



**TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING
MINUTES
City Council Chambers
1000 San Pablo Avenue
July 22, 2010**

1. **Call to Order** Meeting was called to order at 7:02 pm by Chair Anderson.
2. **Roll call.** Members present: Lubov Mazur, Ray Anderson, Marsha Atkinson, John Miki. Ken McCroskey Staff present: Chaney, Chavez.
3. **Approval of Minutes.** Approval of Minutes for May and June. Minutes were approved with the corrections stated at the meeting. Vote was four ayes and one abstention.
4. **Public Comment**
 - McCroskey referred to the results of a study the City commissioned to analyze the efficiencies of the existing committees and commissions. He said he would like to discuss the results of this analysis at an upcoming T&S meeting.

5. Presentation

5-1 Police Reports

No Police Reports were presented due to Police Staff being on vacation.

6. Discussion and Possible Action on matters related to the following items:

6-1 Presentation by Sergeant Shawn Maples about El Cerrito Bicycle Patrol Unit and the Ohlone Greenway Signage.

Sergeant Maples presented the activities of the Bicycle Unit at El Cerrito and activities conducted in coordination with the Albany Police Department. He spoke about the Bike Patrol for Success and the implementation of education, enforcement, intervention and prevention. A second part of his presentation dealt with the City of El Cerrito efforts to implement standardized signage along Ohlone Greenway. One highlighting point was the idea of implementing yield signs in lieu of stop signs at the intersections with Ohlone Greenway.

The Commission had the following questions:

McCroskey asked how far the City of El Cerrito was in the process of implementing the yield signs along Ohlone Greenway. Response: The City of El Cerrito is in support of implementing them and there is support at the state of California level to change the stop sign enforcement to “yield” sign for bicyclists.

Chavez mentioned the way-finding study that the Western Contra Costa Transportation Advisory Committee would be conducting. She said that it would be beneficial to coordinate with Sgt. Maples during development of recommendations.

Discussion was open to the public. The following people spoke: Amy Smolens, Farid Javandel, Sherrie Reineman, and Nick Pilch

The following were the public comments:

- Support conversion of stop signs into “yield” sign for cyclists
- Supports building coalition between neighboring cities
- Implement signage for motorists warning them to expect cyclists at intersections.
- Paint 20-foot wide crosswalks instead of the traditional ones and paint a bike logo on the pavement.
- Supports differentiation of cyclists and pedestrians on the Ohlone Greenway
- Having a Bicycle Patrol Unit in Albany would be a great role model.

Chavez stated that State of Oregon is pushing legislation to implement “yield” signs for cyclists when feasible.

6-2 Safeway Study Session on proposed truck and delivery circulation alternatives— Staff report attached

Chavez introduced Diane Henderson, independent consultant working for the City and Jeff Bond, Planning and Zoning Manager. Bond said that Safeway was planning to expand its existing 25,000 square feet store to a 50,000 sq. ft. store. The Planning and Zoning Commission recommended staff to seek the Traffic and Safety Commission input in determining the best alternative to truck and delivery circulation alternatives.

Diane Henderson explained the project and provided background on the process. She explained that the site offered physical characteristics that were difficult to work with. There is a significant drop of approximately 14 feet between the Solano Avenue frontage and the rear of the property. At the June 3 meeting, the Planning and Zoning Commission requested Safeway to give additional thought to circulation alternatives and to request the Traffic and Safety Commission input on a preferred alternative. The architects for the project, developed three alternatives that were presented to the T&S Commission:

- Alternative A: Delivery trucks travel westbound on Solano Ave. and turn left on Nielsen St. Almost immediately turn right onto the store driveway and quickly make a U-turn to back in the loading bay. This alternative proposes two driveways one on Curtis, the other on Nielsen for automobile access to the parking garage. This alternative also proposes a barricade on Nielsen, but this option has not been discussed yet in a public forum.
- Alternative B: Approaches the site from eastbound on Solano. At about mid-way on Solano Ave. trucks would back up into the loading area, which would be located in the northwest side of the store. This alternative has the vehicular access the same way of Alternative A.
- Alternative B1: Same as B but it also has vehicular access next to the truck access.

Ms. Henderson also mentioned that another option not shown that night was to make the exit from the parking lot on Curtis a right turn only.

T. Rice, Real Estate Manager for Safeway, said that the dialogue between the City and Safeway should be continued as this piece of property had many challenges. The store is about 45 years old and is in need to be renovated

Mazur questioned if closing Nielsen would attract more traffic on Curtis St.

The meeting was open to the public. The following people spoke: Ric Prindle, Sherie Reineman, Peter Hsu, Linda Hsu, John Ciccarella, Amy Smolens, Carolyn Sanders, Ian McKibben, Josh Fox, and Theresa Holtgraves.

They expressed the following comments:

- Opposed the barriers on either Nielsen or Curtis Streets
- AC Transit bus stop should be relocated
- Store size will impact capacity. Vehicle access on Solano Avenue is preferred to the proposed access from any side streets.
- The amount of parking for the proposed store size seems inadequate and it will impact businesses on Solano Ave.
- There are concerns about conflicts between delivery trucks and customer vehicles.
- Safety concerns about the back of the store thoroughfare
- Support for Plan A
- Agreed with right turn only exits from the parking garage
- Make garage right turn in/right turn out only and implement a raised median on Nielsen and Curtis to prevent left turns into garage
- Consider implementation of back-in parking in front of the store
- The café-sitting area will revitalize entrance fronting Solano Avenue.
- Move the new entry to the parking garage on Curtis Street, 10 feet closer to Solano Avenue
- Why proposing two seating areas?
- Implement more bike parking on the street
- Concerns about landscape area proposed next to the barrier on Nielsen Street.
- Move the truck turn-around to Curtis Street
- Support for implementing the barrier on Nielsen St.
- Access to the store should be on Solano Ave. Move store back from Solano and provide parking in front
- Make parking slots wider
- Implement traffic calming measures like speed humps

The Commission members discussed the issue. The following were their comments

- Would the truck entrance be gated off? Response: The designers anticipate using gates at the truck entrance as well as the entrance located in area 17 in Alternative A.
- What is the plan for the tall wall on the Nielsen side? Is there going to be a tall piece of concrete? Response: The architect has not developed elevation details yet, but the plan is to treat that side with visually attractive feature.
- Would you be open to a share parking arrangement? Response: Safeway is open to the idea
- Where do the smaller delivery trucks would be parking? Response: They can park along the driveway marked “truck route” in Alternative A.
- Is there a way not to have the delivery truck exit across the sidewalk along on Solano Avenue and have them exit on Nielsen St.?
- The AC Transit stop location is not probably the best option.
- Lack of support for the barricade option
- Support the idea of right in/right out turn for the garage
- Looking forward to working with Safeway in the development of the design

The Commission members made a motion to recommend to the Planning and Zoning Commission Alternative A with consideration of their concerns. Mazur seconded. Vote 4 ayes, 1 recused.

7. Reports

7-1 Buchanan Bicycle and Pedestrian Path Block Grant application

Chavez reported that the City was awarded a CMAQ Block grant for the construction of the project. This funding covers about \$1.7 million.

7-2 Pedestrian and Bicycle Master Plans. Proposed date for existing conditions workshop.

Chavez said that the workshop to discuss the existing conditions for these plans was going to be on September 14 from 4-8 pm.

7-3 Albany Creek Walks in July and August

Chavez informed the Commission about the planned walks to assess existing conditions along creeks and trails and in central Albany in preparation for the Pedestrian and Bicycle Plan workshop.

8. Announcements and Communications

There were none on the agenda. McCroskey said that he had been communicating with Rich Cunningham about pavement issues on Masonic and crosswalks in front of the Community Center.

Anderson invited everyone to the Solano Stroll.

9. Future agenda items

Signage to indicate pedestrian access to Target will be part of the way finding study. McCroskey suggested temporary signs to guide people to target from the alternate path under the freeway ramps. The survey results for Washington St. and Dartmouth were moved to October, 2010. Discussion of double yellow line on Jackson was moved to September, 2010.

10. Meeting Adjourned at 9:51 pm –Next meeting is September 23, 2010 at the City Council Chambers.