



**TRAFFIC AND SAFETY COMMISSION
REGULAR MEETING MINUTES**

**City Hall - Council Chambers
1000 San Pablo Avenue
April 23, 2015—7:00 PM**

1. **CALL TO ORDER** Meeting was called to order at 7:00 pm by Chair Chomsky.
2. **ROLL CALL. Members present:** Javandel, Del Rosario, Chomsky. Reeves arrived at 7:07 PM, and McCroskey arrived at 7:11 PM. Staff present: Lt. Geissberger, Bond, Chen, and Chavez.
3. **APPROVAL OF MINUTES for February 26, 2015.** Minutes were approved with changes.
Motion Javandel/Del Rosario: Moved to approve the April 23, 2015 minutes. Vote in favor: Javandel, Del Rosario, Chomsky. Opposed: None. Abstained: None. Motion passed.

4. PUBLIC COMMENT

Susan Levey commented on the need to repair the Ohlone Greenway crosswalks at Marin Avenue and at Washington Street.

Amy Smolens spoke about the Arts and Green Festival and said that the AS&R would be providing bicycle valet parking and bicycle tune ups. Bike to Work Day would take place on May 14. Mike, the new owner of Bikes on Solano volunteered to lead the event. She asked the Commission members to please stop by and offer their help if they had some time. She also said that May 15 would be the first bike about town and that it would depart from Bikes on Solano at 6:30 pm. She congratulated the Commission on being the new Active Transportation Advisory Commission. She also asked the Commission to put on a future agenda a discussion about bike parking with the Planning and Zoning Commission.

5 PRESENTATION

5-A Police Report: There were 14 collisions in March, 9 non-injury, 5 injury, collisions, 5 were hit and run, 1 collision occurred on Marin, 1 auto-pedestrian collision, and 2 auto-bicycle collisions. The APD issued citations and conducted 5 DUI arrests and 65 moving violations.

Amy Smolens mentioned a collision that occurred on Monday, March 20th between a cyclist and a car. It was an injury collision and the driver had left the scene before the police officer arrived. She wondered if the driver had been cited.

Reeves asked if there were summaries of collisions near schools. Chavez brought the statistics she had for the item on the agenda that would address the school zones.

Chomsky asked if the Citation Policy that was implemented last year was still in place. Lt. Geissberger said that he could not comment on any accident in case there was litigation, but the citation policy was still in place.

6.A AC Transit Plan ACT

Bond introduced Stephen Newhouse, Transportation Planner for AC transit to present AC Transit's Plan ACT. This Plan is a comprehensive operations analysis that looks at routes and schedules and the most effective way to use the drivers and the buses. AC Transit is also conducting a Major Corridors Plan, which is looking at the infrastructure on the streets and deals with schedules and reliability. The Agency is also conducting its Short Range Transit Plan, which lays out policies that will shape transit service in the future. Stephen said that Measure BB is a new source of funding that would allow the Agency to look at its routes and services. Stephen explained the public process they

had followed and provided a summary of the public responses during their outreach last fall. He went through the proposed changes that affected Albany. Three key goals were derived to address the public's concerns:

- Increase cross town frequency on weekends, midday and at evening
- Extend major lines to key destinations
- Improve performance to reduce delay and improve reliability

The Commission members had the following questions:

-In regard to spacing the stops, did you take into consideration the people who would prefer to keep the stops closer together because of mobility issues? Stephen said that this was a policy question. Most transit agencies are moving into spacing the stops 900 to 1200 feet apart. The difference is stopping every two blocks versus every three blocks. This is a tool to improve transit reliability. However, staff would not move a stop located at a high transit rider generation.

-How many respondents to the survey were from Albany? Not known. The meetings were held in the South Branch Library in Berkeley and Richmond.

-Could you elaborate on the changes for Line 18? The 18 is a challenging route to keep on time performance. The idea is to split the route.

-Are there any proposals to change the bus stops as part of this Plan? No there is no proposal to do that.

- Line 18 proposed path of travel is through the Solano crest. Would the bus be able to navigate comfortably through the hill? The proposal has not been tested with a coach.

-Pierce street high has density population. Transit and high density is a good mix.

Would the 12 be serving Target? It is a possibility, but we are not sure yet.

Public comment

S. Goodman and Amy Smolens spoke. Comments were as follows:

-Has any thought been given to increasing transbay service on weekends? BART is getting very crowded; there is high demand on weekends. It would be nice to increase the transbay line (F) through Pierce.

-BART and AC Transit run Line 800, the Night Owl, from the BART stations in the City to the East Bay.

The Commission had the following suggestions:

-In terms of population density, the 12A must terminate at UC village, rather than a few blocks away. If we still have the 52 Line, then the 12 should go to Target.

-Line 18 going to Pierce is a good change.

-With respect of the transbay comment, at one point during the I-80 ICM project process, there was a proposal for a Park-and-Ride underneath the freeway interchange, but because of maintenance cost, it was dropped from the project. Now, with measure BB, there may be a possibility to implement this park-and-ride and take a look at the weekend transbay service.

-UC Village is a place where people live and when they get on the bus, they need to go to different destinations. Line 12 does not go to desired destinations. Line 52 on the other hand, is a good route to serve UC village.

- Line 12 should cover Target.

-If the 25 is eliminated, the USDA would be left without bus service.

-St. Mary's High School could be served by Line 12.

Target would be the ideal location for bus layover, but in order to do this, it would need substantial changes within the Target property, otherwise, the one way loop via Gilman and Eastshore would be the only possibility in the immediate future. Ideally, a short path of travel to the store entrance for drivers' accessibility to the restroom needs to be implemented for installing the bus stop on Eastshore Hwy.

The Commission had some discussion about the previous plan for the bus stop at Target. Chavez provided background. When the satellite lot was sold to Toyota Berkeley, the plan for the bus stop at Target dissolved.

Bond said that because of the upcoming mixed use at UC Village, it would be better not to have the layover at UC Village.

The Commission was not requested to take formal action for this item, just direction and feedback to AC Transit staff.

6-B Review of Design of Washington Avenue Traffic Calming Project

Chavez made staff presentation starting with Cerrito St. portion of the conceptual design. The mini roundabouts would be rolled curbs. She conveyed the Fire Department concerns about the left turns.

The Commission had the following clarification questions:

- Would the stop signs be removed? Yes, the stop signs would be removed and the system would function on a “yield to vehicles” on the right at the mini roundabout and “yield here to pedestrians” at the crosswalks.
- Would this mini roundabout operate like Marin circle with everyone yielding? Yes, this is the way it would operate.
- Driveways terminate where bulb outs are located. Chavez asked the consultant to provide cuts on the bulb outs for driveway access.
- The fire engines appear to mount the curb to negotiate the left turns.

Public Comment: Francis Chapman, Amy Smolens, Allan Chin addressed the Commission. The comments were as follows:

- Note that Polk is a better route for fire truck access.
- City council approved red zone and it has not been implemented yet. Currently, people have to walk on the street.
- Concerns about design. Paint will not deter traffic.
- Concerns about loss of street parking and parking spill over onto other streets.
- Make Washington Avenue one-way between Pierce and Cerrito.
- One-way streets encourage people to drive faster.
- The ADT on this segment of Washington is 1100. The 85% speed is 23 mph in 15 mph zone. Subsequent surveys showed a decrease in speeds to 22 mph after some of the traffic calming was implemented.

Commission discussion:

- When would the red curb striping take place? Chavez said she would like to implement it when the traffic calming project is built. Francis Chapman said that it would be more effective to implement everything together.
- Would the fire truck be able to go over the hardscape?
- Use stamped asphalt concrete as this is only raised a couple of inches. Chavez said she had sent a picture before and that it would be an option.
- Do the fire trucks currently have to mount the curb to make the turn?
- Has the Fire Department made this test turn? Chavez said that they usually test the traffic calming feature before its implementation.

Chavez said that this project could be phased and that the bulb outs could be striped with bollards first and then, depending on monitoring results, the bulb out hardscape could be implemented.

- This is not a project to take in piecemeal. Taking a prudent approach is smart.
- It doesn't make sense to red curb without implementing traffic calming.
- Inform Council about the delay of this project.
- We need to clarify the driveway access. We need to ensure that we do not restrict turning movements from driveways.
- Are there any of the streets part of the bicycle ATP?

- Concerns about the bulb outs because they look like the chicanes on Santa Fe Ave. and bicyclists may have a difficult time when approaching the turnaround areas. We have to make sure hazards are clearly marked with reflective paint or stickers.
- In advance of the crosswalks there should be yield markings.
- if we start with paint, we should install bollards that would keep motorists from driving over the paint.
- We should inform Waste Management of the project.
- Stripe the parking lane so that residents know where to park.
- The red curb and the traffic calming shall be implemented together.
- The layout looks very good.

Discussion of the Washington/Gateview intersection

Javandel recused from the meeting. The Commission had the following clarification questions:

- A parking space blocks the driveway. Chavez explained that it was the resident request who was disabled and her driveway was steep, which made it non-usable. She said that she would try to get as much street parking as she could when developing this project. She is working with the consultant in terms of space needed for visibility when approaching the raised crosswalk.
- It would be better to have hardscape islands instead of just paint.

Public Comment: Allan Chin, Francis Chapman addressed the Commission:

- The street would be too narrow on the north side by the roundabout. If it is too narrow, people may run into the existing light pole.
- It is exciting to see the plans, although some neighbors would not like to see so much red zone as 6 or 7 parking spaces would be lost.
- Take measurements and see how many parking spaces would be lost. Chavez said that once the plans get more detailed, the next step would be to mark the red curb locations on site.

6-B Discussion of Transportation Safety Measures Near Schools.

Bond said that this was an item that had been around for quite some time. The City has implemented a series of Safe Routes to School (SR2S) Projects. The literature that was included in the report from the Center for SR2S suggests conducting walking audits and creating walking maps. Bond suggested starting with these steps first and identify the highest priority for each school, then work on that problem.

Chavez provided a summary of the collisions around schools. Chavez also mentioned that with every grant application, she had conducted walking audits. The walking audits are a requirement of the SR2S grant applications.

The Commission had the following clarification questions:

- Why the collisions on Buchanan were not presented? Chavez said that Buchanan Street would not be considered a location for implementation of school zones because it is a four-lane road. However, she could provide data on the collisions occurred on Buchanan for the same time period presented at the meeting.

Public Comment: Francis chapman spoke. The comment was the following:

- Consider adding Jackson north of Buchanan as part of the school zone because people fly on Jackson just to make the right turn onto Buchanan and get on the freeway.

Discussion was back to the Commission:

-Berkeley implemented school zones at 14 locations and conducted before and after project studies. The studies showed no statistically significant difference in driving behavior and speed reduction. The question for Albany is "What are we trying to achieve?" Reducing speeds around schools only works if there is consistent enforcement. If schools zones are undertaken, the program has to be coordinated with the Police Department. Unfortunately, we do not have photo enforcement, so we have to rely completely on the Police Department. One approach would be to implement school zones incrementally.

-Staff has conducted walking audits and this may not be necessary any more as it would not add any value. Walking maps, if needed, may be developed.

-As it stands, the only street that warrants the implementation of a school zone from the data presented here is Solano Avenue, which speed limit could be reduced to 20 mph within 500 feet from the school. This is justified by the speed survey. The rest of the streets around the schools must be done through Council action. However, the program should be well thought out and “with enforcement.” Otherwise, we would not see the kind of results we would like to get.

-The chaos around schools has to do with driving behavior rather than speed.

-Support for a systematic reduction of speed.

-Quality of sidewalk is also another factor for increasing the walking mode share to school.

-Walking maps cover all the streets in town. A useful tool for parents would be to isolate the streets that offer the best and safer route. Chavez said that she includes the walking maps with each grant application, but she would like to take it to the schools and get feedback from the schools. She also said that she would install yellow crosswalks on the north side of Buchanan.

-Unfortunately, the community lacks the character that this is an area of schools because they are so spread out.

-Speed itself is just one of the factors looked up in these walking audits. It is very interesting to hear the experience in Berkeley.

-The City has been able to reduce speeds using other tools, like speed humps.

-The existing maps are a great resource to have and share with the school district.

-Jackson and Santa Fe have 85th percentile speeds of 31 mph. These may be two locations where active sign flashing beacons that are ON when children are present may work well as a pilot approach. Pick high priority locations, prioritize, and look for a grant opportunity. Then ask council to enact the zone.

-Staff will bring the maps to generate feedback.

-Develop maps to provide satellite drop off zones.

-Take a market approach to dropping off or parking in front of schools by designating one block in front of school as premium drop off/parking areas and see if this can generate revenue.

-Designate car free day for schools.

Francis Chapman said that a school drop off area that he has used is Ocean View Park.

6-D Speed Survey Reports

Chavez reported on two surveys on the 800 block of Jackson. She said that there may be some things she could do because this block was close to the Children Center. Jackson will include the ATP striping, but high-visibility crosswalks, and an edge line could also be implemented along this segment of the street. She said that she conducted two surveys because for the first one, the Public Works crew used an orange cone, which according to a resident affected driving behavior. The surveys showed that elimination of the cone affected the 85th percentile speed by an increase of 1 mile per hour.

The other location was the 800 block of Key Route Boulevard. The southbound direction qualified for a speed hump, may be two because it is a long block.

Public Comment: Amy Smolens of AS&R spoke. Comments were:

-Implement the sharrows northbound and bike lane southbound on Key Route Boulevard. This would help reduce the speeds. Ashbury in El Cerrito, has bike lanes. Do we want to continue this bike facility in our community? This would also help when the City implements a school zone on the 700 block of Key Route Blvd.

When the speed hump on the 800 block of Key Route is implemented, the City should install the signage and striping included in the ATP Striping and Signage Plans.

Commission questions

- What is the City funding for speed humps? Chavez explained that the City has some funding for speed humps, but that a couple of projects had been recently implemented or would be implemented in the near future and she needed to check the balance.
- Prioritize the ATP Striping and Signage projects. Implement the ATP project on Key Route together with the speed hump.

7 Announcements and Communications

- Arts and Green Festival and Bike to Work Day.

8. Future agenda items

How is the Greenway crosswalks issue going to be addressed? Chavez said that this would be addressed with the Masonic re-pavement project.

Bike parking requirement. Refer this item to Planning and Zoning. Staff will review the bike standards and would bring them for Commission review before they are sent to P&Z.

Solano Avenue Hill intersection-Process for walking audit.

Electric vehicle in June/July

Washington/Santa Fe roundabout. June/July

- 9. Adjournment**—Meeting was adjourned at 10:10 pm. Next meeting: May 28, 2015 at 7:00 pm