



TRAFFIC AND SAFETY COMMISSION REGULAR MEETING MINUTES

City Hall - Council Chambers
1000 San Pablo Avenue
May 28, 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 was absent and excused. McCroskey arrived at 7:07 PM. Staff present: Lt. Geissberger, Bond, and Chavez.
3. **APPROVAL OF MINUTES for April 23, 2015.** Minutes were approved without 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

Malcolm Russell addressed the commission about speeding on the 800 block of Stannage, lack of on-street parking for block residents, and loading and unloading of the delivery trucks for the commercial establishments. He requested designating 90 minute parking along the entire block, a speed hump, and permit parking.

In addition, the following persons spoke: James Wise, Julie Wilkenstein, Harriet Patterson, Mark Claude, David Dawey, Macia Walden, and Jimmy Boriani.

- Asked owner of Little Star Pizza to have his delivery trucks use the parking lot in the back of the business to perform deliveries.
- Delivery trucks start very early in the morning.
- concerns about the cost of the permit parking.
- Delivery trucks park right at the edge of the intersection and little children are difficult to see when crossing in front of the parked truck. Starting a parking permit program would be the solution.
- Speeding was a problem along the block and household pets have lost their lives.
- One of the businesses on Solano has fans that are very noisy. Bond offered to lend the resident a noise meter to measure the level of the fan noise and see if it exceeded the City thresholds.
- Did not recall receiving a notification about Little Star Pizza expanding. He would like to know how parking would be handled at the Planning and Zoning Commission.

Bond said that the next day, he would be mailing the notifications about Little Start expansion request. Chomsky asked staff to inform the block residents about the speed survey process.

5 PRESENTATION

5-A Police Report: There were 9 collisions in March, 5 non-injury, 4 injury, collisions, 3 were hit and run, 3 collisions occurred on Marin, 1 auto-pedestrian collision, and 1 auto-bicycle collision. The APD issued 248 citations and conducted 5 DUI arrests.

Chomsky asked if Lt. Geissberger could comment on the enforcement of double parking. Lt. Geissberger said the item must be discussed at a future meeting when the issue is included in the agenda.

6.A Bicycle Parking Standards.

Bond said that the City uses a couple of documents when it comes to decide on the number of bicycle parking spaces for new residential development or redevelopment requests. He referenced the document put out by the

Association of Bicycle and Pedestrian Professionals. Another document is the ATP (Appendix). With respect to existing buildings, the sustainability committee is exploring a number of policies to request that property owners upgrade their properties. Bike parking would be one of the aspects they would have on the items to upgrade.

The Commission had the following clarification questions:

-Who bears the burden of financial responsibility for bike parking? If the upgrades are being made inside the property, the property owner bears the burden of implementing bike parking. Chavez added that the City had a partnership between business owners and the Albany Strollers & Rollers. The City uses Measure B pass through funds to pay for 1/3 of the cost of the bicycle-shaped racks. She said that so far, about 25 bike-shaped racks have been installed.

-Is this program only used for bike racks, not lockers? Chavez clarified that they were just bike racks. The City installed 3 lockers in the back adjacent to the parking lot.

The Commission stressed the fact that improving or updating secured or long term bike parking in apartment or commercial buildings must be a priority.

-Is secured bike parking being considered for the new City Public Works building? Bond confirmed that it was the case.

-Could the City consider installation of bike stations? UC Village may be a good location for bike stations. Bond said he would mention this to the new manager and to Council.

Public comment. Preston Jordan spoke and commented on the following:

-AS&R would like the T&S Commission to refer to P&Z the recommendation to include bike parking standard requirements in the Building Code. Bond said that he did not think the bike parking requirement had to be included in the Building Code because the city always looked at the guidelines mentioned before, but if it would give people more confidence, it could be done.

Discussion was back to the Commission.

-For now, it is fine to keep this in the checklist, but it would be good to send it to P&Z as part of a future Work Plan.

-Is the ATP a legally binding document for developers? It could be part of conditions of approval. The conditions of approval are not legally binding either, but developers have voluntarily agreed to abide by them.

-Javandel asked to move Item 6-D up.

6-D Accessible Parking Request at 627 Kains Avenue.

Chavez said that she had received a request for accessible parking. There was approximately 29 feet of curb that could be painted blue between two driveways. She said that it seemed the location had two units and that she had not received any comments from residents of the block.

The Commission had clarification questions:

Is the parking for the in-law unit or for the main unit? The residents requesting the space said that only one family used the property and that the space would be for the main house.

Public Comment: No public comment.

Motion Javandel/McCroskey: Moved to approve the petition to install one accessible parking space at 627 Kains Avenue. In favor: Javandel, Chomsky, McCroskey, Del Rosario. Opposed: None. Abstained: None.

6-B Report on Pierce Street Speed Survey.

Chavez presented the results of the speed survey on Pierce Street. She said that the results showed consistent speeding on the roadway. She mentioned that Pierce would be striped as a bike facility and that a raised crosswalk would be installed at the entrance of the future park and a high visibility crosswalk would be installed at Calhoun and Pierce with the Pierce Park project. She said that she would like to see if a stop sign could be implemented, but currently, the location would not meet the stop sign warrants.

She also mentioned that the raised crosswalks along the 500 block of Pierce were not engineered according to standards and needed to be upgraded to actually decrease vehicular speeds.

The Commission asked the following clarification questions:

- Is the park project funded? Yes, the first phase of the park project is fully funded.
- When is the construction of the park going to take place? The City does not know as there are some issues with the Corps of Engineers that needed to be solved before the project can continue.

Public Comment: Bob Urhammer and Preston Jordan spoke. The comments were the following:

- Thanked staff and said that the statistics from the City survey confirmed resident's findings
- What is the speed in front of the condominiums? Chavez said she had not tested the 500 block, but measurements taken at the 600 block and 700 block showed a decrease of 3 mph from 33 mph in the 85th percentile speed in that area.

Discussion was back to the Commission:

- Are there any other measurements we can implement instead of speed humps, such as portable speed feedback signs? Chavez said that these could be implemented. Chavez said that in about a year, the bike striping would be installed, but in reality, when the park is built, more traffic calming measures would be installed.
- can the raised crosswalk be installed before the park? It would not be a crosswalk, but a speed hump. Chavez said that the City would like to purchase rubber speed humps and locate them there.
- This is a transit route and we have to be careful in terms of the profile of the hump.
- Is there another issue in relation to this street? Parking on the sidewalks is another issue.

The Commission asked staff to research the purchase of the rubber speed humps and get back to the Commission with proposed location. Also, research the portable speed feedback signs.

Preston Jordan asked to consider installation of a road diet by the Albany Hill and see if it could accommodate a bike lane uphill and sharrows downhill. Chavez said that the center line must be removed. She said that she would be reporting back to the Commission about this issue and present a toolbox of traffic calming solutions for Pierce Street.

6-C Preliminary Concept for Cycle Track on Brighton Avenue Under the BART Tracks

Chavez explained the details of the design. She presented two options: Option A locates the bicycle facility north of the sidewalk, and Option B entails the bike facility adjacent to the street. In both cases the street center line must be moved to accommodate parking on the south side of Brighton to allow for a drop-off zone. Relocation of one tree in the area where the bicycle facility is proposed is also needed. The idea was to bring the two facilities, the pedestrian and bicycle facilities at different height levels.

The Commission had the following clarification questions:

- Is it currently red curb along the south side? Yes.
- Which facility would be lower, the bicycle or the sidewalk? Chavez said that the idea was to have the bicycle at a lower level than the sidewalk.

Public Comment: Preston Jordan of AS&R spoke. Comments were:

-Bicycle facility on the north side of the sidewalk is a better option. The conflict point is where bicyclists are trying to get off the street. One idea would be to straighten the curb ramp and create a plaza. Try to realign the crosswalk as well and make it more perpendicular to the curb.

-It may be possible to put a green street—a small bio swale would do it

-There should be an indication at the driveway that this is the end of the bicycle facility.

Commission questions

-What happens after cyclists turn into the driveway? There are signs in the parking lot that reads “No bicycling” but by doing this we are certainly encouraging students to bicycle.

-It would be worth checking with the School District.

-We would be implementing the shortest cycle track in the world. This is a key location and there is potential for conflict. Chavez suggested creating a plaza at the merge of the two facilities with the Ohlone Greenway.

-Bio swales are a great idea, but the vegetation must be low height for visibility reasons.

-The desired walking lines must be closer to the curb and the bicycle facility would be an extension of the Ohlone Greenway.

-install a left turn arrow at the driveway on the east end of the cycle track guiding the bikes to turn left onto the driveway.

-Cycle path north of sidewalk minimizes conflicts.

-Does the removal of the red curb space along the south side of Brighton have some impact on visibility? Chavez said she included 8 feet before the driveway for visibility. There are also mini bumps that can be installed east of the crosswalk so that vehicles do not back up onto the crosswalk. Bond said that it is currently used as an unofficial drop off area. The implementation of the concept design would be making it “official.”

Do students use the crosswalk when they are dropped off on the south side of Brighton? Yes.

The Commission asked staff to incorporate the changes in Auto CADD and bring the plan back to the Commission. Invite the School District Board or staff to comment on it.

F. Solano Avenue Pedestrian Crossing at Taylor and Polk

Bond explained that the request was to improve the pedestrian crossing at this location, but given the slope of the area, the City cannot implement a crosswalk in the middle of the hill.

Clarifying questions from the Commission:

Who initially requested this investigation? Richard Stein requested speed control in the area. Chavez said that she communicated with him and he said there was a need for a crosswalk mid block.

Chavez offered to bring a profile of the street for a future meeting when this issue is discussed again.

Public Comment. Preston Jordan spoke:

The Complete Streets Plan has a goal of creating a crossing on Buchanan at Taylor, but if there is no crossing on Solano, the crossing at Buchanan and Taylor would not have much use.

Commission comments:

-Richard Stein mentioned speeding on Solano. It would be good to confirm that this is true. Chavez said that the speed survey would probably show speeding as the hill is too steep to drive uphill at 15 mph.

-Could speed humps be located on either side of the crest? The profile of the vertical curve is long and it would be difficult to place speed humps on hills. In this case, the slope is over 8 percent and according to the existing policy, we cannot install speed humps on hills with slopes over 8 percent.

-A white edge line could be installed along the parking strip but we have to be careful with overall street width as this is proposed to be a bus route.

Staff will conduct a speed and volume survey and will bring the results back to the Commission. Staff will contact the resident who originally raised this issue.

6-G Report on City Council Approval of 2015 Paving Project

Bond presented the process on the pavement project. He said that the City did not have any bids and the City would package together a bigger project for the fall. Community Development staff will work with Public Works staff in the implementation of the ATP projects. There was a curb ramp element in the pavement project and Public Works staff will come to next month's meeting to present the plan for the prioritization of curb ramps.

Commission clarification questions:

When you sent the plans for the Request for Bids, did you include the ATP projects? Bond said he was not sure.

Public Comments: Preston Jordan commented:

-The City adopted a Complete Streets in 2013 and it clearly states that maintenance projects include complete streets components and must be reviewed by the Traffic and Safety Commission. There is an agenda item for the next Council meeting that shows bike boulevard symbols on Talbot and the staff report referred to sharrow on Talbot. AS&R would like to advocate that all the relaxed routes in the ATP be implemented as bike boulevards.

-Another component was the installation of curb ramps. The proposed project includes rebuilding curb ramps on lower Solano, which does not make sense as there are more sub-standard ramps in town. Also, there are other curb ramps proposed on Marin, but the Buchanan Marin Bikeway Phase III would reconfigure the curb ramps, which makes it like a waste of funds that can be used somewhere else.

-Two of the three blocks that are proposed to be overlaid are among two of the best segments of pavement in town, so it would be good to have somebody from Public Works explain how they chose the street segments.

-There was discussion about outlining the future process for choosing the pavement segments and curb ramps for pavement rehabilitation projects.

-In terms on changing the sharrow for Bike Boulevard markings, we may have to go back to the design engineer and figure out how we would be going to approach the change.

-Part of the problem is that standards for bicycle pavement markings are evolving. Now there are Class 2.5 and Class 3.5 bike facilities. The AS&R request makes sense.

-on Talbot at the intersections, sharrow make sense.

-It seems that AS&R requested to have bike boulevards along the relaxed routes at the meeting when the ATP plan recommendation for design acceptance was made. Chavez said she did not recall this. Preston Jordan said AS&R took a position about designating the relaxed routes as bike boulevards after the ATP design recommendation to Council was made.

-Signs can be installed after a whole segment of ATP projects be installed.

-The Commission asked the AS&R to send a list of streets that are part of relaxed network that need to be changed.

-Another aspect that Public Works could clarify is the criteria to select one type of pavement rehabilitation treatment over the other.

7 Announcements and Communications

-Bond said that the City of El Cerrito would be hosing a meeting on June 3 related to the Creekside project. The City of El Cerrito would be entering into an affordable housing agreement on June 2 and the meeting is an neighborhood outreach meeting. The meeting starts at 6 pm.

-Bike about Town rides start at 6:30 on Solano on the 3rd Friday of the month.

-Change for Parking? Parking Pricing Expert Panel forum on June 2nd from 1 pm to 4:30 pm.

-MTC approved a tenfold expansion of the bike share program. There is opportunity for Albany as it would be very attractive to be a grant recipient.

8. Future agenda items

-Is the parking assessment program coming to the Commission in July? Staff would let the Commission know when this would be presented.

-Pavement project for June

-Draft ordinance-June/July

-800 Stannage parking and speeding issues. June/July: Loading zone, hours of operation, speeds, double parking.

-Photo enforcement for speeding draft letter in September.

-Parking on sidewalks in July.

-Electric vehicle charging stations in July

-Mini roundabout at Santa Fe and Washington.

-Sidewalk Program-keeps on slipping. AS&R advocates for a parcel tax measure similar to how streets are being funded. The deadline to include items on the ballot is August 2016. There are only 8 meetings before it goes to Council. Bond said that he needed to work with the Public Works Department on this. It could be brought to the Commission in June.

Alan Riffer asked to differentiate between just listing what things would be on the future agenda or discussing the issues and prioritizing one issue over the other.

9. Adjournment—Meeting was adjourned at 9:57 pm. Next meeting: June 25, 2015 at 7:00 pm