage to limit improper parking on sidewalk near church
- clarify parking signs at intersection with Oak/Laurel – hard to read and unclear

B. Upper Bayview

- Laurel to Toyon – parking signs hard to read and unclear

- Laurel to Toyon – speed limit is not clear, is it 15 mph? need signage
  - Toyon to Beach – speed limit is not clear, is it 15 mph? need signage
  - Remove dirt that fell from hillside at 206-260 Bayview
- C. Beach Road (on island)
- Above SF Yacht Club parking lot – ask Yacht Club to trim palm bushes low to ground which block view at corner near 147 Beach and create blind curve
  - Consider painting two-way arrows on street before 147 Beach, after intersection with Bayview and after intersection with Bella Vista to make clear to visitors
  - Near 310 Beach – metal plates on street for AT&T access making loud clanging noise when cars drive over
- D. Belvedere Ave
- Speed limits painted on road have faded and need paint
- E. Bella Vista
- Near 110 Bella Vista – hillside falling into road, examine retaining wall
  - Near 39 and 318 Bella Vista – trim back foliage
  - Clarify speed limit of 15 mph and add signage
- F. Lower Madrona
- Hillside falling into roadway – remove dirt to improve width and review slurry sealing
- G. Golden Gate
- San Rafael to Bayview – current signage for Stop Ahead not visible, requires cleaning; consider speed limit signage and signage for church parking lot
  - Tamalpais/Buckeye – trim foliage around stop signs at intersection
  - Oak – repaint speed limit signs on roadway to show change from 25 to 15 at that spot and consider adding street sign as well; trim back foliage around stop sign, replace missing street reflectors
  - Eucalyptus – clean speed limit sign to make readable
  - Near 215 Golden Gate – faded 15 mph roadway sign, needs paint

H. Cove Road

- At intersection with Beach, trim hedges to improve visibility
- At Lagoon Road, sidewalk is cracked and missing in places (see attached sidewalk/crosswalk report)
- Ask homeowners to trim foliage as needed to ensure sidewalk access

I. West Shore Road

- Ask homeowners to trim foliage as needed to ensure sidewalk access

February 26, 2020

## **Report of Crosswalks and Sidewalks Team**

### **Introduction**

Our team looked closely at the issues of crosswalks and sidewalks with the intent of making Belvedere a safe and walkable community. Different areas of Belvedere present different needs for pedestrian crosswalks and different opportunities for sidewalks. The narrow roadways of Belvedere Island and Corinthian Island are not wide enough for sidewalks; and crosswalks do not appear needed for safe pedestrian travel. All day and in the evenings, there is ample foot traffic, and mobility; there is no significant history of personal injury.

However, at the base of the island around the Belvedere lagoon, the wider access roads of San Rafael Avenue, Lagoon Road and Beach Road are more heavily traveled and serve as bus stops for school children. This flat area of the city offers many public open spaces such as shoreline promenades, playground, parks, and City Hall. In this area, well-maintained sidewalks and well-placed crosswalks are essential.

To this end we (a) recommend specific locations for crosswalks and provide some crosswalk designs, (b) identify where new sidewalks are needed and note areas of concern for sidewalk repair, and (c) recommend sites for expert traffic study.

It is our understanding from staff that, technically, a crosswalk may be installed with no connecting sidewalk; but that all new crosswalks be placed and designed by a consultant to ensure compliance with the Vehicle Code and related standards and to protect the city against liability. We are also advised that normally sidewalks are 48", but a city may install/approve sidewalks as narrow as 36" if the narrower width is supported by public safety concerns.

### **Crosswalks**

We recommend "zebra striped" crosswalks for greater visibility; an existing Zebra marked crosswalk across from 431 San Rafael Ave. is a good example. We also recommend flashing lights on heavily used crosswalks such as at City Hall (Laurel/San Rafael). We strongly recommend removal of the center flags on San Rafael Ave that

identify existing crosswalks. These may have been well-intended, but are visually distracting and make it hard for cars to pass bicycles when it is otherwise safe to do so.

We suggest new crosswalks at:

- Lagoon Road and Maybridge (entrance to Tom Price Park)
- Lagoon Road and San Rafael Ave
- Golden Gate Ave and San Rafael Ave
- Laurel Ave and San Rafael Ave
- Beach Road and San Rafael Ave (depending on seawall changes)

We were particularly concerned about Yellow School Bus stops and realized that without the bus schedule we are not sure where the buses stop and in which direction. A bus schedule will help the analysis of where crosswalks are most needed. Ideally, children disembarking from a school bus should enter a crosswalk before crossing the street.

## **Sidewalks**

Maintenance: Many cracks previously marked with blue/white need repair. This should be given some priority. Cracks from 30-314 San Rafael Ave. We think that sidewalk on this (south) side of San Rafael should have priority and be made safely continuous rather than the lagoon side of the street, where the sidewalk is non-continuous from Golden Gate Ave to Leeward Rd. There are also cracks in sidewalk along Cove Road

We found a number of sidewalks that start and end without notice. Thus we recommend new sidewalks (48" or 36" wide either to match connecting concrete or maximum available space supported by public safety) at the following locations:

- Lagoon Rd from #22 (i.e., 22, 18, 14,12,10,8,6,4 Lagoon Road) to connect with curb cut in first house around corner on San Rafael
- 314-322 San Rafael Ave needs new sidewalk to continue the sidewalk beginning at 30 San Rafael, up to the stop sign at Laurel Ave.
- From City Hall to the ramp leading down to Community Park (or all the way to Leeward Road) on the park side of the street. This should be given priority as there is heavy pedestrian traffic at the Concerts in the Park, as well as children using the park and playground
- The Cove Road sidewalk needs to be continued at 22, 30, 32.

We also noted a problem with garbage cans which have not been removed after pickup and block sidewalks for days at a time. Where sidewalks exist, they are there so

that people can rely on them for public safety in those areas; and where the cans are an obstacle, people must step into the street, sometimes with strollers or wheelchairs. The City might consider contacting residents about this oversight.

Finally, we note that the new sidewalk at the edge of the SFYC remodel, at the intersection of Beach Road and San Rafael Ave. is a great improvement, eliminating one of the most dangerous conditions previously observed.

#### Traffic Consultant

As noted above, we should probably have a traffic consultant validate the location and design of any crosswalk. We think traffic studies, which can address sidewalks, crosswalks, associated curb painting and other issues) are particularly needed at

- Lagoon Road and San Rafael Ave
- Lagoon Road and Maybridge (entrance to Tom Price Park)
- San Rafael Ave and Laurel Ave (City Hall)
- Beach Road and San Rafael (depending on seawall concept)