



**CITY OF ALBANY
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers
1000 San Pablo Avenue, Albany, CA 94706
Wednesday, November 30, 2016, 7:00 PM**

1. CALL TO ORDER

The meeting was called to order at 7:00 P.M. by Chair del Rosario.

2. ROLL CALL

Present: Javandel, Chomsky, del Rosario, Reeves, McCroskey
Absent:
Staff Present: Aleida Andrino-Chavez, Transportation Planner
Jocelyn Walker, CIP Manager
Jeff Bond, Community Development Director
Mark Hurley, Public Works Director and City Engineer

3. APPROVAL OF MINUTES - Minutes for the Regular Meeting of October 27, 2016

Motion Javandel/Chomsky: Moved to approve the minutes of the October 27, 2016 meeting as submitted.

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

4. PUBLIC COMMENT

The following PUBLIC COMMENTS were offered by Ken McCroskey and Valerie Risk:

- Pedestrian safety at the train tracks and freeway, and inclusion of the issue in the Commission's work plan.
- Safety of individuals crossing Portland Avenue at San Pablo as it is the route to Albany High School.

Bond advised that information from death investigations relevant to policy decisions would be brought to the Commission. Chavez reported the City received a grant for improvements to San Pablo. Construction plans would be developed in 2017. She invited Ms. Risk to become a member of the Technical Advisory Committee for this project.

5. PRESENTATION

A. Police Report—None.

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

A. Potential Location for Speed Humps on the 500 Block of Masonic Avenue

Chavez presented survey results, physical characteristics, and the planning context for the 500 block of Masonic. Proposed locations of speed humps was 512 and 526 Masonic. An alternative location for the northern speed hump was 508 Masonic; however, the property owner opposed the location. Speed humps recommended in the Traffic Management Plan for the 600 block would not be installed if the Commission approved the speed humps on the 500 block.

The Commission requested the following clarifications:

- Contact with the property owners at 512 and 526; and inquiries or complaints from the public regarding the 600 block.
- Rationale for two speed humps on one block; and placement of one hump on each of the two blocks.

The Commission made the following comments:

- Support for two speed humps on the 500 block because of the proximity to the school and for consistency with other streets.
- Requested methods that could be used to interrupt the visual length of the two blocks.

The following PUBLIC COMMENT was offered by Bryan Marten:

- A request for information from the traffic study.

Motion Javandel/Reeves: Moved to approve the installation of speed humps at 512 and 526 Masonic.

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

B. Buchanan Marin Bikeway Phase III and Marin Utility Undergrounding

Bond reported that staff received bids of approximately \$4.9 million for this project, but the budget was \$2.5 million. Staff was refining the project specifications to reduce costs and would recommend it be broken into phases with a focus on improvements east of San Pablo Avenue for the upcoming Phase III.

The Commission requested the following clarifications:

- A review of the path bicyclists would travel both eastbound and westbound through the project.
- A list of the items in the bids that exceeded the costs in the engineer's estimate.
- Information whether an RFP for improvements west of San Pablo Avenue would be issued in the future.
- Possible modification of the drain grate at the northeast corner of the San Pablo/Marin intersection because it occupies approximately half the bike lane.

Motion Javandel/McCroskey: Moved to recommend to the City Council to authorize rebid of the project with amended project phasing and specifications.

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

C. Update on Complete Street Features Associated with University Village Mixed Use Project

Bond advised that staff was refining the locations of bus stops on San Pablo Avenue. Caltrans was reviewing a proposed bus stop on San Pablo at the far side of the intersection with Monroe. The cycle track would weave around the bus stop landing at the proposed location and result in a mixing of bus passengers and bicyclists. The improvement for the bus stop and the functioning of other modes of travel was a good advancement of the project.

The Commission requested the following clarifications:

- An entry point to the cycle track on the north side of the project is needed in the form of a curb ramp for southbound bicyclists.
- Signage to allow bidirectional cycling on the sidewalk.
- Consideration of building the bus stop as a bulb-out so that the cycle track could be a straight path.
- Consideration of routing the crossings so that the cycle track would continue across Monroe Avenue against the buildings.

- AC Transit would like to maintain flexibility to install a bus stop on the near side of the Monroe/San Pablo intersection as it is unknown how traffic in the new development would impact bus schedules.
- An explanation of the elevations of the sidewalk and cycle track and transitions between the two, and the use of vertical versus rolled curbs.
- A suggestion that the crosswalk at Monroe be moved a foot or two south or be made wider to eliminate the 90-degree angles for pedestrians. The crosswalk design between the cycle track and sidewalk should emulate the way pedestrians walk. People do not cut at 90 degree angles, rather than at diagonals,. This is particularly true for constrained spaces.
- An explanation of the movement of cyclists traveling west on Dartmouth to cross the intersection at San Pablo Avenue and the use of green striping adjacent to the crosswalk.
- The plans show the crossing of San Pablo at Dartmouth as a walking facility only, not a biking facility as previously requested by this Commission.
- Signage for southbound motorists indicating no left turn in the crosswalk onto Dartmouth.
- Visual differentiation of the cycle track and the sidewalk.
- A review of cyclist movements southbound at the senior center and possible pavement markings for cyclists.

The following PUBLIC COMMENTS were offered by Preston Jordan:

- The project lacks a cycling crossing at the intersection of Dartmouth and San Pablo; there should be a connection between the multiuse path at Monroe and the cycle track; concerns about how the bike access to bike parking at Sprouts will work out; concerns about 6-inch vertical curbs located just north of Monroe and at the north end of the cycle track protruding between the cycle track and the sidewalk; and a preference for sloped or rolled curbs between the cycle track and the sidewalk.

The Commission made the following comments:

- Request BKF round all 90-degree corners around the curb ramps.
- Concerns regarding Albany Strollers and Rollers' support for the project and future projects.
- Make the curb cut wider on the west side of the Dartmouth/San Pablo intersection to allow for cyclists crossing the intersection.
- Return with the location of the bike racks by Sprouts.
- Keep in mind that cyclists do not turn at 90 degree angles (for all the transitions from one type of facility to the other—please angle all transitions to simulate normal riding patterns).
- Present possible alternate designs to accommodate bicycles and pedestrians.
- Designation of the southwest corner of San Pablo and Monroe as a shared-use path.

Bond understood frustrations with the project and the difficulties of working with Caltrans, developers, and the public.

The following PUBLIC COMMENT was offered by Preston Jordan:

- Inclusion of a cycling crossing by adding bike stripes on San Pablo at Dartmouth like those shown in the original plans by BKF.

The Commission made the following comments:

- A suggestion to update the Commission regularly regarding large projects.
- Continuation of the cycle track on the property side northbound beyond Monroe.
- Place the cycle track flush with the sidewalk.
- Return with the location of bike racks at Sprouts.
- A better location for the mix of pedestrians and bicycles was probably further north on the Monroe side.
- Preference for a sloped or rolled curb over a vertical curb.

D. Marin-Curtis Safe Routes to School Project

Bond shared background information regarding the raised crosswalk at the intersection of Sonoma and Curtis. The project was completed without the raised crosswalk because of issues with grading the site. The project met safety objectives without the raised crosswalk.

The Commission requested the following clarifications:

- Financial constraints of constructing the raised crosswalk; markings on ramps of the speed table; alternative improvements to slow traffic through the crosswalk; and grade of sidewalks compared to Curtis.

The following PUBLIC COMMENTS were offered by Preston Jordan:

- Update the Active Transportation Plan with the designation of Curtis as a relaxed bike route because it is easier to cross Marin at Curtis than Peralta, and create a crosswalk to the greenway on Masonic at Garfield.

7. ANNOUNCEMENTS AND COMMUNICATION

A. Washington Avenue Traffic Calming Proposal from Neighborhood Residents

Chavez announced a meeting was scheduled for December 15.

The Commission requested the following clarification:

- Speed data for Washington.

B. San Pablo Avenue and Buchanan Street Pedestrian Improvements Project Design

Chavez indicated a meeting with Caltrans was scheduled for the following day.

8. FUTURE AGENDA ITEMS AND TENTATIVE DATES

The Commission made the following comments:

- A suggestion to postpone election of Chair and Vice Chair to the February meeting.
- A suggestion to include agenda items regarding fatalities on the railroad and I-580 and procedures to follow up on projects after approval.

Bond noted discussion of the Commission's work plan depended on the Council's strategic planning work session.

A. 2017 Sidewalk and Pavement Projects

B. Washington Avenue Traffic Calming

C. Thousand Oaks Avenue Pedestrian Safety Improvements at Intersections East of San Pablo Avenue

D. Location of Speed Humps on the 1000 Block of Key Route Boulevard

The following PUBLIC COMMENT was offered by Preston Jordan:

- Inclusion of standards for pavement markings and a review of diagonal ramp design as future agenda items.

ADJOURNMENT – Next regular meeting: January 26, 2017

The meeting adjourned in memory of Rolando Grasso and Luis Barba at approximately 9:35 P.M.

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