

EXCERPT



TRAFFIC AND SAFETY COMMISSION  
REGULAR MEETING MINUTES  
City Council Chambers  
1000 San Pablo Avenue  
May 26, 2011 – 7:00 PM

1. **CALL TO ORDER** Meeting was called to order at 7:07 pm by Chair McCroskey.
2. **ROLL CALL. Members present:** Anderson, Knapp, Mazur, McCroskey, Miki. Staff present: Lt. Geissberger, Chaney, Chavez.
3. **APPROVAL OF MINUTES for April 28, 2011.** Minutes for April 28 were approved with no changes (Motion Mazur/Knapp).

4. **PUBLIC COMMENT**

**6-1 Speed Hump installation on the 800 and 950 blocks of Carmel and the 900 block of Ordway.**

Chavez introduced the issue of sending a recommendation to Council for the installation of speed humps at the three locations mentioned above. Basically, the issue before the Commission was the applicability of the current standards for the replacement of the two temporary speed humps that were removed in the fall of 2010 on the 800 block of Carmel and the 950 block of Ordway. Discussion was open to the public. The following people spoke: Christine Ankon, Deborah Dove, Robert Schair, David Greenfielder, Peggy McQuaid, Dayna Inkeles, Tom Bekeny, and Gerry Holan. These were the comments:

- Why there is consideration of just one speed hump for Ordway?
- There is speeding on Ordway from Marin and from Sonoma.
- Speed humps do not do anything for the other direction
- Supports installing speed humps on Ordway or installing bulb outs at the intersections.
- A pet was killed on the 900 block of Carmel
- The process for installing speed humps is too long
- Please do not delay the process for the 900 block of Carmel
- Ordway was originally set up for two speed humps, but the City only had two temporary speed humps and it was settled that one temporary would go to Ordway and another to the 800 block of Carmel.
- The 800 block of Carmel gets the traffic from the high school kids and from Domino's Pizza.

Mazur said that the 800 block of Carmel did not go through the Traffic and Safety Commission process, but went directly to the Council. The 800 block of Carmel did not have warrants.

Motion Knapp/Mazur: Recommend to City Council the 800 and 900 blocks of Carmel. The motion was amended by Knapp separating the blocks. The first motion was to send a recommendation to City Council for installation of speed humps on the 900 block of Carmel. The vote was 3 yes, 2 abstentions.

Motion Mazur/Anderson: Moved that the 800 block of Carmel not be recommended to City Council because this location does not meet the current standards established by the City. Miki amended the motion asking that another speed survey be made to verify that the speeds have not increased. Knapp seconded the amendment. Vote on the amendment was 4 yes, 1 abstained. Vote on the motion was 4 in favor, 1 no (Knapp).

RESOLUTION #01-65

A RESOLUTION OF THE ALBANY CITY COUNCIL ESTABLISHING  
PRIORITIZATION OF NEIGHBORHOOD TRAFFIC CALMING MEASURES

WHEREAS, the Albany City Council approved the Traffic Management Plan (TMP) on May 15, 2000 which recommends a variety of traffic calming measures including ones within the residential neighborhoods; and

WHEREAS, the Albany City Council established a petition process whereby residents, residing on streets identified in Table 6.7 of the TMP, could petition the City for installation of traffic calming measures (e.g., mid-block chokers, speed humps); and

WHEREAS, the Albany Traffic and Safety Commission held several public meetings with neighborhood residents to discuss the petition requests; and

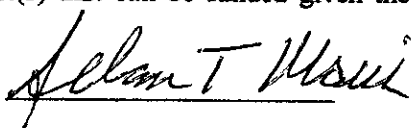
WHEREAS, the Traffic and Safety Commission held several regular meetings, special meetings, and conducted two field visits in order to collect adequate information on this subject and formulate a recommendation to the City Council at its meetings of September 28, 2001.

NOW, THEREFORE, BE IT RESOLVED that the Albany City Council directs the Traffic and Safety Commission and the City staff to implement neighborhood traffic calming measures based on the prioritization shown in Table A, and in accordance with the Capital Improvement Program budget, including the following actions:

1. Acquire two portable speed humps.
2. Perform "before installation" and "during installation" testing of the affected street and the parallel street(s) wherever speed humps are proposed, by using portable speed humps first. Information collected from these tests shall be used to make an informed decision as to whether or not permanent installation should proceed.
3. Implement the traffic calming measure shown as Item B on Table A for Manor Way which includes Peralta Avenue and Ordway Avenue.
4. Continue traffic enforcement efforts.
5. Communicate with the School District about their participation in educational programs regarding the calming of traffic within Albany's neighborhoods.

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6. When a project(s) on the priority list cannot be funded because the cost exceeds available funding, it shall be permissible to temporarily pass over said project(s) in favor of the next priority project(s) that can be funded given the budget for the given year.



Mayor Allan Maris



# City of Albany

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FAX (510) 528-8914  
• Friendship Club/  
Childcare Program  
PH. (510) 524-0135  
• Senior Center  
PH. (510) 524-9122  
FAX (510) 524-8940  
• Teen Center  
PH. (510) 525-0576

**RESOLUTION NO. 01-65**

**PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,**

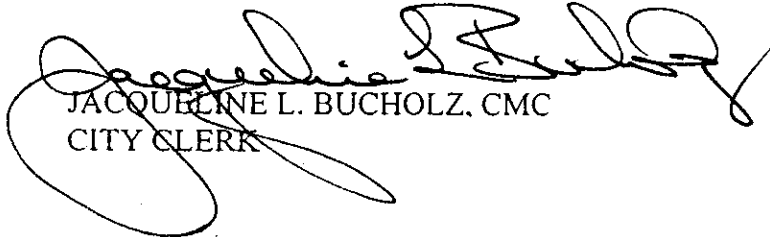
**this 18th day of September, 20 01, by the following votes:**

**AYES: Council Members DiPrisco, Ely, Okawachi, Thomsen & Mayor Maris**

**NOES: None**

**ABSENT: None**

**WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 1st day of October, 20 01.**

  
**JACQUELINE L. BUCHOLZ, CMC**  
**CITY CLERK**

*The City of Albany is dedicated to maintaining its small town ambience, responding to the needs of the community, and providing a safe, healthy environment now and in the future.*



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# Prioritization of Neighborhood Traffic Calming Measures

Selection matrix for City of Albany Traffic Calming Improvement Plan  
**Table A - Sorted by Benefit**

ID by Rank	Location	measure	Petitioned locations		vote	cost (est.)	need per TMP	1-10 ranking by	
			cost	benefit				cost	benefit
1	Santa Fe at Pomona	stop signs on Santa Fe	4-0	\$ 2,000.00	27	1	2		
2	Ordrway, Posen to City line	traffic circle	4-0	\$ 10,000.00	20	3	3		
3	Curtis, Marin to Berkeley line	square corners, eb rt, straighten stripe, red curb	4-0	\$ 10,000.00	19	3	4		
4	Ordrway, Posen to City line	center striping	4-0	\$ 1,000.00	20	1	3		
5	Curtis, Marin to Berkeley line	stripe center entire street	4-0	\$ 3,000.00	19	2	4		
6	Santa Fe at Ramona	island bulbouts north crosswalk	4-0	\$ 5,000.00	27	2	2		
7	Santa Fe at Ramona	traffic circle	4-0	\$ 10,000.00	27	3	2		
8	Santa Fe at Marin	flexible pylons and no right on red	4-0	\$ 1,000.00	34	1	1		
9	Ordrway, Marin to Sonoma	center striping	3-0	\$ 1,000.00	20	1	3		
10	Ordrway, Marin to Sonoma	speed hump at 956-974	2-1	\$ 3,000.00	20	2	3		
11	Curtis, Marin to Berkeley line	hump at 1030 (north of Francis)	3-1	\$ 3,000.00	19	2	4		
12	Santa Fe at Ramona	island bulbouts south crosswalk	4-0	\$ 5,000.00	27	2	2		
13	Ordrway, Marin to Sonoma	island median on Marin wb	3-0	\$ 5,000.00	20	2	3		
14	Ordrway, Marin to Sonoma	square corners on Marin. add eb right turn lane	3-0	\$ 8,000.00	20	3	3		
15	Ordrway, Marin to Sonoma	speed hump at 964-967	2-1	\$ 3,000.00	20	2	3		
16	Curtis, Marin to Berkeley line	hump 120' south of Francis	3-1	\$ 3,000.00	19	2	4		
17	Carmel, Solano to Washington	speed hump	3-1	\$ 3,000.00	6	2	5		
18	Ordrway, Marin to Sonoma	square corners at Sonoma	3-0	\$ 7,000.00	20	3	3		
19	Santa Fe at Pomona	extend island on Pomona	4-0	\$ 1,000.00	27	1	2		
20	Santa Fe at Ramona	realign Ramona per fig 6.14 of TMP	4-0	\$ 40,000.00	27	10	2		
<b>Recommendations arising out of public meetings on petitions</b>									
A	Peralta at Posen	stop signs	4-0	\$ 2,000.00	n/a	1	n/a		
B	Manor Way Crossings	center island w/pylon & lighting	4-0	\$ 4,000.00	n/a	2	n/a		
C	Manor Way on Ordrway	island bulbouts	4-0	\$ 5,000.00	20	2	3		
D	Manor Way on Peralta	island bulbouts	4-0	\$ 5,000.00	n/a	2	n/a		
E	Nielson, Marin to City Line	stop signs at Terrace Way	4-0	\$ 1,000.00	n/a	1	n/a		
F	Nielson, Marin to City Line	hump at 1105	3-1	\$ 3,000.00	n/a	2	n/a		
G	Nielson, Marin to City Line	choker north of Albany Terrace	4-0	\$ 5,000.00	n/a	2	n/a		
<b>Not Approved</b>									
		speed hump at city line	0-3	only as contingency if no circle (2-1)					
		speed table	2-2						
		hump at city line	1-3						
total cost = \$						149,000.00			

The "need" number is taken directly from the Traffic Management Plan.

"benefit" is intended to measure both the predicted effectiveness and the importance of the issue being addressed. For example something pertaining to child safety might rank high in terms of importance. A solution involving crossing guards might be predicted to be more effective than one involving only signs.

#value indicates that a number could not be calculated because the need ranking is not available. This applies for locations that didn't have data in the TMP.

**6. UNFINISHED BUSINESS****7. NEW BUSINESS****7-1. Neighborhood Traffic Calming Measures**

The Community Development Director reported that in May, 2000, the City Council adopted the Traffic Management Plan (TMP). Included in the Plan's recommendations is a Neighborhood Traffic Calming Measure program. The Council further approved a petition process whereby residents could petition the City for installation of "traffic calming" measures. In approving this approach as a pilot program, the City Council stated they would reevaluate the petition process and neighborhood restrictions at the end of 2001. The petition process was developed because of limited funding and because some neighborhoods may not want traffic calming devices. Petition requests were received for the following streets: Curtis Street between Marin Avenue and the Berkeley border (south); Santa Fe Avenue between Marin Avenue and the Berkeley border (south); Ordway Street between Marin and Sonoma Avenue; Ordway Street between Posen Avenue and the Berkeley border (south); Carmel Avenue between Solano and Washington Avenue.

The Traffic & Safety Commission's goal is to assist neighborhoods in calming traffic. To that end, the Commission recommends that the City Council direct the Traffic & Safety Commission and the City staff to implement neighborhood traffic calming measures based on prioritization and in accordance with the Capital Improvement Program budget, including the following actions: 1) Acquire two portable speed humps and cost will vary according to length and would cost generally between \$4,000 and \$5,500 a piece (these can be used test the effects of a speed hump on the affected street and on neighboring streets). 2) Perform "before installation" and "during installation" testing of the affected street and the parallel street(s) wherever speed humps are proposed, by using the portable speed humps first. Information collected from these tests shall be used to make an informed decision as to whether or not permanent installation should proceed. 3) Implement the traffic calming measure for Manor Way at Ordway Avenue as shown in Table A. 4) Continue traffic enforcement efforts and conduct educational programs targeting at calming traffic within Albany's neighborhoods.

The Community Development Director noted that if neighborhoods are willing to pay for the traffic calming measures, and the City Council is interested in pursuing this approach, staff should be directed to explore a fair approach. However, there are some concerns that should be considered if the Council wishes to direct staff to pursue the option of neighborhood contributions. For example, staff time will be required in obtaining the pledges; if the cost is higher than originally expected it might be difficult to obtain the additional funds needed; some people may change their mind about contributing between the pledge stage and the collection stage.

The Capital Improvement Program budgeted for Transportation Projects totals \$50,000 per year and is to be used for a variety of traffic measures, e.g. Marin Avenue computer simulation testing, matching funds for grants). During the budget hearings, staff estimated that approximately \$16,400 would be available in Fiscal Year 2001/02 for neighborhood traffic calming measures. In the event the City and School District are

### 7-1. Neighborhood Traffic Calming Measures

unsuccessful in receiving the Safe Routes to School Grant, up to an additional \$25,000 might also be available for neighborhood calming measures.

The Community Development Director noted that she would like added to recommendation #3 "and Peralta", which was inadvertently left off the Resolution and the staff report.

The Community Development Director stated that in conclusion the list of projects is long and the money is short.

The following people spoke on this subject:

Ms. Lubov Mazur, Chair Traffic & Safety Commission, introduced the other members of the Commission present: Mr. Ray Anderson, Mr. Farid Javandel & Ms. Carol Voisin. Ms. Mazur urged the City Council to fund the projects as recommended.

Mr. Farid Javandel, T&S Commission, went over Table A and explained what everything meant and noted that the recommendations are meant to be flexible.

Ms. Carol Voisin, T&S Commission, stated that speeding is the problem all over the City and calming the streets is one solution. Ms. Voisin noted that the T&S Commission recommendations are referred to as the 3 E's: Enforcement, Engineering & Education. One idea for the education portion is to have a poster slogan contest and to have parent training on the drop off and pick up of children from schools and to also have a traffic item on the PTA agenda quarterly. For the enforcement portion, the T&S Commission would like to have more traffic enforcement for at least 40 hours during a 7-day week.

Lt. Bone responded that traffic is a priority of the Police Department and stated that more operations were being planned like the one on Marin Avenue. Council asked questions of Lt. Bone regarding the overtime and what it entailed.

Ms. Jeri Holan, 833 Carmel, handed in a petition from the residents of the 800 block of Carmel Avenue, noting that they got everything in on time and would like to have two speed humps installed on the 800 block of Carmel. Ms. Holan noted that only four blocks submitted the proper petitions in a timely manner and pursuant to the established procedures, they should be used for the pilot program for a year at no cost to the residents. Ms. Holan disagreed with the cost estimated by staff for the temporary, removable speed humps stating it is extremely high noting that she contacted two contractors who quoted prices much lower than the \$3,500 staff is estimating. Ms. Holan urged the Council to commence the pilot program as soon as possible by approving speed humps on all four blocks, which satisfied the criteria and includes the 800 block of Carmel.

Mr. John Fifer, 1036 Curtis, also speaking on behalf of the residents at 1045 Curtis, urged the Council to approve the Resolution to make the streets safer and provide some flexibility.

Mr. Mark Freiberg, 1078 Peralta, indicated he is a safety professional for U.C. Berkeley and believes that enforcement is the key and the Police Department should work the area during commute time when traffic is the heaviest. Mr. Frieberg stated that also a major problem in the City is around the St. Mary's High School campus on Posen.

**7-1. Neighborhood Traffic Calming Measures**

Ms. Pam Tulou (sp), 1111 Ordway, asked why the traffic circle is so expensive and that Ordway's problem is from St. Mary's High School. Ms. Tulou suggested that street striping might be very effective.

Ms. Virginia Brothers, 988 Peralta, spoke about the accidents occurring between Marin and Pomona. Ms. Brothers noted that Peralta submitted a petition for speed humps before the City policy. Ms. Brothers stated that traffic is very heavy on Peralta and Manor Way.

Ms. Joanne Kecky(sp), 824 Carmel, stated she works at home and sees the traffic all day long on this block and noted it is a 24 hour a day problem on Carmel Avenue.

A resident at 1110 Ordway (did not hear name), stated that the T&S Commission has done a good job in reporting everything that has been proposed and urged the Council to implement the traffic circle and indicated that the residents have offered to keep it landscaped.

Mr. Charlie Tripp(sp), 838 Carmel, stated he was amazed at the low rating Carmel Avenue received and if this street was prioritized so low then the other streets must be terrible. Mr. Tripp encouraged the City Council to obtain whatever funding is necessary to complete the recommendations.

Ms. Faye Chew, 1134 Santa Fe, thanked the T&S Commission for their hard work and although Santa Fe is not getting speed humps he would like to support the idea of a traffic circle, which hopefully, will slow down the traffic.

Mr. Trevor (didn't get last name), 800 San Carlos, noted that he supports the Resolution in general and also supports the Carmel neighborhood and stated that he is concerned with shifting the traffic problem from one street to another.

Ms. Linda Schneider, 1126 Santa Fe, stated that she believes the T&S Commission has done a great job. Ms. Schneider commented that traffic is bad everywhere and encouraged people to start riding their bicycles and or carpooling.

Mr. David (didn't get last name), 955 Ordway, agreed with other speakers that the T&S Commission has done a great job. However, the City needs to think about the liability issues that exist and the Council needs to make Albany a safe place to live.

Mr. John Bosnick, 1133 Curtis, congratulated the T&S Commission on the recommended plan and stated he is in favor of speed humps.

Mr. Favid Javendal, T&S Commission, stated that when the "benefit ranking" was put together it was a sampling of some of the problem areas and would suggest that the bid process be thrown open to all streets in Albany.

Ms. Debra Dove, Ordway Street, stated that she likes the 3'e concept as presented by the T&S Commission. Ms. Dove encouraged the City Council to accept the Resolution and then make the financial decisions on where the funding is to come from. Ms. Dove agreed with another speaker that people, especially school children, should be encouraged to walk or bike and noted that in October there is a bike/walk to school being sponsored.

Council Member DiPrisco stated that the T&S Commission has done an excellent job. Council Member DiPrisco noted that as the funding is limited he would like to be able to do more than one project and also would like to encourage school children to walk/bike to school.



### 7-1. Neighborhood Traffic Calming Measures

Council Member Ely stated that the process has allowed the City to make rationale decisions and noted that there are a lot of worthwhile projects and not enough money. Council Member Ely suggested that grants be pursued, for example, obtaining speed humps made out of recyclable material so that a recycling grant could be obtained. Council Member Ely noted that he lives on Carmel Avenue, therefore, any decisions about that street he would have to recuse himself.

Council Member Okawachi stated that this has been an incredible process and thanked the T&S Commission for their hard work with a special thank you to Mr. Javendal. Council Member Okawachi reported that she lives on Curtis Street, therefore, any decisions about that street she would have to recuse herself.

Council Member Thomsen agreed that this has been an incredible process and stated that she believes the pilot program is very important and likes the idea of having the portable speed humps. Council Member Thomsen noted that extra enforcement might need to take place around St. Mary's High School.

Mayor Maris went over all the recommendations and added up the cost for each item.

Council Member Thomsen stated that she would like to add a 5<sup>th</sup> item, as the City goes down the priority list and there are two big items and the second one can not be funded, but there is \$1,000 left that staff be able to move on to another item and fund up to the maximum that can be funded given the budget for that year. Fund items on a priority ranking, but up to the point where the budget can be expended for that year including the possibility of skipping a high budget item to capture a low budget item.

Council Member DiPrisco commented that Council should think about adopting Table A.

Council asked Council Member Thomsen to repeat the item she would like adopted.

Council Member Thomsen stated if staff goes down the page in sequential order and one project is too great to be funded but other projects could be funded in that particular cycle then staff can go ahead and spend the money up to the given budget for that cycle.

#### **MOTION:**

Moved by Council Member Thomsen, seconded by Council Member DiPrisco to approve Resolution #01-65 and add "in lieu of spending \$2,000 for the educational part this year that it be postponed and in the meantime speak to the School District about their participation in that part of the program". Also add Item #5 as stated earlier.

AYES: Council Members DiPrisco, Ely, Okawachi, Thomsen & Mayor Maris

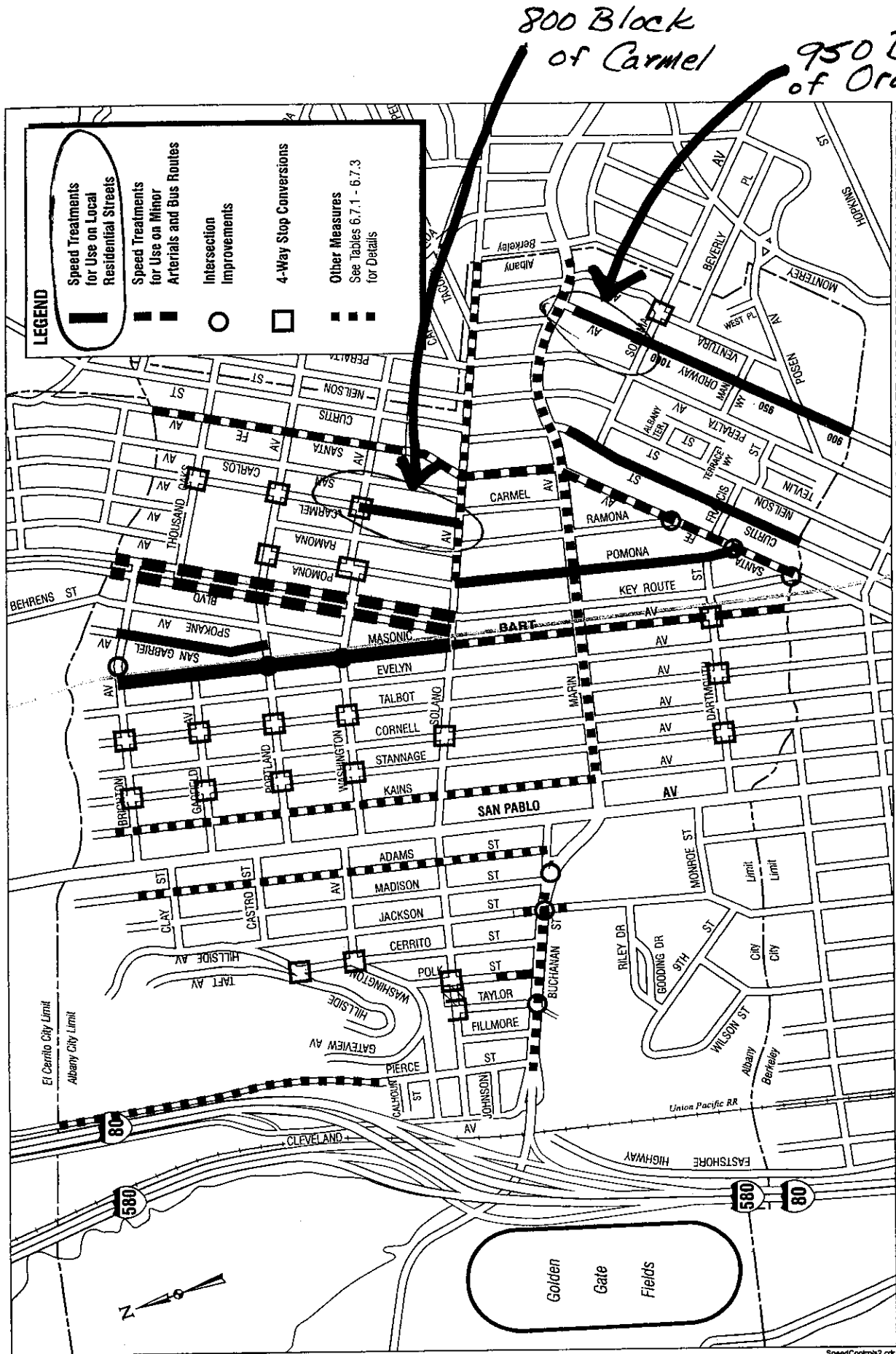
NOES: None

ABSENT: None

Motion carried and so ordered.

### 8. OTHER BUSINESS/ANNOUNCEMENT OF EVENTS

Mayor Maris announced that on September 24, 2001, at 7:00 p.m. at Hs Lordships Restaurant in Berkeley the East Bay Regional Park District is sponsoring a meeting regarding the Eastshore State Park.



CITY OF ALBANY TRANSPORTATION MANAGEMENT PLAN  
**Figure 6.2**  
**TRAFFIC CALMING IMPLEMENTATION MEASURES**  
 Based on a Citizen input process



SpeedControl2.com

**37. Carmel Ave. between Solano Ave. And Washington Ave. :  
Speeding**



**Location**

Carmel Ave. between Solano Ave. and Washington Ave.

**Issue**

Dangerous speeding vehicles; residents suggest speed humps; danger seen to children and pets in the street.

**Data Analysis**

A speed study done in 1998 during the AM and PM peak hours on Carmel Ave. between Solano Ave. and Washington Ave., indicates that the 85<sup>th</sup> percentile of vehicle speeds violates the posted speed limit of 25mph.

During the AM peak hours vehicles travel at 28mph northbound and 30mph southbound. During the PM peak hours vehicles travel at 30mph northbound and 27mph southbound. The highest 85<sup>th</sup> percentile speed was measured at 5mph over the speed limit during the AM peak hours and PM peak hours.

**Major Findings**

The highest observed 85<sup>th</sup> percentile speed on Carmel Ave. between Solano and Washington was 5mph over the posted 25mph speed limit.

**Table 6.7 Summary Ranking of Neighborhood Issues by Street Location**

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
<b>SANTA FE AVENUE</b>					
47	Santa Fe Ave.: Speeding (#49)	2	Phase II: Midblock Speed Treatments for North/South streets (Santa Fe north of Solano in Area 2). (Fig. 6.2) In Area 3, see Marin School angle parking south of Marin. (Fig. 6.13)	\$21,000	4
<b>TOTAL SCORE</b>					
<b>WASHINGTON AVENUE</b>					
48	Washington Ave.: Speeding (#54)	1	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	\$1,500	4
<b>TOTAL SCORE</b>					
<b>ADAMS STREET/WASHINGTON AVENUE</b>					
49	Adams St./Washington Ave.: Sight Distance (#3)	1	Phase I: Install red curb on south side of Washington to the west of Adams Street and trim foliage to improve sight distance.	\$500	3
<b>TOTAL SCORE</b>					
<b>CARMEL AVENUE BETWEEN SOLANO AVENUE AND WASHINGTON AVENUE</b>					
50	Carmel Ave. between Solano Ave. and Washington Ave.: Speeding (#37)	2	Phase II: Midblock Speed Treatments for North/South streets. (Fig. 6.2)	\$5,000	3
<b>TOTAL SCORE</b>					
<b>CERRITO STREET/HILLSIDE AVENUE</b>					
51	Cerrito St./Hillside Ave.: Intersection Geometrics (#11)	1	Phase I: 3-way STOP controlled intersection (STOP controlled on all approaches) (Fig. 6.2)	\$1,000	2
<b>TOTAL SCORE</b>					
<b>CERRITO STREET/WASHINGTON AVENUE</b>					
52	Cerrito St./Washington Ave.: Intersection Geometrics (#10)	1	Phase I: 3-way STOP controlled intersection (STOP controlled on all approaches) (Fig. 6.2)	\$1,500	2
<b>TOTAL SCORE</b>					



## 73. Ordway Ave. (900 and 1000 blocks) : Speeding



### Location

Ordway Ave. (900 and 1000 Blocks) between Sonoma Ave. and Posen St.

### Issue

Discussion of lane channelization, speed humps, and lane dividers by residents in letter to City. Residents report speeds from 35 to 45 mph on Ordway Avenue. A demonstration traffic calming channelization project was request by residents of the 900 block of Ordway Avenue. Residents of the 1000 block of Ordway Avenue inquired if speed tables could be installed.

### Data Analysis

Speed study done in 1998 during the AM and PM peak hours on Ordway Ave. between Sonoma Ave. and Posen Ave., indicates that at the 85<sup>th</sup> percentile of vehicle speed, vehicles violate the posted speed limit of 25 mph. During the AM peak hour vehicles travel at 30 mph northbound and 32 mph southbound. During the PM peak hour vehicles travel at 30 mph northbound and 33 mph southbound. The highest 85<sup>th</sup> percentile speed was measured at 7 mph over the speed limit during the AM peak hour and 8 mph over the speed limit during the PM peak hour.

### Major Findings

Vehicles exceed the speed limit on Ordway Ave. The highest 85<sup>th</sup> percentile speed was measured at 8mph over the posted speed limit.

**Table 6.7 Summary Ranking of Neighborhood Issues by Street Location**

RANKING	LOCATION	AREA	RECOMMENDATIONS	COST	SCORE
<b>SOLANO AVENUE/EAST OF MASONIC AVENUE</b>					
22	Solano Ave./East of Masonic Ave.: <u>Traffic Volumes, Speeds Affecting Bicycle Safety (#50)</u>	3	Phase I: Reclassify Solano Avenue as a minor arterial. Phase II: Implement bulbouts east to the City of Berkeley (Fig. 6.2)	N/A	15
<b>TOTAL SCORE</b>					
<b>BRIGHTON AVENUE BETWEEN SAN PABLO AVENUE AND CORNELL AVENUE</b>					
23	Brighton Ave. between San Pablo Ave. and Cornell Ave.: <u>Speeding (#36)</u>	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	\$3,000	15
<b>TOTAL SCORE</b>					
<b>BRIGHTON AVENUE NEAR MCGREGOR PRIMARY SCHOOL</b>					
24	Brighton Ave. near McGregor Primary School: <u>Child Pedestrian Safety (#35)</u>	2	Phase II: East/West street strategy: reconfigure stop sign pattern so that every other street is 4-way STOP controlled. (Fig. 6.2)	\$3,000	15
<b>TOTAL SCORE</b>					
<b>ORDWAY AVENUE (947 THROUGH 1100 BLOCKS) BETWEEN MARIN AVENUE AND THE BERKELEY CITY LIMITS</b>					
25	Ordway Ave. (947 through the 1100 blocks) between Marin Ave. and the Berkeley City limits: <u>Speeding (#73)</u>	3	Phase II: Midblock Speed Treatments for North/South streets with long blocks. (Fig. 6.2)	\$5,000	14
<b>TOTAL SCORE</b>					
<b>POMONA AVENUE</b>					
26	Pomona Ave.: <u>Speeding (#75)</u>	3	Phase II: Midblock Speed Treatments for North/South streets. (Fig. 6.2)	\$10,000	14
<b>TOTAL SCORE</b>					

# Attachment # 3

## CITY COUNCIL AGENDA STAFF REPORT

Agenda date: May 17, 2004

Prepared on: May 11, 2004

Reviewed by \_\_\_\_\_

**SUBJECT:** Measure F -- Prioritization of Street, Bicycle and Pedestrian Safety Improvements

**FROM:** Ann Chaney, Community Development Director

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### **TRAFFIC & SAFETY COMMISSION RECOMMENDATION**

Approve the attached priority list entitled "*Selection Matrix for City of Albany Street, Bicycle, and Pedestrian Improvements for Priority Consideration under Measure F as Adopted by the Traffic and Safety Commission*" for consideration in the use of Measure F funds.

### **BACKGROUND**

On April 19, 2004, the City Council held a study session with the Traffic and Safety Commission to discuss the priority list of projects recommended by the Commission for Council consideration for use Measure F funds. Following the Council study session, the priority list was modified as follows:

- Priority projects #34 and #40 were reversed so that Piece Street mid-block speed treatments take priority over the Pierce Street red curb painting.
- Cost estimates were reevaluated and increased or decreased to reflect current cost estimates and conditions.
- Shading was added to several projects (e.g., 4-way stop signs) which are now in place or authorized for implementation.

In order to develop the original list, the Commission held several public meetings. Notices were mailed to all Albany residents regarding two meetings with the Traffic & Safety Commission. The purpose of these meetings was to discuss recommendations for implementing Measure F funds, as it pertained to pedestrian, bicycle and motorist safety measures. In addition to the April 24 and May 22 meetings, the Commission discussed this issue at their June 26, July 24, and September 25 meetings. Input was received from the public and considered by the Commission in making their final recommendation to the City Council (see excerpts of minutes).

## GUIDE TO ATTACHED TABLE

Using the Traffic Management Plan, community comments, and general knowledge of the community, a priority listing of projects was assembled.

### Guide to Table

- Street segments or projects shaded in gray are those projects that are installed or designed and in the process of being constructed. Most are funded by Measure F.
- "ID#" represents the priority (e.g., Marin Avenue is the #1 priority listed)
- "Measure" represents the suggested type of improvement (e.g., stop signs, bulbouts)
- "Separate process" means that the Commission conducted a separate hearing process around a particular location/issue.
- "Cost (est.)" represents the estimated cost of the project. These costs were updated prior to this May 17, 2004 City Council meeting to more accurately reflect current dollars.
- "Rank per TMP" represents the ranking assigned the project in the TMP. "N/A" (not applicable) usually applies to bicycle routes; "none" means that the project was not identified in the TMP as an issue, but has since been identified (e.g., Manor Way).
- "1-10 ranking by need, benefit, and citywide" represents the Commission's collective approach to prioritizing the projects based on the overall need for the project, its benefit, and whether it had a larger effect citywide.
- "Overall ignoring cost" represents the Commission's collective tabulation of the individual rankings. At a final meeting, the Commission voted to recommend these projects, ignoring costs, except that Marin Avenue should be placed as the top priority project.

### Attachments

- *"Selection Matrix for City of Albany Street, Bicycle, and Pedestrian Improvements for Priority Consideration under Measure F"*
- Excerpts from Traffic & Safety Commission minutes



**6-2. Prioritization of Street, Bicycle and Pedestrian Safety Projects**

treatments take priority over the Pierce Street red curb painting. Cost estimates were reevaluated and increased or decreased to reflect current cost estimates and conditions. Shading was added to several projects (e.g. 4-way stop signs), which are now in place or authorized for implementation.

The T&S Commission held several public meetings and input was received from the public and considered by the Commission.

Vice-Mayor Good noted that a communication was received from the Speed Hump Committee urging the Council to complete the pilot program, which was adopted in 2001, before any new neighborhood projects are initiated.

The Community Development Director responded that the request seems appropriate, however, would not suggest the Council delay on deciding the prioritization for Measure F money.

Council Member Okawachi expressed concern that the street she lives on, Curtis, did receive the speed hump through the pilot program and has been there for over a year.

Council Member Thomsen asked if the red curb at Pierce Street was on the West side only and the Community Development Director responded it is the eastside. Council Member Thomsen stated that she would prefer that parking be allowed on the eastside, as it is a buffer between vehicles and pedestrians.

Ms. Joy Kekki, 800 block of Carmel and Ms. Sonja Ross, Carmel Avenue and another person (could not understand name) spoke about the urgency of having a speed hump on Carmel noting that several accidents have occurred due to speeding.

Mr. Andrew Lincoff, T&S Commission, urged the Council to approve the prioritization of the Measure F money and to not delay this based on a single issue of a speed hump being put on Carmel Avenue.

Mr. Lincoff noted that this issue should be addressed at the T&S Commission and commented that two speed surveys have already been done on Carmel that show a relatively low speed on Carmel Avenue. Mr. Lincoff stated that maybe new data needs to be collected and addressed at the T&S Commission level.

Vice-Mayor Good stated that he would like to see an unmarked police car parked on Carmel and tickets given out for speeding. Vice-Mayor Good noted that the speed hump should be the last resort.

Council Member Thomsen commented that when a police car was parked by Gateview it had a noticeable impact on speeding. Council Member Thomsen reiterated her concern about the eastside of Pierce Street being painted red and believes that it will definitely enhance the speeding. Council Member Thomsen stated that having the parked cars on that side of the street is important for pedestrian safety.

The Community Development Director noted that the Police Department has received several telephone calls from residents stating that when they are driving up the hill it is difficult for them to see and maybe a small area needs to have a red curb for sight distance.

It was Council consensus to remove Item #41 (Pierce Street – red curb).

Council Member Maris expressed concern noting that the City does have a petition process for people who are experiencing speeding on their streets and believes they should get their request. The Community Development Director stated the City has

**6-2. Prioritization of Street, Bicycle and Pedestrian Safety Projects**

data on file regarding speeding on Carmel, which indicates the average speed of 27 mph. However, maybe a new survey should be done to see what is happening at this time. Council Member Maris stated that the City should expedite the speed hump process for the residents of Carmel Avenue.

Mr. Ray Anderson, T&S Committee, stated that the Commission hears from many residents regarding speeding concerns and noted that speeding is increasing all over the City. Mr. Andersons stated that the T&S Committee is doing the best they can, but maybe this should be looked at again.

Council Member Maris stated that he would like to get temporary speed humps in place on Carmel Avenue, as soon as possible.

Council Member Okawachi suggested that the speed hump on Curtis be moved over to Carmel Avenue and that the second speed hump be placed on Ordway.

**MOTION:**

Moved by Council Member Maris, seconded by Council Member Thomsen to approve the Priority List with the exception of Item #41.

AYES: Council Members Maris, Okawachi, Thomsen & Vice-Mayor Good

NOES: None

ABSENT: Mayor Ely

Motion carried and so ordered.

Council Member Maris stated that staff should be directed to move the speed hump from Curtis Street to Carmel Avenue and noted that Carmel Avenue should have had the speed hump a year ago.

The Community Development Director stated that when the speed hump was placed on Curtis a speed survey was conducted before it was installed and would recommend that one be done for Carmel Avenue, which will take about four weeks. Council agreed this was a good idea to have the data on file.

**6-3. Codornices Creek Restoration Project**

(File #405-50)

The Community Development Director reported that on March 1, 2004, Council took a number of actions and asked that staff return with soils testing information and the estimated cost of soil deposition, prior to receiving authorization to advertise for bids to perform construction work.

The Draft Mitigated Negative Declaration was released for public comment on March 5, 2004 and a total of eight letters were received. The Community Development Director stated that of particular interest is a letter from Caltrans, dated April 28, 2004 stating that the Mitigated Negative Declaration should expand its study to include a "...detailed analysis of downstream facilities or the resultant impacts to those facilities." A response from DC&E was prepared, which are under review by the City Attorney. The Community Development Director read the following from that response: "Due to the inadequate size of the existing culvert under I-80, flooding already occurs east of I-80. As stated on page 71, the hydraulic modeling concluded that existing water surface levels near I-80 may increase, as much as 4 inches during flooding as a result of the proposed project, but the report also concluded that this conservative estimate is within the margin

Commission

ID#	Location	Measure	SP	Cost (est.)	Cumulative rank per TMP	1-10 ranking by benefit	Overall ranking cost	status	notes
1	Main Avenue	4 to 3 lanes + bike lanes + parking - phase 1	no	\$1,180,000	1,180,000	1	1	1.33	Environmental Study with Berkeley under way Spring 2004
2	Santa Fe at Marin School	improve drop off/pick up (no angle parking)	no	\$ 3,000	\$ 3,000	1	1	1	
3	Brighton, at San Gabriel	stop sign on Brighton at San Gabriel	no	\$1,500	\$ 4,500	1	1	1	
4	Bicycle path under I-801/560	construct alternative buffered path	no	\$75,000	\$84,500	2	1	1.33	
5	Pomona at Washington	install bike racks	yes/no	\$10,000	\$94,500	2	2	1.67	designed
6	Key Rt. Solano to El Cerrito border	install bike racks	yes/no	\$40,000	\$134,500	2	2	1.67	Already installed
7	Buchanan Street (Class II)	path through University Village	no	unknown	unknown	2	2	1.67	Already installed
8	Solano from Masonic to Berkeley	install bulbouts, lighting	no	unknown	unknown	2	2	1.67	Already installed
9	Key Rt. Solano to El Cerrito border	phase II (concrete)	no	\$1,800,000	\$1,800,000	3	1	3.00	designed
10	Main Avenue	phase II (concrete)	no	\$1,118,500	\$2,918,500	3	1	3.00	designed
11	Santa Fe at Marin School	improve drop off/pick up (no angle parking)	no	\$ 3,000	\$2,921,500	3	2	3.33	Converted to a traffic circle. Cost is now higher
12	Santa Fe at Marin School	improve drop off/pick up (no angle parking)	no	\$1,500	\$4,421,500	3	2	3.33	Converted to a traffic circle. Cost is now higher
13	Marin at El Cerrito	install bike racks	no	\$500	\$4,921,500	3	3	3.67	installed
14	Marin at El Cerrito	install bike racks	no	\$500	\$5,421,500	3	3	3.67	installed
15	Marin at El Cerrito	install bike racks	no	\$500	\$5,921,500	3	3	3.67	installed
16	Marin at El Cerrito	install bike racks	no	\$500	\$6,421,500	3	3	3.67	installed
17	Adams at Washington	install red curb	no	\$500	\$6,921,500	3	3	3.67	designed
18	BART X's at Portland, Washington	realign bike paths at intersection	no	\$86,000	\$7,781,500	4	2	4.00	Already installed
19	BART X's at Portland, Washington	realign bike paths at intersection	no	\$1,500	\$9,281,500	4	2	4.00	Already installed
20	Sonoma at Ventura (not on Fig. 6.2)	4-way stop sign	no	\$500	\$9,781,500	4	2	4.00	Already installed
21	Pomona at Thousand Oaks	red curb	no	\$500	\$10,281,500	4	2	4.00	Already installed
22	Pomona at Thousand Oaks	red curb	no	\$500	\$10,781,500	4	2	4.00	Already installed
23	Adams, Buchanan to just N of Clay	convert Adams to two-way street	no	\$5,000	\$15,781,500	4	2	4.00	Already installed
24	Adams, Buchanan to just N of Clay	convert Adams to two-way street	no	\$5,000	\$20,781,500	4	2	4.00	Already installed
25	Cerrito Creek path (Class I)	install Class I path to Bay Trail via Cerrito Ck	yes	\$471,000	\$25,252,500	5	3	5.00	designed
26	Nielson, at Terrace Way	stop signs at Terrace Way	yes/no	\$1,000	\$26,252,500	5	3	5.00	designed
27	Solano at Ventura	red curb 1 space S/ Solano and W/ Ventura	no	\$500	\$26,752,500	5	3	5.00	designed
28	Key Rt. Solano to El Cerrito border	convert Key Rt. to two-way street	no	\$8,000	\$34,752,500	5	3	5.00	designed
29	Key Rt. Solano to El Cerrito border	convert Key Rt. to two-way street	no	\$8,000	\$42,752,500	5	3	5.00	designed
30	Buchanan/Marin near Fire Station	realign Buchanan merge	no	\$50,000	\$92,752,500	6	3	6.00	Already installed
31	Curtis, Marin to Berkeley border	hump at left location	yes	\$5,000	\$97,752,500	6	3	6.00	Already installed
32	Derrimouth at Stannage & Talbot	4-way stop sign	no	\$1,500	\$99,252,500	6	3	6.00	Already installed
33	Masonic (entire length)	midblock speed treatments	no	\$45,000	\$144,252,500	6	3	6.00	Already installed
34	Santa Fe at Key Route Blvd.	realign intersection	no	\$45,000	\$189,252,500	6	3	6.00	Already installed
35	Pierce Street, Callhorn to EC border	midblock speed treatments	no	\$25,000	\$214,252,500	6	3	6.00	Already installed
36	Peralta at Prosen	3-way stop signs	yes/no	\$2,000	\$216,252,500	6	3	6.00	Already installed
37	Orkeley, Marin to Sonoma	square corners at Sonoma	yes	\$25,000	\$241,252,500	6	3	6.00	Already installed
38	Santa Fe (Class II)	striping, bike detectors at Marin & Solano	no	\$25,000	\$266,252,500	6	3	6.00	Already installed
39	Orkeley Greenway/BART path	replace lighting (also part of adopted CIP)	no	\$250,000	\$516,252,500	6	3	6.00	Already installed
40	Orkeley, Marin to Sonoma	speed hump at 956-974 (temporary first)	yes	\$5,000	\$521,252,500	6	3	6.00	Already installed
41	Pierce Street, Callhorn to EC border	red curb 20' stopping sight dist. to south	no	\$1,000	\$522,252,500	6	3	6.00	Already installed
42	Jackson/Adams (Class II and III)	install Bike Boulevard (includes creek bridges)	no	\$50,000	\$572,252,500	6	3	6.00	Already installed
43	Jackson/Adams (Class II and III)	install Bike Boulevard (includes creek bridges)	no	\$50,000	\$622,252,500	6	3	6.00	Already installed
44	Jackson/Adams (Class II and III)	install Bike Boulevard (includes creek bridges)	no	\$50,000	\$672,252,500	6	3	6.00	Already installed
45	Pierce Street, Callhorn to EC border	surge left lanes into on/off driveways	no	\$15,000	\$687,252,500	6	3	6.00	Already installed
46	Nielson, Francis to Berkeley border	hump at 1105	yes/no	\$5,000	\$692,252,500	6	3	6.00	Already installed
47	Garland, San Pablo to Masonic	4-way stop sign pattern (2 intersections)	no	\$3,000	\$695,252,500	6	3	6.00	Already installed
48	Peralta (Class II and III)	striping, bike detectors at Marin & Peralta	no	\$34,000	\$729,252,500	6	3	6.00	Already installed
49	Washington (Class II)	SP/Washington recon w/ new signal	no	\$191,000	\$920,252,500	6	3	6.00	Already installed
50	Key Rt. Solano to El Cerrito border	hump 120' south of Francis	yes	\$5,000	\$925,252,500	6	3	6.00	Already installed
51	Curtis, near Francis	striping, bike detectors	yes	\$5,000	\$930,252,500	6	3	6.00	Already installed
52	Orkeley (Class III)	striping, bike detectors	yes	\$5,000	\$935,252,500	6	3	6.00	Already installed
53	Orkeley, Marin to Sonoma	speed hump at 864-967	yes	\$5,000	\$940,252,500	6	3	6.00	Already installed
54	Masonic, near Albany/Terrace	choke north of Albany/Terrace	yes/no	\$15,000	\$955,252,500	6	3	6.00	Already installed
55	Key Rt. Solano to El Cerrito border	plus curb bulbouts at intersections	yes	\$300,000	\$1,255,252,500	6	3	6.00	Already installed
56	Orkeley, at Marin	island median on Marin w/ sq. corners on Marin, add eb right turn lane	yes	\$7,000	\$1,262,252,500	6	3	6.00	Already installed
57	Orkeley, at Marin	midblock speed treatments	no	\$25,000	\$1,287,252,500	6	3	6.00	Already installed
58	Pomona, Solano to Santa Fe	midblock speed treatments	no	\$15,000	\$1,302,252,500	6	3	6.00	Already installed
59	Key Rt. Solano to El Cerrito border	midblock speed treatments	no	\$70,000	\$1,372,252,500	6	3	6.00	Already installed
60	San Gabriel, Portland to Brighton	midblock speed treatments	no	\$10,000	\$1,382,252,500	6	3	6.00	Already installed
61	Carmel, Solano to Washington	speed hump (does this belong on list?)	yes	\$5,000	\$1,387,252,500	6	3	6.00	Already installed
62	Santa Fe at Marin School	permit parking, if desired	no	N/A	N/A	6	3	6.00	Already installed
63	Albany High School area	permit parking, if desired	no	N/A	N/A	6	3	6.00	Already installed
64	San Pablo & Washington	install ped. barriers on Washington east leg	no	\$1,000	\$1,388,252,500	6	3	6.00	Already installed
65	Polk	initial grade warning sign/15 mph sign	no	\$1,000	\$1,389,252,500	6	3	6.00	Already installed
66	Solano from Masonic to Berkeley	permit parking, if desired	no	N/A	N/A	6	3	6.00	Already installed
Grand total				\$3,176,500 (plus \$98 bulbouts and lighting on Solano east of Masonic)					

950 bik Ordway →

800 bik Carmel →

**CITY OF ALBANY  
TRAFFIC AND SAFETY COMMISSION  
MINUTES**

**Thursday, May 27, 2004  
Albany City Hall, 1000 San Pablo Avenue  
7:00 p.m.**

**I. Call to Order**

The meeting was called to order at 7:05 p.m. by Ray Anderson, Vice-Chair.  
Members present: Farid Javandel, Lubov Mazur, and Ray Anderson.  
Members absent: Diane Akers. Andy Lincoff  
Staff present: Ann Chaney, Community Development Director, Cherry Chaicharn,  
Transportation Planner, and Lt. Mike McQuiston and Officer Don Maiden, Police  
Department.

**B. Measure F – City Council and Commission meeting on May 17**

Chaney reported on the City Council action on the location of temporary speed humps. Specifically, the Council responded to concerned citizens on the 800 block of Carmel and directed staff to place a temporary speed hump on that block. Staff told Council that prior to placement, staff typically conducts speed and volume counts first on the subject street, and two adjoining streets. This “pre” information serves as a base to then evaluate the speed hump’s effectiveness and possible diversion to other streets, after it is installed. Staff also told the Council that the 900 block of Ordway was the next street slated for one of the two temporary speed humps and this would mean that the current hump in the 1000 block of Curtis would have to be removed.

Javandel raised concern that if a follow-up test is done and a diversion results on an adjoining street, it eliminates the City’s ability to place the second speed hump on an adjoining street. In the case of Curtis Street, no diversion to Peralta or Santa Fe was shown. Anderson stated that Chair Lincoff did a good job of trying to explain this to the Council.

Javandel moved that the speed hump on Curtis be relocated to Carmel be moved at the same time that the second speed hump is installed at Ordway. He also said that a follow up test be done in October. If diversion results on an adjoining street, then the street with the lower speed should have their speed hump relocated. Motion passed.

59040  
**Attachment #5**

**CITY OF ALBANY  
CITY COUNCIL AGENDA  
STAFF REPORT**

Agenda Date: 07/26/04  
Prepared Date: 07/15/04  
Reviewed by: BP

**SUBJECT: FOR INFORMATION ONLY**  
Status report on the placement of temporary speed humps on Ordway and Carmel Avenues, and a permanent speed hump on Curtis Street.

**REPORT BY:** A. Cherry Chaicharn, Transportation Planner

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**STAFF RECOMMENDATION: INFORMATION ONLY**

**BACKGROUND**

The City currently has two temporary speed humps for placement on previously identified streets as guided by the City Traffic Management Plan. Curtis Street was one of the first streets to receive a temporary speed hump. A baseline speed survey was conducted prior to the temporary speed hump placement. After being installed, another speed study was conducted to determine whether or not traffic would be deviated to other streets (i.e. Nielson and Santa Fe) as a result of the speed hump. These studies showed that speeds were reduced without traffic diversion onto adjacent streets. Therefore, Curtis Street is now scheduled for a permanent speed hump. Installation will occur within the next month and a half.

The baseline speed surveys were also conducted for Ordway and a portion of Carmel. Public Works division staff will be installing the temporary speed humps in August. Community Development staff will be informing the residents on these streets as to the placement and timeline. Those residents who will have a speed hump placed in front of their property have been contacted personally and will have an opportunity to comment.

**FINANCIAL IMPACT**

The costs associated with this project include speed and volume surveys, mailing of notices, and staff time for such installations and processes. The cost for constructing the permanent speed hump on Curtis Street will be part of the traffic calming project contract currently underway, and funded through Measure F.

**4. CONSENT CALENDAR**

(Consent Calendar items are considered to be routine by the City Council and will be enacted by one motion. By approval of the Consent Calendar, the staff recommendations will be adopted. There will be no separate discussion on these items unless a Council Member or a member of the audience requests removal of the items from the Consent Calendar.)

- 4-1.** a. City Council minutes, June 21, 28 & July 6, 2004 & notes from the July 6, 2004, Study Session.  
Staff recommendation: Approve.

- 4-2.** a. Ratification of City of Albany net payroll in the amount of \$165,819.52; taxes, benefits & withholdings in the amount of \$120,607.82. Total payroll in the amount of \$286,427.34. Payroll period. 07/09/04.

- b. Ratification of Albany Municipal Services JPA net payroll in the amount of \$36,618.40; taxes, benefits & withholdings in the amount of \$23,431.08. Total payroll in the amount of \$60,049.48; Payroll period: 07/09/04.

Staff recommendation: Ratify.

- 4-3.** a. Ratification of bills, claims & demands against the City of Albany in the amount of \$245,120.60. Period: 07/02/04.

- b. Ratification of bills, claims & demands against the City of Albany in the amount of \$3,604.21. Period: 07/06/04.  
(File #300-40)

Staff recommendation: Ratify.

- 4-4.** A rendering of the quarterly Cash and Investments Treasury Report of the City of Albany as of June 30, 2004, as required by Section 53646 of the California Government Code.  
(File #300-10)

Staff recommendation: Note and File; Information only.

- 4-5.** Status report on the placement of temporary speed humps on Ordway and Carmel Avenues and a permanent speed hump on Curtis Street.  
(File #590-40)

**4. CONSENT CALENDAR**

Staff recommendation: Information only.

- 4-11.** Resolution #04-36 – A Resolution of the Albany City Council Indicating Applicability of Ordinance #04-05. This Resolution expresses the intent of the Albany City Council that Ordinance #04-05 shall apply to any local election conducted by or held through the City of Albany, including School Board Member elections.  
(File #630-40)

Staff recommendation: Approve Resolution #04-36.

- 4-12.** Resolution #04-37 – A Resolution of the Albany City Council Adopting the Yearly Tax Rate for the Pension Override Tax to Fund City of Albany Pension Obligations, in accordance with Assembly Bill 377 and Assembly Bill 13. The Tax Rate is adopted for the Fiscal Year Beginning July 2, 2004 and Ending June 30, 2005.  
(File #390-85)

Staff recommendation: Approve Resolution #04-37.

- 4-13.** Resolution #04-38 – A Resolution of the Albany City Council Authorizing the City Administrator to Execute the Required Matching Grant Funds of \$48,000 (20%) should the City be awarded the \$192,000 Transportation Funds for Clean Air (TFCA) Regional Grant Request for Phase I of the Marin Avenue Reconfiguration Project, Submitted on June 30, 2004. Total Project Cost is \$240,000.  
(File #345-30)

Staff recommendation: Approve Resolution #04-38.

- 4-14.** Resolution #04-40 – A Resolution of the Albany City Council Authorizing the City Administrator to Call for Bids and Award Contract No. 04-08 for the 2004 Access Ramp Project.  
(File #600-30)

Staff recommendation: Approve Resolution #04-40.

Mayor Ely asked if anyone would like to remove an item from the Consent Calendar and the following items were removed for discussion: Items 4-5, 4-6, 4-7, 4-8, 4-9 & 4-12.

**4. CONSENT CALENDAR**

**4-5. Temporary Speed Humps**

Council Member Good questioned whether Council had agreed upon this action and the City Administrator stated that Council approved the priority list, which included this action.

Council Member Good stated that he would be voting against for the same reasons he has in the past.

**4-6. Planting of Tree at Memorial Park**

Council Member Maris asked if this tree would be covered by the existing irrigation or if there would be an extra cost? The City Administrator responded that there would need to be extra irrigation and staff would be asking the applicant to pay for it.

**4-7. Purchase of New Fire Truck**

Council Member Okawachi asked if the City was obligated to take the lowest bid noting that Albany Ford's bid was only over by \$700 and would prefer that the City do business with Albany merchants.

The City Attorney responded that he would need to check the purchasing policy and the City Charter and get back to Council. The City Administrator recommended that this item be put at the end of the agenda for action once staff has obtained the answers.

**4-8. Funding for Chamber of Commerce**

Council Member Okawachi stated that the Chamber of Commerce was not here tonight to speak on this item, but she believes that due to all the work the Chamber does for the City and the fact that the City supports the Solano Avenue Association each year would recommend that an additional \$1,000 be added to the recommended amount. Council Member Okawachi noted that she certainly supports the Solano Stroll but believes the Chamber of Commerce could use the extra money.

Council Member Maris stated that he would feel comfortable by increasing the amount to \$19,000 and noted that the City definitely gets their money's worth from the Chamber.

Council decided to discuss this item further after approval of the Consent Calendar.

**4-9. Community Center/Library Contract**

Council Member Maris stated there is a significant increase in the amount requested. The City Administrator replied that after reviewing all the work it was decided that it would be cost effective to do all the work at once rather than in pieces.

The Interim Public Works Manager commented that he is working on the estimate and the painting for the Community Center is approximately \$19,000-\$23,000 and the



SPEED HUMP COMMITTEE  
800 BLOCK OF CARMEL  
ALBANY, CALIFORNIA

Attachment #6

June 16, 2011

Albany City Council  
1000 San Pablo Avenue  
Albany, California 94706

REC'D JUN 20 2011

RE: Speed Hump, 800 Block of Carmel Avenue

Dear Mayor & Council Members:

As part of the City's 2000/2001 Pilot Program for Speed Humps, our block collected signatures and received Council approval on 9/18/01 AND 5/17/04 (see attached letter to Council) for a temporary speed hump. The temporary speed hump was removed last Fall and we were told a permanent one would be installed in Fall, 2011.

Carmel Avenue is the main thoroughfare between the High School and Solano Avenue and goes all the way through to El Cerrito. Many of the School's students raced through our narrow section of Carmel and we had a number of accidents directly related to this traffic. The Council acknowledged our unique problem in 2000 when they approved the hump for the Pilot Program. Once our speed hump was installed, traffic improved tremendously and was measurably calmed.

Since the temporary hump was removed, our street is again experiencing an increase in traffic and car speeds. Our neighborhood was informed that a 6/6/11 Traffic & Safety meeting was to approve the final location of our permanent speed humps. It was NOT noticed as a meeting to decide if the hump was to be installed or not. A member of our Committee attended the meeting only to ask that the Commission hasten the installation of the new humps as much as they could. Residents trusted that the City would not default on its promise to reinstall permanent humps.

We were quite taken aback when we were notified the Commission recommended to the Council that another speed survey be done INSTEAD OF installing the new humps. After traffic has been calmed for 7 years, we don't believe another survey will legitimately illustrate how hazardous the traffic was on this section of Carmel.

It is also our understanding that the construction contract for the first phase of speed humps will be approved by the Council in August and that, in order to save money, it is in the interests of the City to install them all at the same time. Therefore, time is of the essence, and we ask that this item be placed on your Agenda as soon as possible: the 800 block of Carmel still needs speed humps and residents would like them to be reinstalled as soon as possible.

Thank you for your immediate consideration,

Sonja Ross, Block Representative



cc: Traffic & Safety Commission

Attachment

800 CARMEL RESIDENTS REQUESTING REINSTALLATION OF SPEED HUMPS

Sonja & Clive Ross  
844 & 846 Carmel Avenue  
524.1289/c=910-2944  
haneyross@sbcglobal.net

Susan & Newell Dunlap  
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Ingrid & Rod Haney  
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Thu Hang Dang  
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Jim & Joy Kekki  
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Ann & John Nutt  
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John & Krisana Swindell  
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&

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Jon & Alice Ely  
823 Carmel  
527-1676

Roger & Barbara C. Edelson  
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525-1203

Ling Wright & Fritz Spalek  
815 Carmel  
525-5469  
wright\_spalek@att.net

Bien & Thornton Davis  
807 Carmel  
526-3315

# SPEED HUMP COMMITTEE

800 Block of Carmel  
Albany, CA

May 17, 2004

Honorable Mayor and Council Members  
City of Albany  
1000 San Pablo Avenue  
Albany, CA 94706

Dear Mayor & Council:

It has come to our attention that you will be allocating Measure F funding based on the Traffic Commission's recent matrix of prioritized traffic calming devices. We are writing to complain that the City has not yet completed the projects it approved during the pilot petition program in the Fall of 2001 (see attached Staff Report from 9/18/01). Before any new neighborhood projects are initiated, or funded, the pilot program should be completed first.

At your September 18, 2001, meeting, you approved the purchase of two temporary speed humps which were to be rotated among the five neighborhoods who turned in qualified petitions for the one-year pilot petition program. The pilot program was established to make sure the program was fairly implemented throughout the City. Neighborhoods that were organized and in agreement regarding traffic calming measures would get priority through the petition process. Neighborhoods who were not in agreement, although they might be high on the Traffic Commission's list of priorities, would not get any traffic devices.

Public notices were sent out, three public meetings were held, and only four neighborhoods got their petitions in on time, one was late. To date, only one of the temporary speed humps has been installed and it has not moved in over 1.5 years. The second temporary bump was never installed anywhere. As a result, we request that the council IMMEDIATELY direct staff to rotate the temporary bump from Curtis to the second neighborhood on the list and install the second temporary bump on the third street. A limit, say 8 months, should be set before they are then rotated to our street, Carmel, which was the fourth qualified petitioner. The fifth petitioner was, in fact, late and did not meet the rules established in the pilot program.

SEPT, 2001

We are also writing to complain that our block is now #61 on the Traffic Commission's prioritized list of traffic measures. After two recent speeding accidents on our street, one which involved closing the street for almost 4 hours on Sunday, May 6, 2004, we believe we need to be moved higher on the list for a permanent traffic hump. Perhaps the traffic study needs to be updated with current data to establish realistic priorities.

Thank you for your immediate attention to our problem.

Sincerely,

Rod, Ingrid, Rod Jr., & Sabrina Haney  
832 Carmel Avenue  
525-6388

Craig Haney  
846 Carmel

Sonya Ross  
844 Carmel  
524-1289

Joy & Jim Kekki  
824 Carmel  
524-9278

Ann & John Nutt  
812 Carmel  
525-1781

Jerri Holan  
833 Carmel  
559-9119

Beate Illek & Horst Fishcher  
839 Carmel  
559-8254

Charlie & Lucy Tripp  
838 Carmel  
524-2976

Alice Ely  
823 Carmel  
527-1676

Sue Dunlop  
840 Carmel  
525-9177

Barbara Duncan  
837 Carmel  
527-1719

LING WRIGHT  
815 CARMEL  
525-5469

*Attachment*

# Attachment #7

## EXHIBIT A

### TRAFFIC CALMING WARRANT CRITERIA<sup>1</sup> AND PROCESS

#### CITY OF ALBANY

<b>STEP 1 - Initial Step - Resident Request</b>	
	Request for speed treatment must be made in writing to Traffic and Safety Commission by a resident of the street and block in question.
<b>STEP 2 - Street Geometry and Physical Conditions necessary for consideration (Does the street meet these standards?)</b>	
	<p>Street (block) should:</p> <ul style="list-style-type: none"> <li>• Be residential with a speed limit of 25 mph or less</li> <li>• Be at least 300' in length</li> <li>• Not be a bus route, unless City Engineer determines that special circumstances warrant discussions with transit agency for type of treatment.</li> <li>• Not exceed 40' feet in width</li> </ul> <p>The street grade, not to exceed eight (8) percent (according to ITE guidelines). Further analysis required for particular circumstances.</p> <p><b>IF THE STREET (BLOCK) MEETS THE PHYSICAL CONDITIONS ABOVE, A VOLUME AND SPEED SURVEY WILL BE CONDUCTED BY THE CITY.</b></p>
<b>CRITERIA - Speed and Volume Criteria to warrant traffic calming measure</b>	
<b>Volume</b>	Less than 3,000 vpd (vehicles per day)
<b>Speeds</b>	85th percentile is 5 m.p.h. over the speed limit
<b>STEP 3 - Notification to Resident(s)</b>	
	If the Speed and Volume criteria do not warrant traffic calming measures, the resident(s) is informed that the <b>process stops at this point.</b>
	If the Speed and Volume criteria are met, the Traffic and Safety Commission may either recommend a change on the street and the type of treatment <sup>2</sup> , or suggest that staff collect additional information, such as accidents within the last three available years, analysis of nearby pedestrian generators and pedestrian counts. <b>More information needed.</b>

<sup>1</sup> For projects not listed in the Traffic Management Plan

<sup>2</sup> A traffic engineer should be consulted regarding the type and number of traffic calming treatment being recommended

- The Traffic and Safety Commission may recommend a change on the street.
- The type of treatment will be determined by the Traffic and Safety Commission in consultation with a traffic engineering consultant.
- Resident who initiated the process is informed of the intent to install a traffic calming measure on the street.

**Depending on Commission's recommendation, the process may stop here, or continue to the next step.**

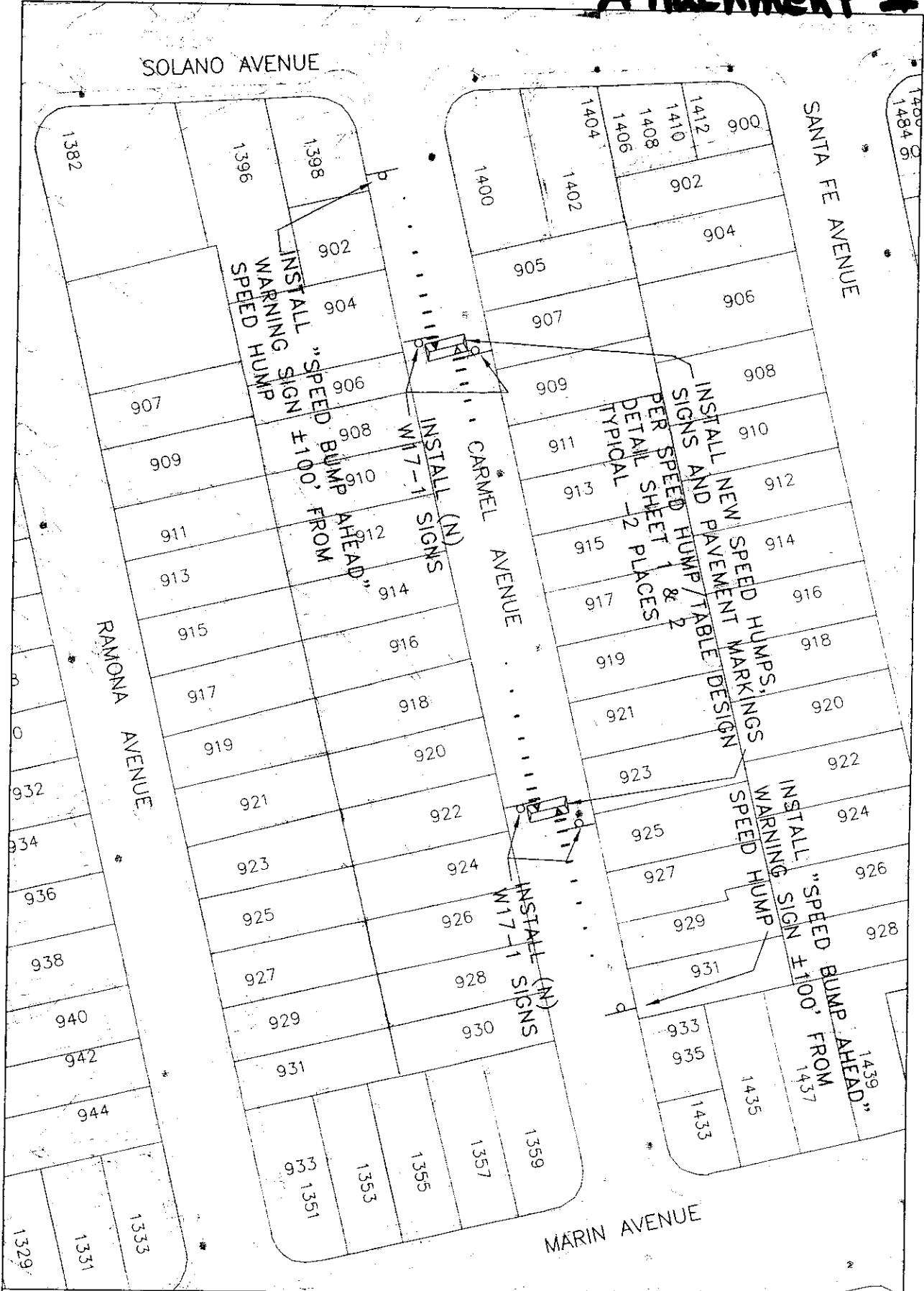
**STEP 4 – *Neighborhood Petition Process***


When Traffic and Safety Commission recommends a traffic calming measure(s):

- Resident(s) who initiated the process, or a block representative, must circulate a neighborhood petition (petition forms available through City staff).
- Approval of at least 67% of the block residents is needed for installation of traffic calming measures(s).
- If petition is verified to have 67% approval, project is submitted to City Council for possible inclusion onto a Neighborhood Traffic Calming Project List.

**STEP 5 – *Implementation by Staff***

- City installs traffic calming measure(s) based on available funding.
- Prior to the installation of traffic calming measure(s), a pre-and post-volume and speed survey will be conducted on parallel roadways, as well as a post-survey on the subject roadway.
- The City will remove any traffic calming measure if City's traffic engineering consultant determines that the measure is inefficient or causing significant traffic diversion to parallel roadways.



  
 NORTH  
 DATE: MAY 2011  
 SCALE: 1" = 40'

*City of Albany*  
 900 BLOCK OF CARMEL AVENUE  
 SPEED HUMPS  
 CONTRACT C11-11  
 PROJECT PLANS SHEET 3 OF 5

