



TRAFFIC AND SAFETY COMMISSION REGULAR MEETING MINUTES

City Council Chambers

1000 San Pablo Avenue
July 28, 2016 – 7:00 P.M.

1. CALL TO ORDER

The meeting was called to order at 7:15 P.M. by Vice Chair McCroskey.

2. ROLL CALL

Present: Chomsky, Javandel, Reeves*, McCroskey
Absent: Del Rosario (excused)
Staff Present: Aleida Andrino-Chavez, Transportation Planner
Jocelyn Walker, Capital Improvement Program Engineer
Jeff Bond, Community Development Director
*Arrived after Roll Call

3. APPROVAL OF MINUTES – Minutes for the Regular Meeting of May 26, 2016

Motion Javandel/Chomsky: Moved to approve the minutes of the May 26, 2016 meeting, as submitted.

Ayes: Chomsky, Javandel, McCroskey
Noes: None
Abstain: None
Absent: Reeves, Del Rosario

4. PUBLIC COMMENT

The following PUBLIC COMMENTS were offered by Julia Chong Frank, Sarah Wassor, Michele Ling, David Frank, Aaron Frank, and Brian Beall:

- Concern for the safety of the Washington and Carmel intersection and speeding along the 700 block of Carmel, with high collision rates verified by recent accident history; heavy pedestrian and bicycle traffic due to the nearby schools and close proximity of the park; the speeding had been identified in 2000 as a problem and continued to exist.

5. PRESENTATION

A. Police Report

Bond presented the Police Report.

The Commission requested a one-time review of the time of day pattern of collisions.

6. DISCUSSION AND POSSIBLE ACTION ON MATTERS RELATED TO THE FOLLOWING ITEMS:

A. Potential Modification of Westbound AC Transit Bus Stop to Combination Bus Stop and Parklet at 1201-1207 Solano Avenue

Chavez explained that staff had preliminary discussions with AC Transit and adjacent business owners about a potential application for an encroachment permit to allow modification of an existing bus pull-out on Solano Avenue for the installation of a parklet.

Chelle Putzer, Recreation and Community Services Director, reminded the Commission about the one-day experimentation with a parklet on Solano Avenue last fall and proceeded to introduce Michael Eshleman, Manager of Service Planning for AC Transit who had a presentation on the concept of bus stops as public spaces.

Michael Eshleman stated that AC transit obtained a grant for the development of the combined bus stop and public spaces and had been searching for a business partner to implement this concept. The intent was to make it easier, safer, and more desirable for residents and commuters to bike and walk to transit.

The Commission requested the following clarifications:

- Verified there would be a raised platform at the bus stop. (Javandel)
- Since the proposal was couched as a pilot project and funds had been allocated for it, the environmental review for a parklet versus a bus bulb-out was not expected to be a concern. (Chomsky)

The following PUBLIC COMMENTS were offered by Brian Beall, Preston Jordan, Sarah Wassor, Aaron Frank, Julia Chong Frank, and the owner of As You Wish:

- Concern that the intersection at Cornell and Solano would be blocked, suggested a stop light was needed at the intersection, and suggested the bus stop up underneath the BART tracks would be better for a parklet.
- Albany Strollers & Rollers (AS&R) supported more sidewalk space and space for bike racks.
- Supported the public gathering green space with trees outside the yogurt shop as a great idea.

The Commission made the following comments:

- Verified that the business would sponsor the space and help keep it clean. (Reeves)
- Supported the proposal but expressed concern for those trying to drive through, the psychological impact on drivers behind the bus, and potential safety concerns if drivers tried to drive around the bus. (Chomsky)
- Consider Do Not Pass signs at the parklet given the high volume of pedestrians; design the project to make bus boarding and alighting as fast and smooth as possible by providing a raised platform; provide bike racks; make the sidewalk as passable as possible (ensure removing any trash cans or public furniture that obstruct pedestrian

accessibility); include signage to identify the parklet as a public area; consider having the bus stop 10 feet back from the crosswalk to create a sightline and to discourage drivers from passing; consider striping the crosswalk, reflective markers along the centerline, and plastic stanchions in center line for one or two car lengths east of the crosswalk. Draft an agreement for maintaining the parklet as the street sweeper would not have access to the curb. (Javandel)

- Include some form of shade structure given the exposed area; consider amenities such as cast benches that included solar and USB outlets if possible; recommended bollards in the middle of the centerline of the street to keep cars from passing the bus. (McCroskey)

Chavez advised that staff would consider all recommended methods and noted this was one of the sections to be studied in addition to the upper Solano area where one idea was to install rapid flashing pedestrian beacons. Staff would return with the 35 percent design.

B. Toolbox of Traffic Calming Techniques Presentation

Student interns of the Community Development Department conducted research on traffic calming techniques and made a presentation to the Commission.

Sophie Gabel-Scheinbaum and Jonathan Mahmoud, both student interns, presented methods for traffic calming, defined as reducing vehicle speeds, improving safety, and enhancing the quality of life in general.

The following PUBLIC COMMENT was offered by Preston Jordan:

- Interested in the comment that mini-roundabouts caused more cyclists to get into accidents and would like to see the statistics and the research; suggested that police enforcement would be more expensive than reported; and noted the speed hump picture was actually a speed table and suggested a different graphic might be needed for public identification.

The Commission made the following comments:

- The Commission suggested the document was a good reference to identify all the possible solutions and recommended that it be included on the City's website.
- With respect to mini-roundabouts and bicycle safety, it was noted that signage could be used to mitigate the bad effects of traffic circles on cyclists. Barriers to restrict movements and provide a bike pass through would also be an important tool to consider.

C. Report on Results of Vehicle Speed and Volume Survey on 1000 Block of Key Route Boulevard

Chavez presented the results of a speed and volume survey and explained that residents of the block had presented a petition form with the required signatures for the study. As a result of the survey, the 1000 block of Key Route Boulevard had been recommended for a list of candidate locations for speed humps in the new Capital Improvement Program (CIP) as funding became available, although soft treatments could be included first pending funding availability for the speed humps.

The Commission requested the following clarifications:

- Asked about the cross section of speed humps when the street had a grade as it seemed that some speed humps in town were more efficient than others. (Chomsky)
- Liked the speed humps designed for 20 mph because people realistically slowed down to 20 mph; in terms of soft treatments questioned what else could be done other than graduated pavement markings approaching the location of future speed humps in preparation for the future installation. (Javandel)

The following PUBLIC COMMENTS were offered by Logana Gabey and Tom Shearer:

- Supported the speed humps, and asked if funding was not available whether the residents could pay for the installation of two speed humps.

Chavez advised that the cost was between \$5,000 and \$10,000 for each speed hump depending on the number of locations. She also said that there was no policy for raising funds; and Bond stated the work would have to be done by a licensed contractor under supervision of the City with insurance and all applicable requirements; the intent would be to do a number at a time for cost effectiveness.

The Commission made the following comments:

- Given the narrowness of the street, it would be difficult to consider many of the soft treatments, although graduated lines to create the illusion of speed in the locations where speed humps would be situated could help; consider the graduated lines as a permanent fixture along with 25 mph markings. (Javandel/McCroskey)
- Recommended painting a yellow centerline for one car length at the intersection to direct drivers to the correct side of the street when entering or exiting the block. (Chomsky)

Motion Javandel/Chomsky: Moved to approve the installation of two speed humps on the 1000 block of Key Route Boulevard, subject to funding availability with the installation of soft treatments to be evaluated by staff in the interim and in advance of the speed hump installation. The motion carried by the following vote:

Ayes:	Chomsky, Javandel, Reeves, McCroskey
Noes:	None
Abstain:	None
Absent:	Del Rosario

Chavez advised that those who lived adjacent to the designated speed hump locations would have to approve the location.

Commissioner Javandel recused himself from the next item due to his proximity.

D. Revisions to Traffic Calming Plan for the 900 Block of Taylor Street

The results of a speed and volume survey had been presented to the Commission in May along with a preliminary traffic calming approach for this block consisting of a white edge line along the parking lane and the installation of pavement markings indicating 25 mph speed limit. Staff

had prepared an alternative traffic calming approach based on feedback received from nearby residents and previous Commission discussion.

The Commission requested the following clarifications:

- The Commission had looked at the alternative of having solid lines between driveways with little descenders at the end towards the curb to indicate the parking area to avoid restricting the number of cars that could park in a given area; suggested there was room for experimentation in developing a way to achieve traffic calming. (McCroskey)
- Supported consideration of street art. (Reeves)

The following PUBLIC COMMENT was offered by John Kartychak:

- Residents did not like the striped parking. They supported the solid stripe on either side.

The Commission made the following comments:

- Recommended centerlines at the beginning and the end of the street.

Motion Chomsky/Reeves: Moved to approve a treatment combining solid white lines from the original diagram; yellow centerlines near both intersections; crosshatch at the west corner with Solano similar to what had been shown in the first alternative; crosswalks to the extent possible as shown in the second alternative; additional speed signage as shown in the diagrams; red curbing; and bollards as appropriate; with the crosswalk as a second phase with the curb ramp. The motion carried by the following vote:

Ayes: Chomsky, Reeves, McCroskey
Noes: None
Abstain: None
Absent: Javandel (recused), Del Rosario

Commissioner Javandel returned to the dais at this time.

E. Sidewalk on the East Side of 800 Block of Masonic Avenue (Across from the Senior Center)

Chavez stated that in September 2015, staff presented a design for the construction of a sidewalk adjacent to the roadway on the east side of the 800 block of Masonic across from the Senior Center. The design had been coordinated with the improvements for the Ohlone Greenway and as a result, the sidewalk design had changed and been extended to the intersection of Washington Avenue.

The Commission requested the following clarifications:

- Concerned that the street trees were to be selected by the Landscape Architect, and questioned why the City's list of trees was not being used particularly given the concern for sidewalk uplift. (McCroskey)

Walker clarified the process, stated the Commission could identify preferred trees; an internal design review would be conducted, and one of the factors being considered was the effect of the trees on sidewalks.

The following PUBLIC COMMENT was offered by Preston Jordan:

- Stated that AS&Rs were enthused with the design, had previously advocated for a 5-foot sidewalk, and asked how the grade differential would be accomplished without a retaining wall.

The Commission made the following comments:

- Concerns expressed for the treatment of the grade differential to conform to the new sidewalk, the right of way, and the plantings.

Given the concerns, Chavez advised that the plans would be returned to the Commission at its September meeting.

Motion Javandel/Reeves: Moved to extend the meeting to 10:15 P.M. The motion carried by the following vote:

Ayes: Chomsky, Javandel, Reeves, McCroskey
Noes: None
Abstain: None
Absent: Del Rosario

F. Report on Construction Bids Received for the Marin Curtis Safe Routes to School Project

Staff presented the results of the three construction bids received for this project and the City Council action of July 18, 2016 that awarded the contract to the lowest reasonable bidder.

Walker reported that CF Contracting had been chosen; there was a thorough traffic plan in place that would be closely monitored; there was a 30-working day contract which would bleed into the school year, and the project was hoped to be completed by mid-September.

7. ANNOUNCEMENTS AND COMMUNICATION

Chavez reported that staff would be reporting back to the City Council on the Sidewalk Policy; Jocelyn Walker was now managing the sidewalks and the Sidewalk Policy would be submitted to the City Council on June 20.

A. Solano Avenue Complete Streets Grant Application

Chavez advised that the City had not received the grant for Solano Avenue, although there had been a kick-off meeting today for complete streets for pedestrian improvements for San Pablo and Buchanan; Bond stated at a future meeting details would be provided about the Technical Advisory Commission and public outreach, which would be a big piece of work for the Commission over the year.

B. City Council Approval of Revised Sidewalk Repair Policy

Bond reported that on June 20 the City Council had approved the Sidewalk Repair Policy and had updated the policy along the lines the Commission had reviewed and lessons learned from this year's sidewalk policy.

- The Commission asked that the Sidewalk Repair Policy be made available to the Commission and to the public on-line.

The following PUBLIC COMMENT was offered by Preston Jordan:

- Added that the City Council had made changes to the proposed sidewalk policy including a point of sale requirement for conducting necessary repairs, which the Commission had not supported.

C. July 18, 2016 City Council Approval of Parcel Tax Measure to Fund Sidewalk Repairs

Bond stated the Council had approved the placement of a parcel tax measure on the ballot in November and understood that the tax would generate in the neighborhood of \$200,000 annually, which would implement the Sidewalk Repair Policy.

The following PUBLIC COMMENT was offered by Preston Jordan:

- Highlighted some of the particulars of the Parcel Tax Measure, such as including funds to improve lighting at crosswalks and introducing a rating schedule for multifamily owners and business owners.

D. City Council Approval of Correspondence Regarding the Proposed Gilman/I-80 Interchange Project

Bond reported the City Council had also approved the letter to the Alameda County Transportation Commission (ACTC) regarding the Gilman/I-80 Interchange project, which letter had been refined to include a number of comments, including some from the public.

The Commission requested that the letter also be sent to EBMUD and be made available to the Commission.

8. FUTURE AGENDA ITEMS

The following PUBLIC COMMENT was offered by Preston Jordan:

- Noted that diagonal ramps were still being installed around the City contrary to City policy adopted some years ago, and asked that the standards be evaluated since the standards still allowed for Case A, which was not an acceptable solution; noted a clear cut at Cerrito Creek at Adams where all the vegetation had been removed and it reminded him of the possibility for a bridge which was in the plan as a final link from Richmond down to Jack London Square; and asked the status of the City's grant for a planning study of Adams and Kains as a cycling route.

Bond responded to a request for an evaluation of sidewalk standards by requesting a postponement pending the recruitment of a new Public Works Director and City Engineer; with respect to Adams and Kains, while funding had been designated, there were no staff resources to pursue that project at this time unless it was kept simple. He recommended that Adams and Kains be agendized for October/November.

- A. **Washington Avenue Traffic Calming, September 2016**
- B. **San Pablo Avenue and Buchanan Street Complete Streets – Technical Advisory Committee, September 2016**
- C. **Speed and Volume Survey on the 600 Block of Adams and 500 Block of Masonic, September 2016**
- D. **Bus Stop/Parklet on Solano Avenue Preliminary Design, September/October 2016**
- E. **Portland Avenue Intersection Improvements from San Pablo to Masonic, October 2016**
- F. **Washington Avenue and Carmel, Conduct Surveys**
- G. **Adams and Kains Planning Study, October/November 2016**

9. ADJOURNMENT

The meeting adjourned at approximately 10:30 P.M.