



**TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING MINUTES**

**City Council Chambers
1000 San Pablo Avenue
June 27, 2013– 7:00 PM**

1. **CALL TO ORDER** Meeting was called to order at 7:02 pm by Vice- Chair Javandel.
2. **ROLL CALL. Members present:** McQuaid, Javandel, McCroskey, Reeves, and Miki. Staff present: Chan, Bond, and Chavez.
3. **APPROVAL OF MINUTES for May 23 2013.** Minutes were approved with no changes. Vote was 3 Ayes, 2 abstained.

4. PUBLIC COMMENT.

Public comment was received from Amy Smolens, Preston Jordan, Bill Cooper about the new bike racks at the Waterfront thanks to a Rails to Trails Conservancy grant that Susan Moffat applied to; new clings for the Richmond Police Department in English and Spanish; Ohlone Greenway bike and pedestrian issues that need to be resolved: DG terminus, bike rack in front of Senior Center location, trees impinging on the path, and the idea of removing some parking on Masonic Avenue to widen the Greenway. A comment was received about the area of Peralta Avenue needing some speed traffic calming like striping a white line to narrow the traffic travel lane width and the need to repaint existing crosswalks.

5 PRESENTATION

5-1 Police Report

No police report was presented.

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

6-1 Buchanan Marin Bikeway Phase III and Utility Undergrounding Project

Chavez provided background and introduced Robert Stevens of BKF to explain the conceptual design of the last phase of the Buchanan Marin Bikeway.

The Commission had the following questions:

- Is the 11-foot width of travel lanes a requirement from Caltrans? Will the sidewalks be rebuilt, and if they do, would the curb be rebuilt as well? There were concerns about the five-foot bike lanes if they were adjacent to the curb. Would it be possible to implement 10-foot travel lanes and 6-foot bike lanes?
- How many parking spaces are there along the San Pablo to Cornell segment and would they be marked with the project? Approximately 14 and they would not be marked as people use more efficient use of the space when there are no T pavement marks.
- There are some mature trees along the project that may be impacted by it. The trees impacted by the project were identified during the 35% PS&E process and environmental work was done assuming their removal and replacement mitigations.

Discussion was opened to the public. The following people spoke: Preston Jordan, Amy Smolens, and Britt Tenner

The comments were as follows:

- Try to maintain at least 5.5 bike lanes and traffic flow lanes at less than 12 feet wide by continuing the 13.5 feet from face of curb to outer bike lane stripe along Marin Avenue.
- Do not include the width of the gutter within the width of the bicycle lane.
- Support for driveway consolidation at the Arco gas station; implement a separation between the sidewalk and the gas station as vehicles drive on the sidewalk. Look at the west side of Henry south of the Solano tunnel as an example of what is possible in terms of separating the sidewalk from the gas station.
- Curb ramps should be perpendicular according to City policy.
- Keep the same width of the sidewalk along the north side of the street. It seems there is enough right of way to widen the sidewalk.
- The bike lanes extension to San Pablo Avenue will bring more bicyclists on the streets, particularly families with elementary school children.
- Consider dividing the 13-foot cross section in 9 and 4 feet cross sections. 9 feet for the parking lane and 4 feet for the bicycle lane. It may seem narrow but it has proven to reduce dooring accidents.

The Commission had the following comments:

- Support for consolidating driveways at the gas station with separation for sidewalk. If in the future the project runs into a budget shortfall, the near side bulb outs could be forgone. There is no point of painting parking T's as there would not be parking meters.
- We have to be careful about landscaping for the separation of sidewalk and gas station.
- The sycamore trees are special and should be protected.
- Pay attention to the bulb outs and design them so that vehicles slow down as they make the right turn.
- Narrow the side streets with bulb outs as well. This may give more room for the perpendicular curb ramps.
- Support for wider bike lanes and narrower vehicle parking. Push the parked vehicles as close to the curb as possible by striping a 7-foot parking lane and supplemental markings along the door zone. The consultant team could look at some creative options for this recommendation as different cities have done different markings.
- Curb ramps should be perpendicular, particularly on this street.

6-2 Update on UC Village Mixed Used Development Project.

Bond provided project background asking the Commission to give feedback regarding the transportation elements of the project. He introduced John Lyman, Project Manager with BKF Engineers. The grocery store consolidated the previously proposed driveways, a cycle track is proposed adjacent to the project on the west side of San Pablo Avenue and the Senior Housing project streamlined its entrance to the drop off area and to the parking garage.

The Commission had the following questions: The Senior Housing driveway seemed too wide for a right turn only.

- Would the pedestrian crossing along San Pablo Avenue be a bike crossing as well and if it is, would there be a curb ramp?
- Was there a consideration for shuttle buses to be able to access the Senior Housing? Shuttle buses should be able to enter the driveway.
- Would truck access be through Monroe? Yes.
- The Turning radius at Monroe seems too wide. It was done that way so that turning delivery trucks do not clip the sides of the curb.
- Previous iterations of plans had back-in angled parking on Monroe. The current applicant does not favor that option.
- Can we implement angled parking? This applicant has a different philosophy. The intent of the Monroe parking is to serve the retail strip, not the grocery store.

The following people spoke: Amy Smolens, and Preston Jordan. The comments were:

- 66 more parking stalls is enough additional parking and the applicant could install angled parking on Monroe as it is safer for cyclists.
- The path around the proposed development is only a pedestrian path.
- Is the northern driveway at the senior housing a right in only?

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The cycling path behind the senior housing should be built by the senior housing project as it is a critical cycling component of the project.

-Find out if vehicles on Monroe can legally maneuver pulling out of the parking stalls and drive east back on to San Pablo Avenue.

Discussion was back to the Commission.

-It seems that there is more parking than needed. It seems that angled parking is more efficient. Striping 90 degree parking on Monroe now could be easily changed in the future if need be.

-The Whole Foods plans did not show turning radii as large as the ones proposed for this project. Bond clarified that the turning radii in the previous design did not work for delivery trucks

-There were concerns about the number of parking spaces provided as it represents ½ acre of extra land that would be just asphalt and it would not be a good fit for the sustainability goals the City has adopted.

-There were concerns about the lack of windows behind the Sprouts building.

-The Commission members expressed concerns about the lack of livable spaces along Codornices Creek.

-Try to experiment with pavement texture techniques that could help discourage vehicles from making the right turn at high speeds.

-Is there a bike connection to this project from Jackson Street?

-Monroe will look like a big parking lot and not as a livable street with this project. Monroe is a street that is currently being used by a significant number of cyclists and would continue to be used by active users when the project is built.

Bond said that he would visit other Sprouts stores and conduct parking surveys and report back to the Planning and Zoning Commission and the Traffic and Safety Commission. He said the development team would bring more details as plans get developed.

6-3 Potential Sidewalk Program for Albany

Chan made a presentation of the potential sidewalk program for Albany whereby the City would conduct a survey of the state of the sidewalks and divide the City in several quadrants for sidewalk repair work. The City would hire a contractor to fix a number of identified locations in Albany and the property owners would reimburse the City after the work is done. The property owner and the City would take advantage of the economies of scale achieved by building several locations under one contract. The City expects to fix four sections of the City in a year.

-The Commission was concerned about the impacts of this program on low income families. Chan said that one solution would be to put a lien on the house and recover the funds when it is sold.

- Is the contractor going to take care of the tree? Yes, the City Urban Forester will be working with the contractor. In other cities, a steel plate is used over the roots to encourage the roots to spread horizontally instead of vertically.

-Would there be opportunities to fix the driveway apron and driveway? Yes.

-How long would this program last? It would take at least four times a year for four years to fix all the sidewalk failures in Albany. After the initial four years, the City could slow down.

Discussion was opened to the public. Preston Jordan, Paul Curry spoke.

-Congratulations to the Public Works Director for pushing the program forward.

-A lot of the sidewalks in Albany are obstructed by vegetation.

-Other cities fund cost of sidewalk repair completely.

-Would the Commission consider implementing a parcel tax? There is inequality between road funding and sidewalk funding.

-There is a precedent in the City that if you sell the house, you have to repair the sewer.

The Commission had the following closing remarks:

-Try to widen the sidewalks to five feet. Try to get grants for this project.

-Are there pavement products that are permeable?

- Include the low income piece in the project. It would be nice to get a source of funding instead of putting the burden on the home owners. An assessment district could be the answer, but at least this could get the City started.

Motion Javandel/McQuaid: Recommend that City Council approve the sidewalk program as is with the inclusion of a way to help low income households by putting a lien on the property. Vote was unanimous.

6-4 Report on Speed Survey on the 900 Block of Ramona

Chavez reported that there was no consistent speeding found by the speed and volume survey and that the resident who requested the survey was notified.

6-5 Report on Buchanan Marin Bikeway Construction Activities

Chavez reported that the construction of the project was going along as scheduled. Comments from Preston Jordan and Amy Smolens were received about why the curb and gutter was built in concrete instead of asphalt. Chavez responded that a pre-existing curb and gutter was found and an asphalt curb and gutter was not going to cover the pre-existing condition.

Another comment was about the potential conflict between the eastbound riders on the new path and the right turning vehicles onto southbound Jackson. Chavez said she would contact the designer and the signal manufacturer to see what could be done.

6-6 Report on the ATP Striping and Signage Call for Projects

Reeves and McCroskey recused themselves as the Pierce Street and 800 block Santa Fe projects were called out. Chavez reported that the RFP had been issued for this project. Preston Jordan suggested installing contra-flow on the 500 block of Talbot as a pilot project to show the residents of Kains and Adams how they work. Reeves and McCroskey returned to the dais.

6-7 Report on Ad-Hoc subcommittees for the Municipal Code revision.

No reports were delivered. McCroskey encouraged Commission members to schedule a meeting. McQuaid said that the Street Painting sub Committee meeting had been scheduled. Javandel asked staff to consult with Berkeley's Transportation Commission member, Darby Watson, who participated in the Seattle or Portland Street Painting program. McQuaid also asked when the disabled parking would be implemented on Solano and why the no right turn on red signal was still on at Marin and Santa Fe.

7. Announcements and Communications. Announcements were given about the following items:

Bike about town events were announced.

8. Future Agenda Items.

Miki said that he might miss the next meeting.

Could we revisit Washington Street? Chan discussed the next steps.

Can we have Washington as a standing report?

9. Adjournment—Meeting was adjourned at 9:40 pm.