



**TRAFFIC AND SAFETY COMMISSION  
SPECIAL MEETING MINUTES  
City Council Chambers  
1000 San Pablo Avenue  
December 17, 2015– 7:00 PM**

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1. **CALL TO ORDER** Meeting was called to order at 7:00 pm by Chair Chomsky.
2. **ROLL CALL. Members present:** Chomsky, Del Rosario, Javandel, Reeves. McCroskey arrived at Staff present: Bond, Chavez. Chen arrived at 7:20 pm.
3. **APPROVAL OF MINUTES.** Minutes of the September 24, 2015 meeting were approved unanimously.  
*Motion Javandel/Chomsky:* Moved to approve the September 24, 2015 minutes. Vote in favor: Chomsky, Del Rosario, Reeves. Vote opposing: None, Abstained: None.

**4. PUBLIC COMMENT.**

Public comment was received from Krista Farris, Diana Hayton, Sasha Keller, Irene Jacobson, Eleanor Moses. Comments were the following:

-Can the city of Albany install lighted crosswalks like those in the Cities of El Cerrito and Berkeley? There are several intersections that need attention in terms of pedestrian safety, such as Washington and San Pablo and anywhere on Marin between San Pablo and the Library. The crosswalk that is challenging for motorists is the one by the Senior Center. Chomsky asked staff to provide brief information on this issue. Chavez explained that there are plans to address these concerns.

**5 PRESENTATION**

**5-1 Police Report**

No police report was delivered at the meeting as Lt. Geissberger was out at a conference that week and the T&S meeting was a special meeting.

Chair Chomsky asked to move Item 6-B before 6-A as a member of the public who would like to comment on this item was not yet present.

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

**B. Electric Vehicle Charging Station (EVC) and Draft Ordinance.**

Chavez gave the presentation. She said the presentation was researched and put together by an intern. The Commission asked for clarifications:

Are we distinguishing between private parking spaces and public spaces? Bond said that in private spaces, the responsibility of drafting an ordinance is shared between the Planning and Zoning Commission and the Traffic and Safety Commission.

How is this policy being enforced? Chavez said that it would depend if it is in private or public property. If in public property, it can be enforced by the Police Department, if it is in private property, the private security company, if any, would enforce.

- Albany must encourage the use of alternative fuels by implementing charging stations. For instance, require that new development implement charging stations.
- Are we trying to implement EVC stations in the public right of way (street) or in private development? It depends on how the ordinance is crafted but the idea is to have both.
- Do we know what people in Albany are doing in absence of an ordinance. What is the plan for the UC Development? The conduit is being installed in the UC Village development.
- How the private and public charging stations would function? The City would allow a private company to install charging stations and charge a fee for the charge. Another form of private fee is home charging, which is not an issue as this could be arranged through an over-the counter permit. - The City must encourage the use of active transportation rather than investing in EVC stations
- The fleet of electric vehicles is small

**Discussion was open to the public. The following people spoke: Nick Pilch**

Comments were:

- Go to *plugshare.com* and note that none of the charging stations shows in Albany. Berkeley has Whole Foods, both on Gilman and on Telegraph, neighboring cities have charging stations and the availability of EVC station locations have the advantage of attracting certain types of people to the community.
- This phenomenon is quickly growing and changing, but it is the trend of the future.
- The City should lead the way by installing one EVC station at City Hall and another at the Community Center. Governor Brown has pledged that by 2025 he wants to see 1.5 million electric vehicles on state highways. Every community must encourage the use of electric vehicles, particularly if we want to meet our environmental goals.
- The best company is Chargepoint.
- Charging your vehicle should be as easy in the future as it is currently finding a gas station.

**The Commission had the following comments:**

- Who are the users? Private chargers are served by private companies and they would be installing charging stations in the public right of way and charge a fee. The City would have to decide on how this may be done. --
- Staff capacity is a big concern. We have to be careful about the maintenance burden.
- Time limits? Having policies that encourage the turnover of vehicles is recommended.
- Private charging: if you want to use Level 1 to charge in your garage is a non-issue. Level 2 charge could be solved by a simple over-the-counter permit.
- If someone does not have a garage, it would be a problem as installing an on-street charging station is a challenge. In Berkeley, we treat the curb EVC station the same way a disabled curb space is treated.
- Anything that involves driving incentives must not have precedence in the City, unless somebody is disabled.
- The City must be encouraging the use of Active Transportation.
- In favor of encouraging a small amount of EVC stations
- Support the idea of supplying conduits to be enabled in the future.
- Nonetheless these are parking spaces and this is getting in the way of reaching sustainable transportation. We must be very careful.
- In case of minimum parking requirements, it must be in favor of following the patten of including the EVC station as part of the required parking spaces.
- It would be better to install the EVC stations in zones where there is already a time restriction, so that overstaying on the stall is not encouraged.
- We have to take EVC stations in consideration. The City should facilitate the use of Electric Vehicles.
- What is the benefit of having charging stations if you only going to stay at one place for only 15 minutes? Well, the idea is to have a network of charging stations in case someone is making a long trip.
- But at the Planning and Zoning level, the City should have the policy there to allow for Level 1 in public and private property.

- In terms of range, a lot of them are in the 80-90 mile per charge. Only the Teslas do have a longer range within the multi hundred mile range.
- A lot of the electric vehicles are priced in the 30,000 range, but there are a lot of incentives that bring the price down to mainstream.
- We have to be mindful with the electrical grid—Adding an electric vehicle to the household doubles the electrical energy consumption of this household. PG&E is concerned about adding more electric vehicles to the existing grid.
- The City should not be in the business of subsidizing parking to a particular type of motorist. We could do it at cost, but the preference is for owners of electric vehicles to charge at home, overnight. Not giving away the public right of way.
- The technology is really uncertain right now; and is rapidly changing.
- To the extent that we can encourage electrical infrastructure to allow for EVC stations to be installed in the future, we can figure out the social and technological challenges in the meantime.
- In summary, allow for the infrastructure whenever there is an opportunity to lay out the conduit, such as the UC Village Mixed Use development; do not subsidize the use of public spaces for EVC, but if installed, charge a fee.
- The Commission is interested in sending these comments to the Sustainability Committee and to get their reaction to them. Bond said that the Sustainability Committee had not had a chance to discuss this issue in detail.

#### **A. Sidewalk Improvement Program and Potential Funding Mechanisms**

Wen gave an introduction to this item, referring to the discussion that had taken place last month. He said the revisions for this presentation decreased the number of sidewalk locations with damage by 100 locations from 250 to 158. The reasons were twofold: The summary provided in October was a hybrid between this driving inspection and the 2010 AS&R survey. When staff checked back after the October meeting, some of the locations identified in 2010 had been already repaired. The other reason is that the survey last summer was done by vehicle. Staff drove around the City and identified anything that seemed in bad shape as “significant” damage. After the presentation in October, staff went back to each location and took a picture. It was found that some of the locations were not as significant as originally thought.

Public Works staff developed Plans, Specifications, and Estimates for 58 locations that include the ATP Skeleton for \$150,000. This will go to Council next week. If bids are low, we can include other locations.

#### **The Commission had the following clarifications:**

Do the 58 locations include curb and gutter? Yes, there are about \$75 feet of curb and gutter.

#### **Discussion was open to the public.**

The following people spoke: Preston Jordan and Nich Pilch.

- A UC graduate student will contact the City in order to conduct a survey to compare the sidewalk permits taken between 2010 and 2015.
- Damage on sidewalks escalates rapidly with time.
- The amount of funds needed to do annual maintenance is small, \$100,000/year. If staff can come up with a recommendation to Council to spend this amount per year in sidewalk maintenance, a parcel tax would come to about \$20 per parcel.
- The sidewalks along Masonic are not part of the priority network because the Ohlone Greenway is part of the Priority Network. So, if bids come in low, eliminate Masonic and include two locations elsewhere in the priority network.
- Would you consider presenting this in the reverse the order? Bad, worse, worst makes sense and consider not having similar words for the different categories.

- The sidewalk along Ocean View School is in very bad condition and it is part of the school University of California. It should be taken out of the bid.
- The difference between the October presentation and tonight's was substantial, would it be possible to have made a mistake in the survey? Staff said that annual repairs, field visits, and other parameters between the two different surveys may be responsible for the difference.
- How is the program going to work in the future? Would it be better if it is driven by complaints? Bond said that there would be numerous ways for people to communicate with staff.
- Maintaining the list by public reporting (complaints) instead of having staff going out every year to monitor the locations.
- We have at least two years of backlog in sidewalk repairs.

**Motion Javandel/McCroskey:** Recommend to City Council the approval of the sidewalk Program with subsequent community driven complaints. Ask the City Council to task the Commission with the development of a recommendation for funding mechanisms for sidewalk repairs. Vote in favor: Chomsky, Del Rosario, Javandel, McCroskey, Reeves. Vote against: None. Abstained: None.

Bond said that the Council talked about CIP funding about two or three weeks ago. Council said that the School District is putting out a very substantial ballot measure. Staff has also a lot of projects to take care about. The Council did not reach a consensus amongst them when they talked about this.

**Motion McCroskey/Javandel:** Moved that the Traffic and Safety Commission request the City Council to add the consideration of sidewalk maintenance funding mechanisms to the Traffic and Safety Commission's Work Plan. Vote in favor: Chomsky, Del Rosario, Javandel, McCroskey, Reeves. Vote against: None. Abstained: None.

### **C. General Plan Update**

Bond provided information about the last steps in the process of the General Plan update and Environmental Impact Report (EIR), stressing that the parking issues in the General Plan needed to be addressed in the next years. He said that hopefully, the adoption process goes smoothly and allows putting something on the ballot to amend Measure D. The good news is that San Pablo Avenue would continue to be what it currently is. The comments for the EIR have been extended to 60 days in consideration of the holiday season. There would be two public hearing sessions in January 2016 on the GP in order to receive public comment, but people could send comments in writing.

#### **The Commission asked for the following clarifications:**

- Do you expect an increase in employment of about a thousand? That was based on the regional projections by ABAG. Part of the City staff task was to make sense of the regional projections.
- I do not see anything particularly strong about the North Albany Traffic Calming. Bond referred to Policy 4-39, referring to T5.6 and T-5.4 addressing "projects in nearby cities."

#### **Discussion was open to the public. The following people spoke: Preston Jordan.**

-3.5 years since the adoption of the ATP, the City has or will have different bike infrastructure such as the Cycle Track along the UC and the San Pablo network. This should be reflected in the bike facility map of the General Plan. The AS&R designated Curtis as a relaxed route instead of Portland. Bond said that the GP was not the ATP. Some of the information may be updated in the GP, but not necessarily all the recent updates. It would be a policy action to update the ATP every certain number of years.

#### **The discussion was back to the Commission**

-At least San Pablo Avenue should be included in the Bicycle Facility Map as it is part of the fast cycling network and it has been already processed. There is a need to designate a north-south route because the other

ones are Pierce and Masonic, but both are too far from each other. Bond agreed about San Pablo. He would discuss this with the consultant.

-The GP must be updated every five years. Then, new projects or plans would be included in the update.

-is it assumed that the GP points to adopted plans? Yes

-Please update the table on page 4-19 on Bus Routes because AC Transit is in the process of updating its routes.

-Where is the EIR available? It is available on the City's website.

-Was there a discussion about designation of transit corridors? There are two in Albany, Solano and San Pablo. This may help the City get discretionary funding. It would be good to add the corridors in the AC Transit Study.

-On page 4-33, Policy T 2.10--Change "bicycle lanes" to "bicycle routes or bicycle facilities" but route seem more appropriate because in that way we include all the bike facilities.

-Page 4-9 Second paragraph—it is not necessary to have bulb outs for transit vehicles when there is no parking lane. Just leave the turnout for accessible vehicles and eliminate the word "transit."

-In the section about the Pedestrian Network on page 4-16, we must refer to the policy of the sidewalk width that was included in the standard specifications that were recently adopted by Council.

-4-42, Policy T7-F How is this that going to work? Bond said that in terms of enforcement, staff would be relying on the good faith of the people to do it.

-How would the comments be shared? Bond said that if the comment was related to the EIR, they would go to the consultant. The comments from this meeting would be included in an addendum that would be shared with the City Council. Planning and Zoning would be making a recommendation to Council and the comments from tonight's meeting would be included in that document.

**Motion Chomsky/Del Rosario:** Moved to extend the meeting until 10:30 pm. Vote in favor: Chomsky, Del Rosario, Javandel, McCroskey, Reeves. Vote against: None. Abstained: None.

#### **D. Report on Letter to Union Pacific Railroad Company**

McCroskey reported that he would be working with Chair Chomsky on revising the draft he provided in December. This is important because another fatal incident occurred near Albany at Central on the train tracks.

#### **E. Review of Collision Data from the State Integrated Traffic Records System Database**

Bond provided a presentation on the information available from this source. The Commission had the following questions:

-Is this data available to the public? Yes, you can download it from the California Highway Patrol website.

-Are you going to concentrate on particular intersections? Staff would do as requested by the Commission. It seems that if the City is interested in reducing the accidents, the City should concentrate on Solano, San Pablo, Marin, and Santa Fe.

-Would this information be updated from time to time? Yes.

Chavez added that there were other websites that provide graphic information on collisions. She is not sure if this other sites are open to the general public, but the SWTRS is the most comprehensive dataset.

#### **F. Report on Implementation of Bike Parking Conditions of Approval**

Bond said that he missed the opportunity to include bike parking in the Conditions of Approval for the Little Star Pizza, Café Eugene and Hopsy, but staff is working with the property owner to provide bike parking. There were no Commission clarification questions.

Discussion was open to the public. Preston Jordan spoke. Comments were the following:

-Thanks very much for working on providing bike parking.

**7. Announcements and Communications**

**A. New Golden Gate Transit bus Service from San Rafael to the East Bay**

Chavez said that the service had started on 12/14 and that she would be asking Golden Gate staff about ridership in Albany. A bike rack was also installed at the bus stop adjacent to Ocean View School. McCroskey reported that the parking on Buchanan Street west of the overcrossing was already installed and in use. The Commission asked about changing the length of parking time

**8. Future Agenda Items.**

Discussion on funding for the sidewalk program was added to the Future Agenda items. Updating the ATP—this item would come after the adoption of the General Plan.

**9. Adjournment**—Meeting was adjourned at 10:29 pm.