

5-1

March T&amp;S

**Aleida Andrino-Chavez**

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**From:** Eileen Harrington  
**Sent:** Wednesday, March 19, 2008 3:55 PM  
**To:** Aleida Andrino-Chavez; Ann Chaney  
**Subject:** FW: Traffic and Safety Commission

-----Original Message-----

**From:** franrahn@aol.com [mailto:franrahn@aol.com]  
**Sent:** Wednesday, March 19, 2008 3:55 PM  
**To:** City General Email Box  
**Subject:** Traffic and Safety Commission

March 19, 2008

Dear Members of the Albany Traffic and Safety Commission:

We are residents and homeowners living on the 500 block of Kains Avenue. We would like to thank and support the Traffic and Safety Commission and the Fehr & Peers Transportation Consultants for their thoughtful proposals to address the problem of increased traffic to and from El Cerrito Plaza. We are hoping that the traffic calming measures suggested by the February 22, 2008 report are implemented.

We think that it would be awful and unfair if our street is forced to absorb any more traffic.

Thanking you,

Francine Rahn and Ethan Rahn  
530 Kains Avenue

Suzie and Gary Eagle, Barbara Eagle, Todd Eagle and Kyle Eagle  
534 Kains Avenue

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Planning your summer road trip? Check out [AOL Travel Guides](#).

**From:** Eileen Harrington  
**Sent:** Wednesday, March 19, 2008 8:41 AM  
**To:** Aleida Andrino-Chavez; Ann Chaney  
**Subject:** FW: For Traffic & Safety Commission

-----Original Message-----

From: Ruth Gjerde [mailto:ruthg@EECS.Berkeley.EDU]  
Sent: Tuesday, March 18, 2008 8:25 PM  
To: City General Email Box  
Cc: gjerde@berkeley.edu  
Subject: For Traffic & Safety Commission

March 18, 2008

Dear Members of the Albany Traffic and Safety Commission,

We would like to congratulate the Traffic and Safety Commission and the Fehr & Peers Transportation Consultants for what we consider a thoughtful proposal to address the problem of increased traffic to and from the El Cerrito Plaza. As such, we write in strong support of the recommended traffic calming measures suggested by the February 22, 2008 report. We believe that the proposed use of speed humps, traffic circles, raised crosswalks with neckdowns and the conversion of Talbot and Evelyn Avenues will, as the report's conclusion states, "improve livability of all study streets...without disproportionately impacting other streets." As residents of the 500 block of Kains Ave., we believe that this is the fairest compromise for those of us living south of the Plaza. We are in strong opposition of any proposal that would close some of the streets and leave others to absorb an increased traffic flow. And we are particularly concerned about the possibility that streets east of Kains will be closed in the 400 block and that Kains will be the only street to remain open. Simply put, such a plan would be a disaster for our neighbors and us.

Unfortunately, we must miss the March 27 meeting because we will be out of town. We hope, however, that our voice will be heard through this letter.

Thank you,  
Ruth and Jon Gjerde  
528 Kains. Ave.

**From:** Eileen Harrington  
**Sent:** Friday, March 21, 2008 8:10 AM  
**To:** Aleida Andrino-Chavez; Ann Chaney  
**Subject:** FW: In regards to street closures in Albany

-----Original Message-----

From: marcia [mailto:sonhomeu67@peoplepc.com]  
Sent: Thursday, March 20, 2008 7:46 PM  
To: City General Email Box  
Subject: In regards to street closures in Albany

Dear Members of the Albany Traffic and Safety Commission,

We would like to express our concerns about the street closures in Albany and increased traffic flow to our 500 block of Kains Ave. We strongly oppose any proposal that will close some of our streets and leave other streets (such as Kains Ave) to carry the burden of increased traffic flow. I am concerned for the safety of my 7 year old son playing in front of my yard as is, and having more traffic on our street would double my concern. We just want safety in our streets as well as less traffic flow.

Thankyou :)

Beatriz Ellison, Marcia Vega, Carlos Taboada  
524 Kains Ave.

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ITEM 5-1

Hand

**Aleida Andrino-Chavez**

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**From:** Ann Chaney  
**Sent:** Thursday, March 20, 2008 9:18 AM  
**To:** 'Susan and Jason'  
**Cc:** Aleida Andrino-Chavez  
**Subject:** RE: Document for Traffic and Safety Commission

Yes. Thank you. I suspect our consultants are aware of this, but we'll check nonetheless.  
Ann

-----Original Message-----

**From:** Susan and Jason [mailto:svfjgf@comcast.net]  
**Sent:** Thursday, March 20, 2008 7:53 AM  
**To:** Ann Chaney  
**Subject:** Document for Traffic and Safety Commission

Hi Ann,

I was doing some research on traffic in residential neighborhoods and found that the city of Pleasanton has attempted to define Level of Service on residential streets. I don't know if they picked it up from somewhere else or just wrote it themselves, but I think that they have done quite well. Would you please share it with the members of Traffic and Safety, perhaps in a packet of documents for their upcoming meeting?

Thank you,  
Jason Foster

3/20/2008

## 2.2 Residential Street Level of Service

Worsening traffic congestion on arterial roadways continues to divert traffic onto residential streets. Exhibit 1 describes the Level of Service at intersections along major roadways in terms of the efficient movement of large volumes of traffic. Although each lane of a residential street could carry from 1,000 to 1,600 vehicles per hour, the quality of life along a residential street is impacted at far lower traffic levels. Table III-I of the General Plan entitled “Desirable Level of Service Volumes” includes the following:

**Table 5 – General Plan 2-lane Street Desirable Level of Service Volumes**

Roadway Type	Per Lane Per Hour	Two-Way Average Daily Traffic
Two-lane local streets	-	500
Two-lane neighborhood streets	-	2,000-3,000
Two-lane collector streets	-	6,000-9,000
Two-lane arterial streets	850	15,000

Staff has formulated the Residential Street Level of Service categories shown in Exhibit 4 based on this table in the General Plan and staff’s experience with residents complaining about quality of life issues along residential streets. These peak hour volumes, average daily traffic volume and vehicle speed thresholds closely match the degree of concern expressed to staff regarding the quality of life along residential streets and the relative need for traffic calming under these conditions.

This Residential Street Level of Service standard also closely parallels General Plan Program 6.5 on page III-3, “Particular sensitivity should be given to new development on streets which are projected to carry more than 2,000 average daily trips, and with existing houses which front such streets.”

Table 6 uses these residential LOS standards to classify the Quality of Life LOS along 38 local residential streets based on recent traffic counts. An additional 37 residential streets have been listed as residential collector streets. There is no clear line as to where a street stops being a local residential street and begins operating as a residential collector street. Most residential streets “collect” some amount of traffic from adjacent blocks and nearby streets. For the purpose of monitoring Existing, Existing plus Approved, and Buildout impacts on residential collector streets, the 2003 Baseline Report assumes that if a residential street is experiencing LOS D traffic volumes and speeds, it is either an LOS D local residential street or an LOS A residential collector street. LOS E or worse residential streets have been classified as LOS B through F residential collector streets based on the amount of traffic using each street. If a street shown in Table 6 as a collector street should instead be designated as a local residential street, measures will have to be taken to reduce existing traffic volume and/or speeds to meet the LOS D standard for such streets.

#### **Exhibit 4 - Local Residential Street Level of Service (LOS) Descriptions**

**LOS A** describes living conditions where a residential street only carries traffic from the adjacent residences. It is very easy to walk across the street, ride bicycles and enter or exit residential driveways. Typical motor vehicle speeds are 25 MPH or less. During the peak traffic hour, one car passes down the street every two minutes. The typical traffic volume is under 300 vehicles per day with only 30 vehicles during the peak travel hour.

**LOS B** describes living conditions where a residential street carries traffic from two residential blocks. It is easy to walk across the street, ride bicycles and enter or exit residential driveways. Often residents are concerned about vehicle speeds that have increased to 25-30 MPH. During the peak traffic hour, one car passes down the street every minute. The typical traffic volume is under 600 vehicles per day with 60 vehicles during the peak travel hour.

**LOS C** describes living conditions where a residential street carries traffic from four residential blocks. It is relatively easy to walk across the street, ride bicycles and enter or exit residential driveways. Residents are concerned about vehicle speeds that have increased to over 30 MPH. Residents are also uncomfortable with vehicle volumes that have risen to 1,200 vehicles per day with 120 vehicles during the peak travel hour. During the peak traffic hour, one car passes down the street every 30 seconds.

**LOS D** describes living conditions where a residential street carries traffic from six residential blocks. Increased caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Residents are very concerned about vehicle speeds that have increased to up to 35 MPH. Residents perceive that commuters are shortcutting on their street due to vehicle volumes up to 1,800 vehicles per day with 180 vehicles during the peak travel hour. During the peak traffic hour, one car passes down the street every 20 seconds.

**LOS E** describes living conditions where a residential street carries traffic from eight residential blocks. Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting with up to 2,400 vehicles per day and 240 vehicles during the peak travel hour. It is increasingly difficult to exit driveways during the peak traffic hour with one car passing down the street every 15 seconds.

**LOS F** describes living conditions where a residential street carries traffic from significantly more than eight residential blocks. Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting with over 2,400 vehicles per day and 240 vehicles during the peak travel hour. Exiting and entering driveways is difficult and requires approaching vehicles to stop for driveway traffic.

In either case, existing and future traffic volumes on local residential streets and residential collector streets are measured using this Quality of Life LOS standard rather than a roadway capacity LOS standard. In this way, land development traffic impacts and arterial roadway congestion diversion impacts can be identified under various development and roadway network scenarios with appropriate mitigation measures required to maintain reasonable Quality of Life conditions on residential streets throughout Pleasanton. Based on this criteria:

- 12 Local Residential Streets are currently at LOS D
- 6 Residential Collector Streets are currently at LOS D
- 1 Residential Collector Streets are currently at LOS E
- 1 Residential Collector Street is currently at LOS F

Mitigation measures necessary to restore LOS D conditions along each of these residential collectors are identified in Section 2.6 this report. Table 6 does not include every residential street in the City. The residential streets that have been identified with the highest traffic volumes are included in the exhibit. The exhibit also includes a few LOS A – C streets as examples of how this standard would apply to less busy residential streets. This table will continue to be refined over time as a more thorough analysis is performed on these and other 2-lane City streets.

**Table 6 - Local and Collector Residential Street Level of Service**

<b>Residential Local Street Quality of Life Level of Service</b>			<b>Residential Collector Street Quality of Life Level of Service</b>		
Street	Daily Traffic	Peak Hour	Street	Daily Traffic	Peak Hour
<b>LOS D (up to 1 car every 20 seconds)</b>			<b>LOS F (&gt; 1 car every 4 seconds)</b>		
Rose w/o Augustine	1,695	155	Division St s/o Del Valle	9,800	
Kamp Dr at Kamp Court	1,664	157	<b>LOS E (up to 1 car every 4 seconds)</b>		
Camino Segura	1,549	152	Vineyard e/o First	7,300	
Kottinger w/o Bernal	1,400		<b>LOS D (up to 1 car every 5 seconds)</b>		
Parkside Drive e/o Hopyard	1,338	134	Ray e/o Main	7,200	
Mirador s/o Kottinger	1,316	174	Vine St	6,403	648
Hansen w/o Hopyard	1,276	117	Dorman n/o W Las Positas	6,400	
Neal w/o Mirador	1,099	123	Black e/o Hopyard	6,200	
Gulfstream s/o Fairlands	1,077	116	Stanley e/o Main	6,000	
Nevis w/o Santa Rita	965	144	St Mary w/o Main	5,600	
Cottonwood w/o Muirwood	868	126	<b>LOS C (up to 1 car every 7 seconds)</b>		
Olive w/o Muirwood	715	136	Vineyard w/o Bernal	5,100	
<b>LOS C (up to 1 car every 30 seconds)</b>			Laurel Creek e/o Foothill	4,900	403
Angela e/o First	886	87	Del Valle e/o Hopyard	4,200	
Dolores Drive	1,023	105	Junipero e/o Sunol	4,200	
Golden w/o Hopyard	1,041	110	Foothill s/o Castlewood	4,000	
W Angela e/o Pleasanton Ave	988	116	Greenwood s/o Alameda	3,650	
Highland Oaks w/o Drywood	980	115	Muirwood s/o Clovewood	3,483	364
Windmill Way n/o Bernal	923	96	Tawny w/o Touriga	3,230	407
Sonoma n/o Junipero	710	80	Case at PMS	2,501	450
Newton Way s/o Glen Isle	980	112	<b>LOS B (up to 1 car every 10 seconds)</b>		
Montevino s/o Vineyard	770	80	Paseo Santa Cruz @ Camino Segura	3,549	336
Mohr e/o Kamp	975	98	Palomino e/o Bernal	3,200	
Laurel Creek s/o Dublin Cyn	906	105	Hearst e/o Bernal	2,767	215
E Angela w/o Whiting	780	75	Touriga s/o Vineyard	2,412	279
Chardonnay E/o Touriga	797	87	Grapevine	2,264	202
Harrison s/o W Angela	681	78	Neal e/o Third	2,122	203
Angela w/o Mirador	597	69	Pleasanton Ave s/o Division St	2,192	239
Martin n/o Mohr (1997)	520	74	Kottinger w/o Adams	2,175	280
Cameron e/o Kamp	686	73	Fairlands @ Gulfstream	2,151	185
<b>LOS B (up to 1 car every minute)</b>			Junipero e/o Sonoma	2,116	222
Abbie w/o Mirador	467	44	Kolln s/o Dundalk	2,099	174
Crestablanca	402	44	Palomino @ Concord	2,076	209
Sauterne s/o Vineyard	203	31	Independence s/o Bernal	2,000	
Helen w/o Kamp	280	33	Muirwood s/o W Las Positas	1,929	209
Sylvaner s/o Chardonnay	346	44	Concord @ Palomino	1,889	238
<b>LOS A (up to 1 car every 2 minutes)</b>					
El Capitan n/o Vineyard	213	28			
Legar Ct e/o Newton	164	22			
Glen Isle w/o Newton	168	23			



#### Division Street

Traffic volumes on Division Street south of Del Valle Parkway would need to be reduced by about 300 vehicles per hour during the evening peak hour to provide LOS D residential collector conditions. Reducing congestion along Valley Avenue between Hopyard Road and Santa Rita Road may help to reduce traffic along Division Street and Black Avenue.

#### Black Avenue

Traffic volumes on Black Avenue west of Santa Rita Road border on LOS D/E conditions for a residential collector. Black Avenue at Santa Rita Road is at LOS F in the morning. Reducing congestion along Valley Avenue between Hopyard Road and Santa Rita Road may help to reduce traffic along Black Avenue and Division Street.

#### Vineyard Avenue

Traffic volumes on Vineyard Avenue east of First Street border on LOS D/E conditions for a residential collector. The new traffic signal at the intersection of Vineyard/Tawny/Bernal may help to reduce this traffic volume somewhat. Constructing the Del Valle Parkway extension between Bernal Avenue and First Street would also help to reduce traffic volumes along this section of Vineyard Avenue.

## Aleida Andrino-Chavez

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**From:** Susan and Jason [svfjgf@comcast.net]  
**Sent:** Tuesday, March 25, 2008 10:08 PM  
**To:** Aleida Andrino-Chavez  
**Cc:** Ann Chaney  
**Subject:** Fw: Maps for Plaza



Picture 7.png



Picture 9.png



Picture 10.png



Picture 6.png

Dear Ms. Andrino-Chavez,  
Please forward this email to the Traffic and Safety Commission with the attached maps.

Dear City of Albany, Traffic and Safety Commission,

In consideration of traffic calming on Evelyn, Talbot, Cornell and Kains Avenues, I took a step back to consider a different perspective. This was prompted by a comment from one of you at a recent meeting. Back when you recommended blocking the streets, what was it that you were really asking those who drive to the plaza to do?

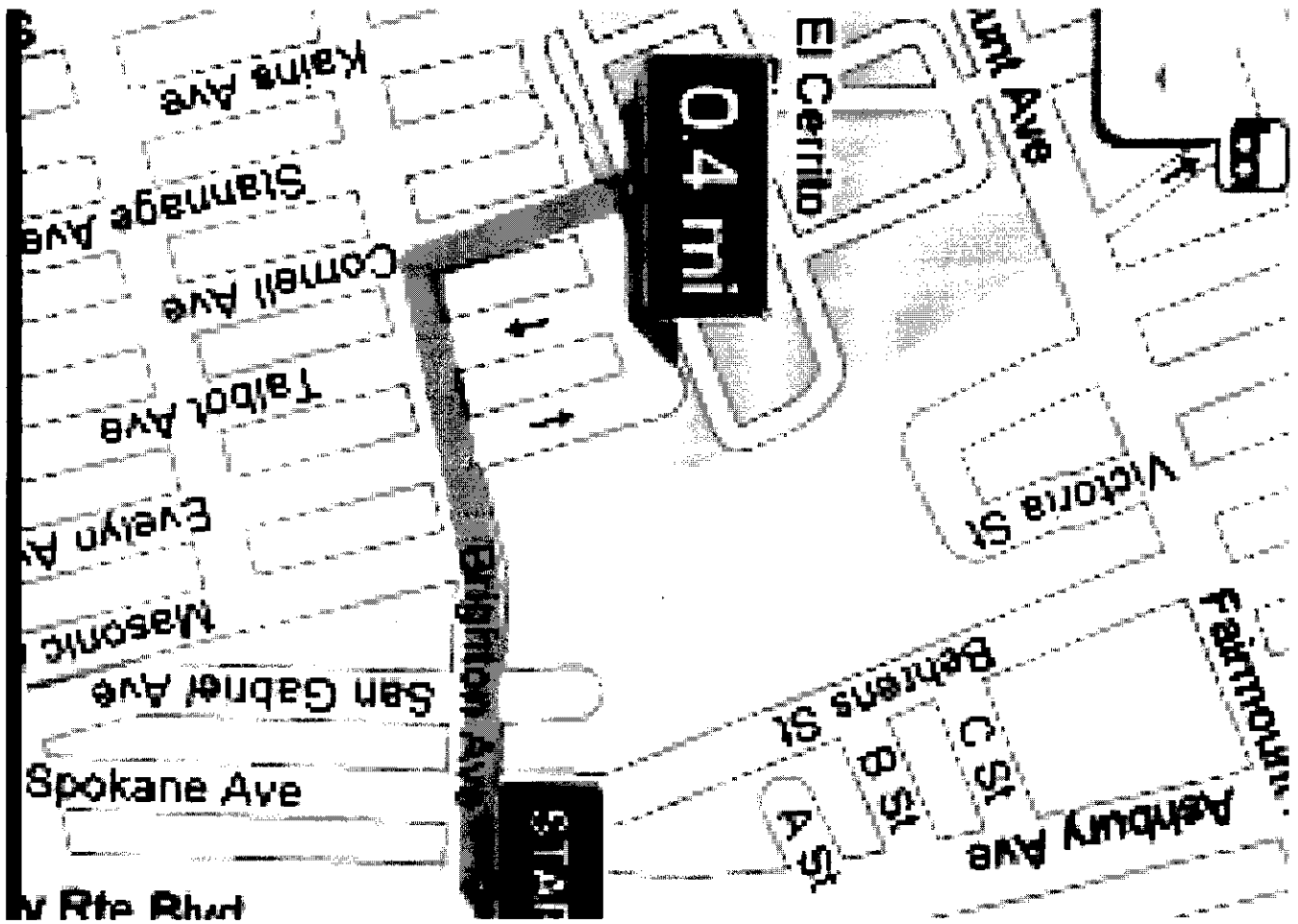
Upon asking myself this question, I decided to make a few maps, which I have attached. Let us assume that vehicles traveling to the South end of El Cerrito Plaza, from North Berkeley or the South side of Albany, would approach on Masonic or Key Route. Currently they may turn West on Brighton and enter on Evelyn or Cornell. Let us also assume Trader Joe's as a popular destination. A car starting from the intersection of Masonic and Brighton would travel approximately 0.23 miles before beginning to search for parking. Were this car blocked from using the subject streets to access the plaza, it would likely travel down Brighton to San Pablo and enter the plaza at the South entrance near the bank. It would travel about 0.5 miles before reaching the same point in the parking lot. This 1/4 mile difference is not significant regardless of conditions along the route.

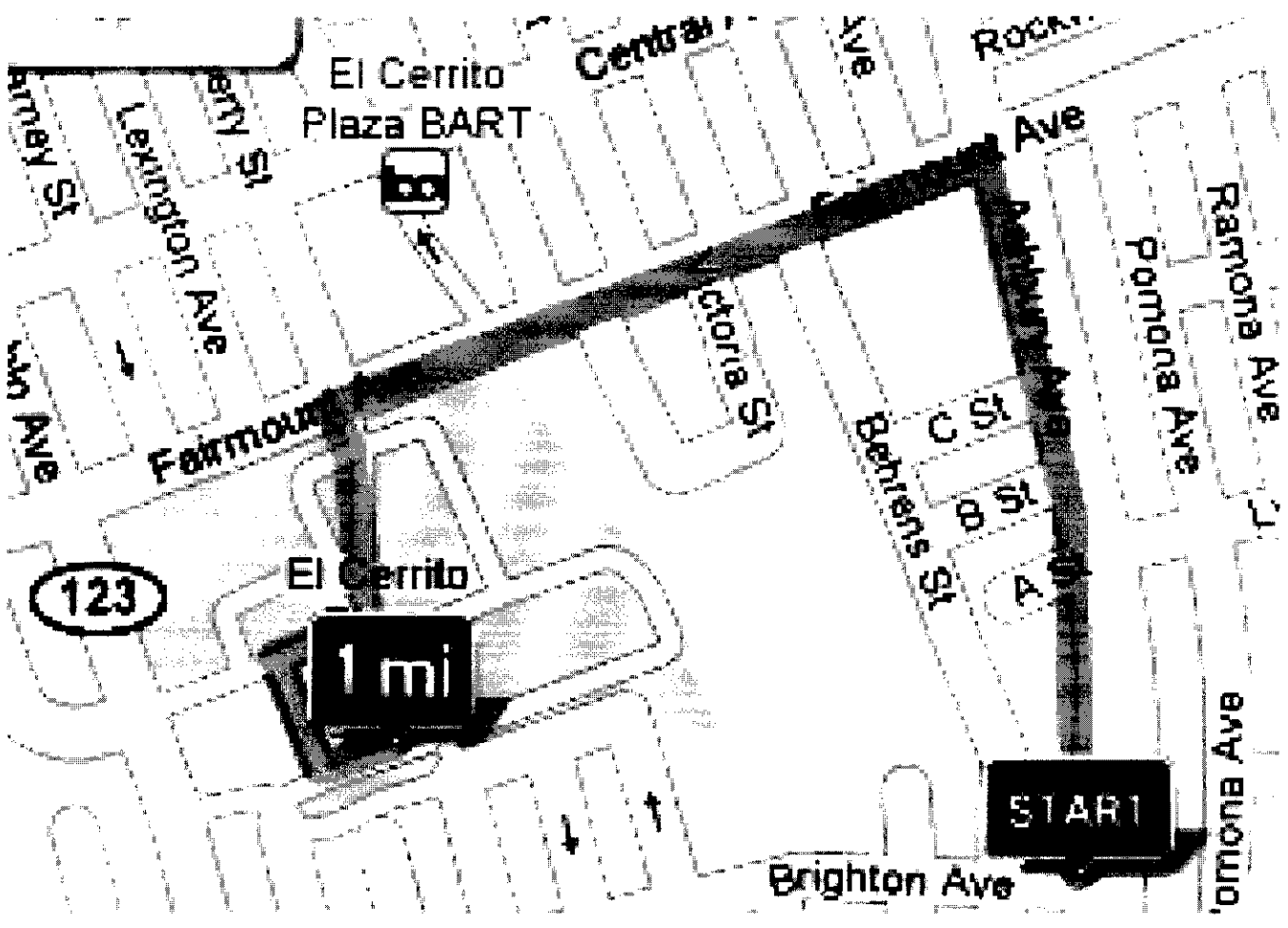
I also did a similar comparison starting at Key Route and Brighton. The short cut through the residential neighborhood is 0.5 miles, and to continue on North on Ashbury to Fairmount as an alternate would take 1 mile before arriving at Trader Joe's. I also don't feel that this added 1/2 mile of driving is significant to someone that is already in their car.

The act of actually driving within the plaza is a bigger problem than getting there, whether one adds 1/2 mile to the trip or not. Please do not let conditions within the plaza influence your judgment of what the extended trip over good collector streets would be like. Until they have to, Regency Plaza Partners will not improve circulation for the 5 or 6,000 shoppers that currently use our residential streets to travel to and from their tenants stores.

Thank you for your consideration,

Jason Foster  
404 Talbot Ave.





**Aleida Andrino-Chavez**

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**From:** Eileen Harrington  
**Sent:** Monday, March 24, 2008 11:08 AM  
**To:** Aleida (E-mail); Ann Chaney (E-mail)  
**Subject:** FW: Kains Ave. traffic calming

-----Original Message-----

**From:** Bonnie Bergerud [mailto:bbergerud@prodigy.net]  
**Sent:** Sunday, March 23, 2008 8:54 PM  
**To:** City General Email Box  
**Subject:** Kains Ave. traffic calming

To: Members of the Albany Traffic and Safety Commission  
Re: Kains Ave. calming measures

March 23, 2008

As thirty year residents of the 500 block of Kains Ave. we support any plans that would act to slow the traffic flow out of El Cerrito Plaza and across Brighton. It has come to our attention, however, that consideration is being given to closing the 400 block of streets east of Kains in effect leaving Kains as the only point of departure from the southwest portion of the Plaza. Any such idea would be greatly unfair to those of us living on an already well-traveled street. The additional traffic surely generated on Kains would not only be an annoyance but also dangerous. We think it only fair that the "down side" of El Cerrito Plaza be faced as equitably as possibly by area residents instead of dumping the whole mess into the laps of a few. Please adopt the proposal drafted by Fehr & Peers Transportation Consultants.

Best,  
Eric Bergerud  
Bonnie Bergerud  
531 Kains Ave.

## **Aleida Andrino-Chavez**

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**From:** Preston Jordan [pdjordan@lbl.gov]  
**Sent:** Monday, March 24, 2008 6:13 PM  
**To:** Aleida Andrino-Chavez  
**Subject:** North Albany traffic options

Dear Ms. Adrino-Chavez-

Please forward the following to the Traffic and Safety Commissioners regarding this Thursday's agenda item 5-1. Thank you.

Preston Jordan

Dear Traffic and Safety Commissioners-

Thank you for your continued efforts to improve traffic conditions in north Albany near El Cerrito Plaza. I unfortunately will not be able to join your next hearing on this topic due to attending a concert in which my son is participating. I therefore must communicate my thoughts via the inferior means of a letter. As a former commissioner, I know how difficult it can be to keep a letter's contents in mind given the greater immediacy of public speakers' comments and your own thoughts, but I have no other option. Please print the following, somewhat lengthy, letter if this will help you with readability.

I have reviewed the report generated by Fehr and Peers in response to their charge to examine the option of improving neighborhood livability in northern Albany via traffic calming rather than street blocking. Their report raises a number of interesting issues.

### Traffic Speed

First and foremost for the City of Albany is Fehr and Peers' support for traffic calming given the measured speeds on the subject streets. To reiterate, the median speeds on the 500 blocks are less than the 25 mph speed limit, and the 85th percentile speeds are less than 5 mph above the speed limit. The median speeds on the 400 blocks are less than the 25 mph speed limit, and the 85th percentile speeds are at the speed limit.

Traffic on the subject streets is therefore traveling largely in accordance with the speed limit. A recommendation to pursue traffic calming on the subject streets on the basis of speed is thereby a recommendation that a speed limit of 25 mph is too high for residential streets. As a result, this can be construed as indicating that virtually all of Albany's residential streets, which likely have similar, if not higher speeds, require traffic calming. I would be happy with this outcome as it accords with my personal world view regarding the negative impact of automobile traffic on our neighborhoods and city. I doubt the majority of Albany's citizens are ready to reach this same conclusion, though.

The crux of this apparent conundrum is Fehr and Peers' statement (on page 6) that speed, not volume, is the predominant determinant of residents' perception of neighborhood livability related to traffic. This is a fairly amazing finding. If correct, it implies that the current livability on Marin Avenue

between Pomona and Ramona, with an average daily vehicle volume of 20,000, a median speed of 27 mph, and an 85th percentile speed of 33 mph (September, 2007 speed survey), should only be a bit less than on the 500 block of Evelyn, with an average daily volume of 800, a median speed of 23 mph and an 85th percentile speed of 28 mph. This strains credulity.

Fehr and Peers' research finding that speed is the primary determinant of neighborhood livability with regard to traffic also denies the history of the current issue. If speed is the only critical parameter, why have residents of the 400 blocks been more prominent on this issue (Eleanor Moses, who started the petition and is still following the issue, and Jason Foster, who has attended many of your meetings) than residents of the 500 blocks, despite the former having lower speeds than the latter? According to Fehr and Peers, it should be the other way around (speeds being lower on the 400 blocks than on the 500 blocks).

Further, in the current situation the data show speeds on the subject streets are less than on almost every other street in Albany (compare to Figure 4.1 in Albany's Traffic Management Plan, for instance). So why would residents of the area start a petition to improve traffic conditions if speed is no worse in this neighborhood than any other in Albany, but speed is the only traffic parameter related to quality of life according to Fehr and Peers?

#### Traffic Volume

The answer is that Fehr and Peers' statement that speed is the only significant parameter in determining neighborhood livability is incorrect. Their statement denies the role of traffic volume, which was identified as the key parameter controlling neighborhood livability on the original research on this topic decades ago. In truth, both speed and traffic volume are probably important in determining neighborhood livability. In the current situation, though, speeds are lower than almost everywhere else in Albany, while traffic volumes on the 400 blocks are higher than on any other north-south street designated as "local" in Albany's General Plan, except Masonic (compare to Figure 4.2 in Albany's Traffic Management Plan, for instance). Fehr and Peers' report itself concludes that half or more of the traffic north of Brighton is generated by the Plaza. Therefore, given no significant change in traffic speeds, but a large change in traffic volumes, the rational conclusion is that the residents must have brought this issue forward due to the increase in traffic volume, not speed.

Now it may be that reducing speeds can compensate for the increase in volume with regards to neighborhood livability. This would be an interesting line of research to pursue. It is possible there is an equation that would inform us how much speeds must be reduced to achieve the same neighborhood livability given an increase in volume (such a strategy would, of course, have its limits). The current Fehr and Peers report does not present such research or such an equation, however, and so we don't know the answer. As a result, it is unknown if the traffic calming solution offered by Fehr and Peers will actually achieve the desired goal, or constitute a half measure that wastes yet more time and money for an insufficient outcome.

#### Options

As you are familiar with, blocking streets is the competing alternative to traffic calming (I use the term "blocking" instead of "closure" because Lisa Schneider, a resident of the 500 block of Cornell with a law degree, found that the former term refers

to preventing through traffic, while the latter term refers to actually eliminating a segment of street altogether). The Traffic and Safety Commission previously voted to block all four streets. Previous analysis by Kimley-Horn indicates this is probably legally and/or politically untenable as it would significantly impact San Pablo, thus bringing the weight of CalTrans to bear against the project (although my suggestion to examine signalizing the secondary entrance to the Plaza adjacent to Wells Fargo Bank to reduce this impact has never been analyzed). Therefore Kimley-Horn suggested leaving Kains open, and making Kains and Brighton a four-way stop. Subsequent consideration by the City Council led to the additional refinement of including traffic controls to prevent through traffic on Kains across Brighton in this option.

Obviously the primary concern with the street blocking strategy as it stands is the impact on the 400 block of Kains. This is indeed a decision where increasing the good for some must be weighed against decreasing the good for others, as is the case with most decisions in politics. I encourage you to give this potential tradeoff meaningful consideration, particularly as this issue was not discussed during your last consideration of this issue.

In considering the impact on the 400 block of Kains, it might be helpful to know that three apartment buildings and four houses front on this block. The remainder of the block has commercial frontage (one owner of which has specifically requested that Kains remain open). To further assist in your consideration, it is helpful to know that the number, strength and location of relationships between neighbors were the primary metrics in the original research on traffic volume and quality of life. The three apartment buildings on the 400 block of Kains all have ground level, gated garages with most to all of the residences above. For residents of these buildings, neighbor relationships are primarily developed within the apartment building, rather than in the semi-public space in front of the building. Therefore street level traffic volume is likely only weakly correlated, if correlated at all, with the number and strength of the relationships developed among these residents.

As a consequence, an increase in the traffic volume on the 400 block of Kains will not significantly degrade this important quality of life measure for the apartment residents. However, the ability of the residents of the four houses to maintain neighborly relations will clearly be degraded under the street blocking option.

#### Consequences for Pedestrians and Cyclists

Switching topics to traffic calming consequences for pedestrian and bicyclist access (which you know I can't pass on if you know me at all), I disagree with Fehr and Peers' characterizations on Table 6. With regard to the street blocking option, Table 6 states pedestrian and bicyclist access "maybe [sic] limited depending on the type of closure," while the traffic calming option is characterized as not changing this access.

First, Fehr and Peers understated the benefit of traffic calming for bicyclist access. This option would convert Talbot and Evelyn from one-way to two-way, which is better for cyclists traveling to the Plaza as it shortens the distance they have to travel and reduces the number of turning movements they have to make. However, looking beyond access, the traffic calming option proposes installing traffic circles on Brighton. To my knowledge, there is some question as to whether traffic circles improve safety for pedestrians and cyclists, particularly at



non-stop controlled intersections such as Evelyn, Cornell and Kains. Obviously the circles reduce traffic speeds, which decreases accident severity, but they also reduce sight lines, change focal points, and squeeze cyclists into the traffic lane, thus potentially increasing accident probability. To my knowledge, the tradeoff between accident probability and consequence is unclear for these devices at this time.

Second, it is highly unlikely street blocking would restrict pedestrian and bicyclist access as these barriers are fairly easy to design to be pedestrian and bicyclist permeable. Given this ease, it is hard to imagine Albany installing barriers that did not allow such access. Conversely, rather than being a hindrance, blocking the streets would dramatically improve conditions for cyclists and pedestrians. It would eliminate most motorized vehicular crossings of the east-west Cerrito Creek Connector Trail, as well as eliminate the dangerous free right-hand turns from westbound Brighton onto Evelyn, Cornell and Kains. These changes would significantly improve the east-west routes in the area for bicyclists and pedestrians. Street blocking would also reduce vehicle traffic on all the north-south streets connecting to the Plaza other than Kains, as well as convert the one-way streets to two-way, both of which would improve these routes for bicyclists.

On balance, an accurate analysis and comparison of the traffic calming and street blocking option consequences for pedestrians and cyclists indicates that the street blocking option is better for pedestrians and cyclists than the traffic calming option, which is the opposite of Fehr and Peers' conclusion on Table 6.

These misanalyses of the impacts of project alternatives on pedestrians and cyclists are fairly typical given most transportation engineers' focus on design for motorized vehicles. As most transportation engineering money is related to altering the transportation network for motorized vehicles, this is understandable. Traffic engineers have little economic incentive to learn what is needed to accurately incorporate the perspective of non-motorized users into their analyses.

#### Conclusion

To finish, I wish you the best in your consideration of this issue. You now have clear, if not entirely satisfactory, choices in front of you, which is more than is available for some issues. On the one hand, you can choose to block all the streets but Kains with the addition of preventing through traffic on Kains at Brighton. This would 1) certainly return the quality of life on Evelyn, Talbot and Cornell to that which existed before the Plaza redevelopment, if not increase it to even higher levels, 2) greatly improve conditions for pedestrian and cyclists, but 3) negatively impact residents, primarily of the houses, on the 400 block of Kains.

Alternatively, you can support traffic calming, which would 1) raise the quality of life on the effected streets, but potentially insufficiently, 2) improve conditions for cyclists, 3) not reduce the quality of life for residents of the 400 block of Kains, particularly those in the houses, but 4) have the side effect of declaring the 25 mph speed limit too high for all residential streets in Albany. The result of the latter is that almost every residential street in Albany would qualify for traffic calming.

I will support either choice on your part; but I will not support doing nothing. Good luck in your deliberations.

Respectfully,  
Preston Jordan  
524 Talbot Avenue

**Aleida Andrino-Chavez**

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**From:** Eileen Harrington  
**Sent:** Tuesday, March 25, 2008 11:31 AM  
**To:** Aleida (E-mail); Ann Chaney (E-mail)  
**Subject:** FW: traffic diversion el cerrito plaza

-----Original Message-----

**From:** maureen sandidge [mailto:mpsandidge@sbcglobal.net]  
**Sent:** Tuesday, March 25, 2008 11:01 AM  
**To:** City General Email Box  
**Subject:** traffic diversion el cerrito plaza

Dear Members of the Albany Traffic and Safety Commission,

We would like to congratulate the Traffic and Safety Commission and the

Fehr & Peers Transportation Consultants for what we consider a thoughtful proposal to address the problem of increased traffic to and from the El Cerrito Plaza. As such, we write in strong support of the recommended traffic calming measures suggested by the February 22, 2008

report. We believe that the proposed use of speed humps, traffic circles, raised crosswalks with neckdowns and the conversion of Talbot and Evelyn Avenues to two-way streets will, as the report's conclusion

states, "improve livability of all study streets...without disproportionately impacting other streets." As residents of the 500

block of Kains Ave., we believe that this is the fairest compromise for

those of us living south of the Plaza. We are in strong opposition of any proposal that would close some of the streets and leave others to absorb an increased traffic flow. And we are particularly concerned about the possibility that streets east of Kains will be closed in the 400 block and that Kains will be the only street to remain open.

Simply put, such a plan would be a disaster for our neighbors and us.

Maureen Sandidge & Steve Baczewski

maureen

## Aleida Andrino-Chavez

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**From:** Eileen Harrington  
**Sent:** Wednesday, March 26, 2008 10:31 AM  
**To:** Aleida (E-mail); Ann Chaney (E-mail)  
**Subject:** FW: please close Cornell and other Albany Streets near Plaza

-----Original Message-----

From: Sara Marcellino [mailto:samararso@earthlink.net]  
Sent: Wednesday, March 26, 2008 9:47 AM  
To: City General Email Box  
Subject: please close Cornell and other Albany Streets near Plaza

(Please pass this along to the five members of the Albany Traffic and Safety Commission)

Dear Aleida Andrino-Chavez,

In case I can't attend the meeting on March 27th, I wanted to express my family's concern with the current traffic study's results for North Albany streets.

As a homeowner on the 500 block of Cornell with two kids under 4 years old, I ask you to please not approve the traffic calming study as proposed. My husband and I attended Council meetings in 2004-2005 in support of street closure, and still think this is the best option for the North Albany streets of Cornell, Talbot, Evelyn, and Kains.

Speed bumps, traffic circles, and raised crosswalks will not help reduce the number of cars that pass through our community each day on their way to the El Cerritto Plaza. We deal with so much traffic, people not using the main thoroughfare of San Pablo Avenue to get to their destinations in the plaza. Street closure is needed, on all four of the streets leading into the plaza. This is why main streets exist, like Marin and San Pablo--to absorb this kind of traffic.

Since we purchased our home in August 2003, 6 new children under 4 have either moved onto or been born on our block. We are excited that this area is again seeing a resurgence of young faces. For them, to engender this type of young family to purchase property in North Albany, and for the hundreds of students walking along Brighton Avenue to and from the Middle School just blocks away, please seek a more strict measure of street closure.

Thank you,

Sara Marcellino

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Sara Marcellino  
509 Cornell Avenue  
Albany, CA 94706  
samararso@earthlink.net  
510-558-8466--home  
510-289-3004--cell

## Aleida Andrino-Chavez

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**From:** Eileen Harrington  
**Sent:** Wednesday, March 26, 2008 10:31 AM  
**To:** Aleida (E-mail); Ann Chaney (E-mail)  
**Subject:** FW: Ammendment to previous e-mail For Traffic & Safety Commission



For Traffic & Safety  
Commissio...

-----Original Message-----

**From:** Ruth Gjerde [mailto:ruthg@EECS.Berkeley.EDU]  
**Sent:** Tuesday, March 25, 2008 9:36 PM  
**To:** City General Email Box  
**Cc:** gjerde@berkeley.edu  
**Subject:** Ammendment to previous e-mail For Traffic & Safety Commission

March 25, 2008

Dear Members of the Albany Traffic and Safety Commission,

Tonight a group of Albany residents met to discuss the traffic calming measures proposed in the Fehr & Peers February 22 report. We heard many different opinions and would now like to amend the recommendation we made in our March 18 e-mail (attached). While the report presents a compromise to the traffic problem caused by El Cerrito Plaza, we now believe that a compromise is not the best long term solution.

The best option for the neighborhood is to close all the Albany streets leading into El Cerrito Plaza, following the best practices of other communities with similar situations. After all, closing the streets will only increase the driving time to the Plaza by a few minutes whereas open access dramatically affects the quality of life of those living south of the Plaza. In the end, we believe that the traffic issue is El Cerrito's to solve, not Albany's. Traffic calming in Albany not only deteriorates our neighborhood, but enables El Cerrito to avoid dealing with the consequences of a poorly planned shopping center.

We want to stress that we stand by our original statement, "We are in strong opposition of any proposal that would close some of the streets and leave others to absorb an increased traffic flow. And we are particularly concerned about the possibility that streets east of Kains will be closed in the 400 block and that Kains will be the only street to remain open."

Thank you for listening (again!).  
Ruth and Jon Gjerde  
528 Kains Ave