



**TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING MINUTES
City Council Chambers
1000 San Pablo Avenue
February 28, 2013– 7:00 PM**

1. **CALL TO ORDER** Meeting was called to order at 7:02 pm by Chair McCroskey.
2. **ROLL CALL. Members present:** McQuaid, Javandel, McCroskey, Miki, and Reeves. Staff present: Lt. Geissberger, Bond, Chavez, Chan, Bernardes.
3. **APPROVAL OF MINUTES for January 24, 2013.** Minutes were unanimously without changes.
4. **PUBLIC COMMENT.** Public comment was received from Julie Winklestein, about different issues: vehicles rolling stop signs, cars parked on sidewalks. She offered three approaches: 1) Punishment approach, 2) Let people do what they currently do, and 3) Everybody shares in education and work together to solve the problem. Preston Jordan spoke about the Ohlone Greenway.

5 PRESENTATION

5-1 Police Report

For the month of January 2013: 16 collisions, 11 non-injury, 5 injury, 6 hit and run, 3 occurred on Marin, 1 near a school ,and one was auto/pedestrian collision.. The APD issued 144 moving citations, 10 citations, 3cell phone related, 6 stop sign violations, and one for not being able to produce insurance.

6.0 Discussion and possible action on matters related to the following items:

Chavez asked Chair to discuss Item 6-5 first.

6-5 Report on construction activities of the Buchanan Bikeway Project.

Bernardes provided a report. Public comment was received from Preston Jordan, Harry Chomsky, Alison Horton, Sherry Riemann, Down Marlett. Comments were related to the width of the ramps included in the project, not being adequate to accommodate two cyclists passing in opposite directions, a request to have a ramp at the Buchanan landing, and the concern that a traffic signal at Pierce will bring more traffic on that street.

The Commission recommended staff to pursue building the remaining ramps as wide as the path to avoid bottlenecks and to look at extending the truncated domes to the sidewalk like in El Cerrito Plaza BART station.

6-2 Review of proposed new commercial building at 1600 Solano Avenue.

McQuaid recused from this discussion. Bond introduced the issue. Concerns pertaining to the Traffic and Safety Commission included a possible exemption for the required number of parking spaces for the new development and the trip generation of the proposed orthodontics clinic. Residents were concerned that parking in the area is in high demand. Residents would like the City to follow the current zoning laws. Public comment was received from Tom O'Brien, Peter Goldberg, Steve Broken, Howard Graves, Kava Mashay, Sue Broken, Julie Graves, and Robert Chasty. Comments were related to traffic impacts of proposed development.

Motion Miki/Javandel: Recommend that the Planning & Zoning Commission add to the 1600 Solano Avenue development the following Conditions of Approval:

- Implement Transportation Management Measures for employees and patients.
- Install showers to facilitate employee commuting by bike
- Underground parking exit should only allow right turn onto Ordway
- Install signage in garage indicating that vehicles shall not back out of the garage.
- Add a crosswalk on Solano /Ordway directly connecting pedestrians to the project. The Crosswalk should be high visibility or the type recommended in the ATP.

Monitoring of traffic speed and volume was recommended after project is in business (usually within 6 months after project is in use). Measurements of speed and volume on Ordway –pre project are: 672 Vehicles per day, 85th percentile speed at 27 mph. The Commission recommended monitoring other residential streets once project is implemented. The Commission asked to put on a future agenda the implementation of 30 minute parking (2-3 spaces) on Solano Avenue at the intersection with Ordway to accommodate patient turnout. The Commission asked to have a report about the results of the post project monitoring evaluation. Vote was unanimous.

Another motion derived from this Item, but not tied to the issue was the following:

Motion Miki/Reeves: Explore options for traffic calming measures at Ordway/Marin, Tacoma/Ordway, and Solano/Ordway—Consider one way study for Ordway for future discussion and independent from the project. Vote was unanimous. McQuaid returned to the meeting after the voting.

6-1 Buchanan/San Pablo Avenue Complete Streets Project

Bond introduced Michael Moule of Nelson Nygaard. Mr. Moule introduced the potential alternatives for San Pablo Avenue:

Option 1: Shared lane markings, minor loss of parking of 10-15 spaces. The variations for this Option are 1A: Minimum medians, which means less raised medians and 1B, moderate medians, which includes more raised medians. The consultants did not include a high median option because during the charette they heard that Police and Fire use the median area for emergency response. The minimum median option includes medians that are at least 30 ft. long for visibility issues.

Option 2: Includes a bicycle lane by removing parking along one side of the street (approximately 40% loss), and narrowing medians to between 4 and 6 feet. Travel lanes are kept at 11 feet wide. The consultants said they did not consider cycle tracks because of the many driveways, which are in the range of 80 or 90 driveways.

Localized analysis:

Dartmouth and Monroe intersection: Eliminate left turn from San Pablo to Dartmouth, add traffic control and align path along the creek. In the minimum median scenario, the median just goes from crosswalk to crosswalk. In the moderate median scenario, it extends to the City Limit.

Washington Avenue location: In the minimum median scenario, a raised median is proposed at the north crossing and at the south crossing. In the moderate median scenario a longer median is recommended. Raised medians have shown in studies to reduce crashes significantly. A recommendation to extend the signal cycle instead of implementing another signal is likely.

Solano Avenue/San Pablo Avenue: The consultant team suggested signal timing modifications and relocating the northbound bus stop to the far side.

For Buchanan Street, the consultant recommended filling the asphalt/concrete joint along the north side of Buchanan as it falls within the proposed bike lane. There is a proposal for a crosswalk for either Taylor or Polk with a raised median for pedestrian refuge and advance yield lines with a rapid flashing beacon sign or a HAWK signal.

Public comment was received from Allison Horton, Preston Jordan, Harry Chomsky, and owners of Max Liquors. Comments included: preference for bike lanes over sharrows, requests for an off street parking capacity study, parking loss would affect businesses on San Pablo Avenue, some businesses benefitting from the time limited parking, opposition to move bus stop to far side, and bike lanes have the potential to bring economic growth

Motion Javandel/Reeves: For Buchanan, the preferred control is a HAWK signal for pedestrian crossings. Vote was unanimous.

Motion Javandel/Reeves: For Buchanan, the pedestrian crossing should be at Taylor. Vote 4 Ayes, 1 abstained (McCroskey).

Motion Javandel/Miki: Moved to continue the meeting until 11:30 pm. Vote was unanimous.

In addition, the Commission recommended looking at implementing a similar approach to that of Dartmouth Avenue for Washington and San Pablo Avenues, preventing left turns onto Washington. Look at implementing a through right turn from westbound Solano to northbound San Pablo, the same way the opposite direction operates on the east leg of the intersection. .

6-3 Street Smart Program Cost Proposal.

Chavez explained that the City had left over grant funds from the Marin Santa Fe Safe Routes to School project educational component and that staff had identified a suitable use of the grant funds to implement the Street Smarts program. She also said that the Commission had advised staff to look for quotes for the program start up. Chavez presented examples of banners, posters, and vehicle stickers with messages alluding to driving carefully and following the users of the road when walking or bicycling. The Commission approved the concept design and suggested changes for messages.

6-4 Report on Construction Activities for the Marin/Santa Fe Safe Routes to School Project.

A report was provided about the project acceptance by Council in January, 2013.

6-5 Report on the Marin Bikeway from San Pablo to Cornell Avenue and the Marin Utility Undergrounding District from San Pablo to Masonic.

Report was given that this item would be brought to the March agenda in more detail.

7. Announcements and Communications

8. Future Agenda Items.

No new items were suggested other than the items discussed earlier during the meeting.

9. Adjournment—Meeting was adjourned at 11:40 pm. Next meeting scheduled for March 28, 2013 at 7:00 pm.