
TRAFFIC SAFETY AD HOC COMMITTEE REPORT

FEBRUARY 10, 2026
SUMMERSET AT BRENTWOOD III ASSOCIATION
5181 Regent Drive, Brentwood CA 94513

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Traffic Safety Ad Hoc Committee Charge and Organization

The Summerset at Brentwood III Association Board of Directors formed an Ad Hoc Committee to address community concerns regarding unsafe driving practices and to recommend strategies for improved traffic safety for Association streets and gates on August 28, 2025. Members of the committee were:

Jeanne Bennett
Ken Martinez
Linda Magee
Dave Minch
Dan Pitts
Sam Scalise
Will Siino
Darlene Tarantino
Frances Thompson

Will Siino and Frances Thompson were chosen as co-chairs of the Committee.

The Responsibilities assigned to the Committee were:

- Identify areas of traffic safety concerns within the Association streets
- Research traffic-calming solutions and evaluate the feasibility of implementation within the Association
- Identify and recommend professional consultants or traffic safety experts
- Propose methods to gather owner input and community support
- Develop a list of recommended specifications for calming traffic
- Provide a proposed budget and funding approach
- Submit findings and recommendations to the Board in writing.

These responsibilities were restated to include:

- Surveying our streets,
- Identifying the areas of concern and their problems,
- Developing solution options for each problem,
- Creating a Draft Community Traffic Safety Plan,
- Assisting the Board in developing cost estimates, and
- Presenting the plan to our Residents for review

Concerns assigned to the Committee included:

- Speeding

- Failure to stop at stop signs
- Gates and gatehouse safety
- Vehicles not yielding to pedestrians
- On-street and Off-street parking
- Generally unsafe driving behaviors

These concerns were modified to include:

- Run Stop signs
- Speed on Streets
- Pedestrians' safety – at crosswalks and on the streets
- Parking concerns
- Passing of other moving vehicles
- Safety at the Gatehouse

The committee will organize around these issues:

1. Study stop sign safety issues.
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
2. Study speeding safety issues.
 - a. Draft recommendations for streets that have excessive speeding issues
 - b. Develop recommended solutions
3. Study pedestrians' safety issues in crosswalks.
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
4. Study pedestrian safety while walking in the community
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
5. Study parking safety issues.
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
6. Study passing safety issues.
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
7. Study safety issues at the Gatehouse.
 - a. Draft recommendations for this issue
 - b. Develop recommended solutions
8. Create a Draft Community Safety Plan after all issues are finalized.

Stop Signs

Stop Sign Concerns

California's Stop Sign Laws, especially California Vehicle Code §22450, are crucial for road safety and orderly traffic. On public roads, California Vehicle Code §22450 mandates drivers to make a complete stop at stop signs. This legal obligation ensures the safety of all road users. A complete stop means halting all forward motion to assess the intersection for other vehicles, pedestrians, and hazards. The stop must occur at the limit line, typically marked on the road. In the absence of a limit line, the driver should stop before entering the crosswalk or, if neither is present, at the intersection's entrance.

These stopping points provide drivers with the best view of oncoming traffic and pedestrians, reducing accident risks. California law highlights these points to ensure drivers have time and space to decide when it's safe to proceed, especially in areas with high pedestrian traffic or complex intersections.

Failing to stop at a stop sign can result in significant legal and financial repercussions. Typically considered an infraction, the violation carries penalties impacting a driver's record. The base fine is around \$35, but additional fees can inflate the total cost to over \$230.

Beyond financial penalties, a stop sign violation adds one point to a driver's record with the California DMV. Accumulating points can lead to increased insurance premiums and, if too many points are accrued, suspension of driving privileges.¹

There have been many concerns voiced regarding the number of vehicles in Summerset at Brentwood III that do not fully stop at stop signs. Although the streets are not public streets and Vehicle Code §22450 does not apply, residents should follow the guidelines established by the California Code.

¹ www.losangelesdualattorney.com/california-vehicle-code-22450

Stop Sign Data Collection Plan

It was decided that members of the committee would survey traffic compliance at the 12 stop signs located in Summerset at Brentwood III. They would survey a 30-minute period on one of each of the days of the week. The survey would be done in three parts – morning (8am-noon), afternoon (noon – 4pm), and early evening (4 pm – 8pm).

Surveyors would record the number of vehicles that: 1. Came to a complete stop, 2. Did a “California Stop” (slowing, but not stopping), and 3. Ignoring the stop sign completely. In addition, the tallies would be divided into 1. Personal vehicles, 2. Delivery vehicles, 3. Vendor vehicles, 4. Golf carts.

The information would be tallied and analyzed.

	Sunday			Monday			Tuesday	
	Stop	California	Ignore	Stop	California	Ignore	Stop	California
AM (8am-noon)								
Personal Vehicles								
Delivery Vehicles								
Vendors								
Golf Carts								
PM (noon – 4 pm)								
Personal Vehicles								
Delivery Vehicles								
Vendors								
Golf Carts								
PM (noon – 4 pm)								
Personal Vehicles								
Delivery Vehicles								
Vendors								
Golf Carts								

Stop Sign Data

	Morning	Afternoon	Evening	Total	Percent
Personal Vehicles					
Complete Stop	125	121	80	326	22%
California Stop	394	329	287	1010	69%
Ignore Stop Sign	68	37	33	138	9%
Delivery Vehicles					
Complete Stop	20	26	15	61	56%
California Stop	16	24	8	48	44%
Ignore Stop Sign	0	0	0	0	0
Vendors					
Complete Stop	46	45	8	30	45%
California Stop	13	14	3	30	45%
Ignore Stop Sign	5	1	0	6	9%
Golf Carts					
Complete Stop	4	8	9	21	16%
California Stop	11	23	25	59	44%
Ignore Stop Sign	30	16	8	54	40%

Conclusions from the Data

Some members of the committee believed that there was no stop sign issues or observable issues at the signs.

. Others found:

- There are speed issues at some intersections where it was difficult to see traffic on other streets.
- Current areas without stop signs should be addressed.
- Most people do “California” stops.
 - 69% of personal vehicles
 - 44% of delivery vehicles
 - 45% of vendors
 - 44% of golf carts
- Extrapolating the data at one stop sign over 5 years showed that there would have been 750,000 stops and there were no accidents.
- Personal vehicles did complete stops at lower rates than the vendors or delivery vehicles.
- Golf carts ignored the signs more than any other group, followed closely by personal vehicles.

Stop Sign Recommendations

After observation of behaviors on Summerset III streets, the Committee did not believe that there is a significant problem with residents failing to observe stop signs throughout the community. To the best of our knowledge, in 25 years, no accidents have occurred as a result of someone failing to stop at the stop signs. From our observations at all stop signs throughout the community during different parts of the day (morning, afternoon, late afternoon/evening) we found that the majority of the stops were “California” stops where someone slows but does not come to a complete stop. This is probably no different than what we find on the streets throughout Brentwood.

Comments have been made that vendors or delivery drivers were frequently guilty of running stop signs. Our data showed that, in fact, personal vehicles were the worst offenders of either running stop signs or failing to stop completely. Drivers of golf carts were the worst offenders.

After our observations, we believe that at intersections where drivers have an unobstructed view of intersecting streets, they slow enough to avoid collisions even though they do not completely stop. This is such a prevalent attitude, not only in Summerset III, but throughout most cities and towns, that no effort to change people’s behavior or attitude about stopping would be successful.

We did find that there are changes that could be made to our streets to improve safety at stop signs and at a couple of other areas where the potential for accidents is higher. The majority of our recommendations include stripping that has faded on our streets. We believe the following low-cost adjustments would improve safety at our stop signs.

1. Painting/stripping recommendations:
 - a. Repaint all currently painted limit lines and “stop” written on the asphalt.
 - b. Paint “stop ahead” on asphalt prior to stop signs located at the Baldwin and Regent intersection (all sides), Regent at Richardson, Bismarck at Baldwin.
 - c. Paint limit lines on intersections where they are not currently painted –
 - i. On the Courts off of Franklin
 - ii. On Malling between Bountiful and Regent
 - iii. On both ends of Prince Albert
 - δ.
2. Sign recommendations:
 - a. Add a sign under the stop sign on Bountiful that says, “Caution: Blind curve on the left.”
 - b. Add a Stop Sign on Valmore where it intersects Baldwin.
3. Trim trees on the association property that block the signs, and request that residents trim them as well.

Street Speeding

Speeding Concerns

Quoting a report from a Pittsburg, CA on speeding, "Speeding happens. It compromises our neighborhood livability-creating noise and air pollution, causing difficulties for pedestrians and bicyclists, and more importantly it jeopardizes everyone's safety".²

Perception is not necessarily fact. Residents observing cars may believe that the cars are speeding, while drivers may believe they are going slower than they actually are. This difference in perception can cause anxiety and frustration for both the observers and the drivers. Real data is necessary to determine the degree of the problem and if a problem with speed does exist, propose possible solutions to reduce the speed.

Being that our streets are private and not patrolled by any agency, we have limited means to control the speeders. In our case, passive traffic calming measures need to be implemented.

The volume of traffic is an issue. With a small volume speeding is less of an issue than if we had a large volume of traffic. Regent Drive and Baldwin Drive are our busiest streets. Whereas the courts off Franklin Drive have very little traffic.

The City of Brentwood has stated "The intent of a STOP sign is to determine which driver has the right-of-way at an intersection. Studies have proven that STOP signs do a very poor job when it comes to slowing down drivers. The effect is usually limited to within 100 feet of an intersection. Afterward, drivers tend to speed up, sometimes to speeds greater than what occurred before the STOP signs were installed."³

Brentwood has enacted Speed Bump Placement Criteria.⁴

They have found advantages of Speed Bumps to be:

1. Vehicle speeds are decreased at the speed bump and at locations between properly placed speed bumps.
2. Once in place, speed and volume modifications tend to remain constant over time.

They have found disadvantages too:

1. Speed bumps will often divert traffic to other streets. Consequently, an additional traffic problem is created.
2. Emergency response time will increase

² www.pittsburgca.gov/services/city-manager/neighborhood-imrpovement-team/neighborhood-issues-concerns/traffic-speeding

³ www.brentwoodca.gov/government/engineer/traffic-transportation

⁴ www.brentwoodca.gov/home/showpublisheddocument/3634/638229562228330000

3. Residents may object to the aesthetics regarding the speed bumps, marking and signage
4. Possible increased noise levels
5. To achieve the desired effect, a number of speeds bumps are required. A single speed humps will act only as a point speed control
6. Driving or riding over speed bumps can cause pain or discomfort for people with certain physical disabilities.

Brentwood criteria are:

1. 2 lanes wide (4 feet minimum)
2. Not a designated truck, bus, or emergency route
3. Street includes curb and gutter
4. Speed limit is 25 mph
5. Maximum grade is 5%
6. Minimum length of 750 feet
7. Traffic volume is 500-2000 vehicles per day

Factors in the decision to place the speed bump:

1. 85th percentile speed exceeds 32 mph
2. 50% of vehicles exceed 25 mph
3. 67% of the residents approve of the installation
4. 75% of the property owners adjacent to the hump approve the installation
5. Speed related accident history
6. Impacts on neighboring residential streets
7. Approval by emergency service providers
8. Funding constraints
9. Cost is approximately \$5000 per bump (Brentwood estimate).
10. The Committee purchased a radar gun and identified the following areas of concern.
It was decided to record information for an extended period (over 1 ½ hours) at each location. Results would be tallied in intervals – 20 and under, 21-25, 26-30, and over 30 mph.

Speeding Data Collection Plan

Location	Description
1	Baldwin approaching the gate
2	Baldwin between Bismarck Lane and the speed bumps (from the gate)
3	Baldwin between Bismarck Lane and the speed bumps (toward the gate)
4	Baldwin Speed bumps (from the gate)
5	Baldwin Speed bumps (toward the gate)
6	Baldwin Past the speed bumps to Regent (from the gate)
7	Baldwin Past the speed bumps to Regent (toward the gate)
8	Regent between Bismarck and Baldwin (from the gate)
9	Regent between Bismarck and Baldwin (toward the gate)
10	Bountiful toward Regent (clubhouse)
11	Bountiful from Regent (clubhouse)
12	Regent from the bottom to the mailboxes
13	Regent from the mailboxes to the bottom
14	Richardson toward Regent
15	Richardson away from Regent
16	Franklin Regent to Trenton
17	Franklin Trenton to Richardson
18	Regent from the mailboxes toward Bountiful on the curve
19	Regent in front of the clubhouse toward the gates
20	Regent in front of the clubhouse away from the gates
21	Bismarck Lane
22	Bismarck Ln

Location Number: Please make note of the date and time for each observation.

	<=20mph	21-25 mph	26-30 mph	>30 mph
Personal Vehicles				
#1				
#2				
#3				
Delivery/Vendors				
#1				
#2				
#3				
Golf Carts				
#1				
#2				
#3				

Speeding Data

Street Speeding Survey Including Information **outside** the walls entering from Fairview

Location	<20mph	21-25mph	26-30mph	>30mph	
Baldwin approaching the gate	64	10	15	2	91
Baldwin leaving the gate	3	5	9		17
Baldwin between Bismarck Lane and the speed bumps (from the gate)	34	30	7	1	72
Baldwin between Bismarck Lane and the speed bumps (toward the gate)	9	22	5	1	37
Speed bumps (from the gate)	8				8
Speed bumps (toward the gate)	5				5
Past the speed bumps to Regent (from the gate)	31	24	2		57
Past the speed bumps to Regent (toward the gate)	48	10	1		59
Regent between Bismarck and Baldwin	29	8			37
Bountiful toward Regent (clubhouse)	3	6	2		11
Bountiful from Regent (clubhouse)	5	1	1		7
Regent from the bottom to the mailboxes	7	1	1		9
Regent from the mailboxes to the bottom	5	3	1		9
Richardson toward Regent	8	5			13
Richardson away from Regent	18	5	1	1	25
Franklin toward Regent	7	3	1		11
Franklin away from Regent	8	5			13
Regent in front of the clubhouse toward the gates	11	3			14
Regent in front of the clubhouse away from the gates	15	2			17
Bismarck Lane toward Baldwin	8	3			11
	326	146	46	5	523
	62.33%	27.92%	8.80%	0.96%	100.00%

Street Speeding Survey of Streets **within** the SSIII Walls

Location	<20mph	21-25mph	26-30mph	>30mph	
Baldwin between Bismarck Lane and the speed bumps (from the gate)	34	30	7	1	72
Baldwin between Bismarck Lane and the speed bumps (toward the gate)	9	22	5	1	37
Speed bumps (from the gate)	8				8
Speed bumps (toward the gate)	5				5
Past the speed bumps to Regent (from the gate)	31	24	2		57
Past the speed bumps to Regent (toward the gate)	48	10	1		59
Regent between Bismarck and Baldwin	29	8			37
Bountiful toward Regent (clubhouse)	3	6	2		11
Bountiful from Regent (clubhouse)	5	1	1		7
Regent from the bottom to the mailboxes	7	1	1		9
Regent from the mailboxes to the bottom	5	3	1		9
Richardson toward Regent	8	5			13
Richardson away from Regent	18	5	1	1	25
Franklin toward Regent	7	3	1		11
Franklin away from Regent	8	5			13
Regent in front of the clubhouse toward the gates	11	3			14
Regent in front of the clubhouse away from the gates	15	2			17
Bismarck Lane toward Baldwin	8	3			11
	259	131	22	3	415
	62.41%	31.57%	5.30%	0.72%	100.00%

Conclusions from the Data

Using a Radar Gun, members of the Committee surveyed the streets in Summerset III for approximately 2 hours in each location. The results showed that 62% of the residents followed the 20-mph speed limit. If the numbers included the speeds that the committee found acceptable the results were:

Under 20 mph	62.3%
Under 25 mph	90.25%
Marginally acceptable at under 30 mph	99.02%


If the data for the area outside of the Baldwin Gate (by the gatehouse) were removed from the study, the numbers would change slightly with 62.41% of the traffic under 20 mph and 93.98% of the traffic under 25 mph.

Committee members reported that there was little traffic and that most cars were not speeding. This data counters the stated perceptions that cars were going too fast inside of Summerset III.

Speeding Recommendations

After observations of approximately 2 hours at multiple locations within Summerset III the Committee discussed speeding. Although the data disproves the perception that speeding is an issue in Summerset III, the Committee makes the following recomensations to improve the non-issue of speeding.

The recommendations to the Summerset III Board of Directors regarding speeding include:

1. On busy streets (Regent, Baldwin) paint “20 mph” on the street in both directions. The street consultant to be asked to recommend placement.
2. Place “Please come to a complete stop at all stop signs and observe the 20-mph speed limit in Summerset III. Also ask people who visit you to adhere to these rules as well. Also, please ask people that visit you from outside our community to adhere to these simple rules as well, for example, friends, gardeners, health care providers, home repair, pest control, other vendors, etc.” in the newsletter on a quarterly basis.
3. Repaint or get stickers to update the “We  our residents” signs that have faded.
4. Add striping on the current speed bumps.
5. Add “20 mph” signs and street painting to Baldwin as the gatehouse is approached from Fairview and to Regent approaching from Fairview to the gates.

Crosswalk Concerns

Crosswalk Concerns

Poor lighting conditions, obstructions such as parked cars, and horizontal or vertical roadway curvature can reduce visibility at crosswalks, contributing to safety issues.

Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers. These include high-visibility crosswalks, lighting, and signing and pavement markings. These enhancements can also assist users in deciding where to cross. Agencies can implement these features as standalone or combination enhancements to indicate the preferred location for users to cross.⁵

Crosswalks are critical for pedestrian safety, but they can be vulnerable to various design and operational issues. Poor lighting, obstructions, and incorrect placement can significantly reduce visibility and increase the risk of accidents. To enhance crosswalk visibility and safety, several measures can be implemented.⁶

- High-visibility crosswalks – These use patterns that are visible from a distance, making it easier for drivers to see pedestrians.
- Lighting – Properly placed luminaires can illuminate crosswalks with positive contrast, helping drivers identify pedestrians.
- Signs and pavement markings – “YIELD Here to Pedestrians” or “STOP Here for Pedestrians” signs and clear pavement marking can guide drivers to stop or yield to pedestrians.
- Design considerations – Crosswalks should be well-lit at night, have nearby signage, and be placed in areas with good visibility and traffic control.

Improving crosswalks can greatly reduce pedestrian accidents and enhance over-all safety for all road users.

California pedestrian laws require drivers to yield the right-of-way to pedestrians crossing the road within any marked or unmarked crosswalk. The key takeaways that apply to Summerset III are:⁷

⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>

⁶

<https://www.bing.com/search?q=crosswalk+concerns&form=ANSPH1&refid=690650d9dae6484a96bdbddea2c22cc&pc=U531&pq=crosswalk+concerns&qlth=18&assgl=18&sgcn=crosswalk+concerns&qs=NWU>pv=NWU&smvpcn=0&swbcn=5&sctcn=0&sc=5-18&sp=1&ghc=0&cvid=690650d9dae6484a96bdbddea2c22cc&clckatg=1&hsmssg=0>

⁷ <https://www.shouselaw.com/ca/personal-injury/california-crosswalk-laws/>

1. With the recent passage of the Freedom to Walk Act, jaywalking is no longer illegal in California as long as it is done safely and with no oncoming traffic.
2. Vision-impaired pedestrians with a cane or guide dog have right-of-way at all intersections.

Crosswalks (CVC §275) are considered to be either a portion of the road that is painted with distinctive white lines (limit lines) or where two roads meet at approximately right angles, the extensions of the sidewalks through the intersection. (a pedestrian crossing at an intersection even if there are no white lines on the pavement.

Crossing at a Crosswalk (CVC §21950) Pedestrians have the right-of-way when crossing the street at an intersection whether the crosswalk is marked or not. Drivers approaching crosswalks must slow down and yield to the pedestrians so they may cross. This requires that drivers exercise caution to keep pedestrians safe and creates a legal duty for motorists to exercise due care for the safety of the pedestrians. However, pedestrians cannot leave the curb suddenly, walk or run into the immediate path of an oncoming vehicle or unnecessarily stop or delay traffic while crossing the street.

(CVC §21955) You can no longer be cited for jaywalking as long as it is done safely. Previously there was a \$200 fine on public streets.

Crossing outside of a crosswalk (CVC §21954) Pedestrians who are not at a crosswalk or intersection may cross if they yield the right-of-way to all vehicles. CVC §21956 instructs pedestrians to walk against traffic against the left edge of the road.

The Committee discussed safety concerns at crosswalk. We found that there was no safety issue at any of the crosswalks in Summerset III and there was no feasible method to collect data to prove or disprove our position. Therefore, the committee will not be doing a study of safety at crosswalks.

Data Collection

It was determined that no data could be collected, analyzed or evaluated.

Crosswalk Recommendations

The committee discussed but did not find any concerns at crosswalks within Summerset

III. However, we do have the following recommendations to make crosswalks safer:

1. Paint existing crosswalks, including crosshatching.
2. Add the following areas to be painted with crosswalks:
 - a. Bismarck Lane abutting Regent
 - b. Bismarck Lane abutting Baldwin

Pedestrian Safety

Pedestrian Safety Concerns

At some point in the day, everyone is a pedestrian. In 2023, 7,314 pedestrians were killed, and more than 68,000 pedestrians were injured nationwide. Over the past decade, pedestrian fatalities have continued to increase. NHTSA raises awareness of the dangers to pedestrians and provides safety tips for pedestrians and drivers.⁸

Walking Safety Tips

- Follow the rules of the road and obey signs and signals.
- Walk on sidewalks whenever they are available. If there is no sidewalk, walk facing traffic and as far from traffic as possible.
- Do not cross mid-block. Cross streets at crosswalks or intersections.
- If a crosswalk or intersection is not available, locate a well-lit area where you have the best view of traffic. Wait for a gap in traffic that allows enough time to cross safely; continue watching for traffic as you cross.
- Watch for cars entering or exiting driveways or backing up in parking lots.
- When crossing the street, stay alert: check for signs, signals, and the actions of drivers, cyclists, and pedestrians around you.
- Do not rely on others to keep you safe; make eye contact with drivers when possible and wait for a clear, complete stop before crossing.
- Wear reflective or light-colored clothing at night.

Safety Tips for Drivers

- Slow down. Speeding endangers not only the life of the speeder, but everyone on the road around them, including pedestrians.
- Look out for pedestrians everywhere and minimize blind spots.
- Exercise extra caution at nighttime or in bad weather, since pedestrians can be harder to see and may appear suddenly.
- Yield to pedestrians in crosswalks and stop well back from the crosswalk to give other vehicles an opportunity to see the pedestrians so they can stop too.
- Slow down and be prepared to stop when turning or otherwise entering a crosswalk.
- Never pass vehicles stopped at a crosswalk. There may be people crossing where you can't see.
- Follow the speed limit, especially around people on the street.

⁸ <https://www.nhtsa.gov/road-safety/pedestrian-safety#:~:text=Resident's%20Guide%20for>

- Be extra cautious when backing up and look for pedestrians.

You can walk in the street (not freeways) as long as you don't interfere with vehicular traffic. California Vehicle Code §21954 requires pedestrians outside of crosswalks to yield the right of way to vehicles.

California Vehicle Code §21956 requires pedestrians to walk [in the roadway] facing traffic if there are no sidewalks.

California law requires pedestrians to use available sidewalks. If a sidewalk is available, pedestrians must use it and avoid using bike lanes. In areas without sidewalks, pedestrians are required to walk facing oncoming traffic along the left edge of the roadway.

Common Crash Types between Pedestrians and Cars

- **Vehicle Makes a Turn at an Intersection:** A vehicle turns (right or left) or merges into the path of a pedestrian without yielding.
- **Pedestrian Darts/Steps Out:** A pedestrian runs or walks out into the roadway in an unmarked area in the middle of the block (not at a crosswalk or intersection).
- **Pedestrian Walking or Jogging Along the Road:** A pedestrian walking or jogging in the road in the same direction as traffic cannot see a vehicle approaching them from behind.
- **Backing Vehicle:** A driver fails to look for or see traffic when backing from a driveway, private road or parking lot.
- **Multiple Threat:** A car stops for a pedestrian in the crosswalk. A second car approaches, but the driver's view of the pedestrian is obstructed by another vehicle.

Concerns Specific to Summerset III

- There are many residents who walk on the streets on a regular basis. They choose the streets rather than the sidewalks because the asphalt is easier on their aging bodies than the concrete and the sidewalks undulate to allow for the driveways, which makes it hard to walk.
- Drivers are aware of the laws/rules relating to crosswalks. Pedestrians have the right-of-way in marked and unmarked crosswalks, while vehicles have the right-of-way in all other areas.

Data Collection

It was determined that no data could be collected, analyzed or evaluated.

Recommendations

1. Use the newsletter and Constant Contact to inform residents of the following:
 - a. Walkers should use the sidewalk rather than the street when possible.
 - b. Walkers in the street should walk facing traffic. Bicyclists should proceed in the same direction as vehicles.
 - c. If walking before it becomes light or after dark, please wear light or reflective clothing.
 - d. Be alert to the presence of vehicles, especially since EV's are very quiet.
 - e. All intersections have crosswalks. Some are marked but the majority are not. Walkers have the right-of-way in the crosswalks whether they are marked or not. Vehicles have the right-of-way in other areas of the road except crosswalks. (Bold this information)

Parking Safety

Parking Concerns

Parking is generally not an issue. However, several accidents have occurred when vehicles have hit and damaged parked cars. These accidents have typically occurred in front of the clubhouse.

Parking lots can be hazardous for motorists. Many parking lot accidents occur because drivers get too relaxed when doing errands, they've done a million times before. You can avoid the most common types of crashes if you follow a few simple rules.⁹

- Check your surroundings before getting in your car. Look for anyone in the driver's seat of a nearby car.
- Look every which way when you're backing out of or pulling into a parking space. Don't rely solely on your review mirror. When you are pulling into a parking space, make sure no one is opening their doors.
- Keep your foot off the gas pedal as you back up. Keep your foot over the brake pedal.
- Watch for distracted pedestrians.
- Slow down.

Common parking lot accidents include:¹⁰

- **Rear-end collisions while backing out:** Often caused by poor visibility or distracted driving.
- **Scrapes from tight turns:** Especially near walls, pillars, or other parked cars.
- **Door dings:** From opening car doors too quickly or from someone parked too close.
- **Accidents caused by poor visibility:** Think dark corners, bad weather, or oversized vehicles blocking your view.

Prevent fender benders and avoid car damage in a parking lot

Parking lot safety is all about remaining alert and following simple precautions:

- Stick to marked lanes
- Drive slowly
- Stay off technology. Avoid distractions like texting or programming your GPS
- Choose well-lit areas whenever possible

⁹ <https://www.ace.aaa.com/publications/auto/drive-smart/how-to-avoid-parking-lot-accidents.html>

¹⁰ <https://www.wawanesa.com/us/blog/12-parking-lot-safety-tips>

- Look both ways.
- Check for hazards before backing out.
- Watch out for pedestrians

Practicing good parking lot etiquette — parking between the lines, using turn signals, keeping your temper under control, and checking your surroundings before backing out — can help you prevent fender benders and avoid accidents altogether.

Parked cars can interfere with the passage of emergency vehicles, particularly when cars are parked across from each other causing a narrowing of the street.

Parked cars also cause moving vehicles to veer into the middle of the road to avoid them which can cause potential for accidents.

Parked vehicles also provide a visual block to both pedestrians and other vehicles using the road.

In the past it was believed that cars were only to park on the sidewalk side of the street. There is no Rule to enforce this practice, and cars are often parked directly across from one another causing a narrowing of traffic lanes.

Several accidents have occurred when drivers have mistaken the brake for the gas pedals and run into mailboxes or shrubbery.

Pedestrians have a responsibility for their own safety. They should:

- Stay alert. Avoid distractions such as your phone.
- Avoid blind spots. Be careful when walking between parked cars or large vehicles.

Concerns Specific to Summerset III

- There is no overnight parking allowed on any streets. Several residents violate this Rule.
- Parking on both sides of the street causes congestion and possible accidents. It also impedes the passage of emergency vehicles.

Data Collection

It was determined that no data could be collected, analyzed or evaluated.

Recommendations

1. Add specific hours of “No Overnight Parking” to the Rules.
2. Allow parking on only 1 side of the street. Preferably the sidewalk side except in cases of RV’s loading/unloading and emergency vehicles.
3. Include information in the newsletter and on Constant Contact informing residents that there is no parking within 15 feet on either side of the fire hydrants and 25 feet behind marked and unmarked crosswalks. (That would be 31 feet from each intersection)

Vehicle passing of other vehicles at stop signs and on the streets

Driving Concerns

There have been reports of vehicles passing other vehicles. It is unknown how prevalent this practice is. It certainly presents a dangerous situation when the passing car moves to the oncoming lane. To date, there have been no accidents caused by this practice.

Driving Safety on City Streets

Driving in urban areas requires a unique set of skills and precautions to ensure safety. Here are some key tips to help navigate city streets with confidence and care:

- **Stay in the Right Lane:** This helps you be with slower, more cautious drivers and reduces the risk of accidents.
- **Watch for Crosswalks:** Remember that pedestrians always have the right of way and be prepared to stop at crosswalks.
- **Be Aware of Cyclists and Walkers.:** Cyclists are common in cities, and it's important to be cautious and respectful of their rights to the road.
- **Plan Ahead:** Calculate reasonable traffic delays and plan your route to avoid rushing and stress.
- **Stay Focused:** Avoid distractions such as using your cell phone or engaging in other activities while driving.
- **Know the Speed Limit:** Stick to the posted speed limit, even if it means slowing down to avoid accidents.
- **Prepare for Weather:** Be aware of the weather conditions and adjust your driving accordingly.

By following these tips, you can reduce the risk of accidents and enjoy a safer driving experience in the city. Remember, safety is always the top priority on the road.

Concerns Specific to Summerset III

Golf carts go slow and our residents are impatient.

Our residents are impatient.

Data Collection

It was determined that no data could be collected, analyzed or evaluated.

Recommendations

1. Include information in the newsletter that reminds residents of good driving habits.
 - a. Golf carts should pull over to the side to allow vehicles to pass safely.
 - b. No one should pass another vehicle on the right side.
 - c. Vehicles should not be passed unless they are stopped or parked.

Issues at the Gatehouse

Gatehouse Concerns

- Resident impatience which causes them to change lanes from resident lane to visitor lane and then return to resident lane. This causes possible accidents as they make the change to the visitor lane and again to the resident lane.
- Speed increases to pass through an open gate rather than use their entry devices.



Figure 1-View from Fairview



Figure 2 - 1/2 way up Baldwin approaching gatehouse



Figure 4 - Decision regarding lane 1



Figure 6 - Turn into visitor lane 1



Figure 7 -Angle toward gatehouse 1

Only possible angle to hit gatehouse



Views at gatehouse that show extension of the median is possible. (recommendation #2)



Data Collection Plan

No data was collected as these concerns, while happening fairly frequently, cannot be counted.

Recommendations for the Gatehouse

1. Paint “20 mph” on the asphalt near the intersection of Fairview and Baldwin. (on Baldwin)
2. Extend the median between the residents and visitor lanes toward Fairview by approximately 15 feet to discourage residents from changing lanes and to prevent a possible accident.
3. Speed bumps may be needed before the Baldwin Gate if the extension of the median is not successful in its intended purpose. The speedbump should be placed approximately 1/2 of the distance between Fairview and the Gatehouse. Additionally, if bumps are determined by the board to be needed in this

area, they should be the same as the speedbumps currently used on Baldwin. The speed bumps should be only on the entry side of the drive and should be divided to allow for motorcycles / bikes. Nonaggressive bumps would likely meet our needs and also increase the acceptance of most residents of our community. The aggressive speedbumps previously installed at the Gatehouse should NOT be used.

4. Implement an RFID system.

Summary of Recommendations

Stop Sign Recommendations

After observation of behaviors on Summerset III streets, the Committee did not believe that there is a significant problem with residents failing to observe stop signs throughout the community. To the best of our knowledge, in 25 years, no accidents have occurred as a result of someone failing to stop at the stop signs. From our observations at all stop signs throughout the community during different parts of the day (morning, afternoon, late afternoon/evening) we found that the majority of the stops were “California” stops where someone slows but does not come to a complete stop. This is probably no different than what we find on the streets throughout Brentwood.

Comments have been made that vendors or delivery drivers were frequently guilty of running stop signs. Our data showed that, in fact, personal vehicles were the worst offenders of either running stop signs or failing to stop completely. Drivers of golf carts were the worst offenders.

After our observations, we believe that at intersections where drivers have an unobstructed view of intersecting streets, they slow enough to avoid collisions even though they do not completely stop. This is such a prevalent attitude, not only in Summerset III, but throughout most cities and towns, that no effort to change people’s behavior or attitude about stopping would be successful.

We did find that there are changes that could be made to our streets to improve safety at stop signs and at a couple of other areas where the potential for accidents is higher. The majority of our recommendations include stripping that has faded on our streets. We believe the following low-cost adjustments would improve safety at our stop signs.

1. Painting/stripping recommendations:
 - a. Repaint all currently painted limit lines and “stop” written on the asphalt.
 - b. Paint “stop ahead” on asphalt prior to stop signs located at the Baldwin and Regent intersection (all sides), Regent at Richardson, Bismarck at Baldwin.
 - c. Paint limit lines on intersections where they are not currently painted –
 - a. On the Courts off of Franklin
 - b. On Malling between Bountiful and Regent
 - c. On both ends of Prince Albert


2. Sign recommendations:
 - a. Add a sign under the stop sign on Bountiful that says, “Caution: Blind curve on the left.”
 - b. Add a Stop Sign on Valmore where it intersects with Baldwin.

3. Trim trees on the association property that block the signs, and request that residents trim them as well.

Speeding Recommendations

After observations of approximately 2 hours at multiple locations within Summerset III the Committee discussed speeding. Although the data disproves the perception that speeding is an issue in Summerset III, the Committee makes the following recommendations to improve the non-issue of speeding.

The recommendations to the Summerset III Board of Directors regarding speeding include:

1. On busy streets (Regent, Baldwin) paint “20 mph” on the street in both directions. The street consultant to be asked to recommend placement.
2. Place “Please come to a complete stop at all stop signs and observe the 20-mph speed limit in Summerset III. Also ask people who visit you to adhere to these rules as well. Also, please ask people that visit you from outside our community to adhere to these simple rules as well, for example, friends, gardeners, health care providers, home repair, pest control, other vendors, etc.” in the newsletter on a quarterly basis.
3. Repaint or get stickers to update the “We  our residents” signs that have faded.
4. Add striping on the current speed bumps.
5. Add “20 mph” signs and street painting to Baldwin as the gatehouse is approached from Fairview and to Regent approaching from Fairview to the gates.

Crosswalk Recommendations

The committee discussed but did not find any concerns at crosswalks within Summerset III. However, we do have the following recommendations to make crosswalks safer:

1. Paint existing crosswalks including crosshatching.
2. Add the following areas to be painted with crosswalks:
 - a. Bismarck Lane abutting Regent
 - b. Bismarck Lane abutting Baldwin

Pedestrian Safety Recommendations

1. Use the newsletter and Constant Contact to inform residents of the following quarterly:
 - a. Walkers should use the sidewalk rather than the street when possible.

- b. Walkers in the street should walk facing traffic. Bicyclists should proceed in the same direction as vehicles.
- c. If walking before it becomes light or after dark, please wear light or reflective clothing.
- d. Be alert to the presence of vehicles, especially since EV's are very quiet.
- e. All intersections have crosswalks. Some are marked but the majority are not. Walkers have the right-of-way in the crosswalks whether they are marked or not. Vehicles have the right-of-way in other areas of the road except in crosswalks, marked or unmarked. (Recommend Bold type)

Parking Recommendations

1. Add specific hours of "No Overnight Parking" to the Rules.
2. Allow parking on only 1 side of the street. Preferably the sidewalk side except in cases of RV's loading/unloading and emergency vehicles.
3. Include information in the newsletter and on Constant Contact informing residents that there is no parking within 15 feet on either side of the fire hydrants and 25 feet behind marked and unmarked crosswalks. (That would be 31 feet from each intersection)

Driving Recommendations

1. Include information in the newsletter that reminds residents of good driving habits.
 - a. Golf carts should pull over to the side to allow vehicles to pass safely.
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Recommendations for the Gatehouse

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Gatehouse. Additionally, if bumps are determined by the board to be needed in this area, they should be the same as the speedbumps currently used on Baldwin. The speed bumps should be only on the entry side of the drive and should be divided to allow for motorcycles / bikes. Nonaggressive bumps would likely meet our needs and also increase the acceptance of most residents of our community. The aggressive speedbumps previously installed at the Gatehouse should NOT be used.

4. Implement an RFID system.