



**CITY OF ALBANY
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers
1000 San Pablo Avenue, Albany, CA 94706
Thursday, May 25, 2017 7:00 PM**

1. CALL TO ORDER

The meeting was called to order at 7:03 p.m. by Chair Reeves.

2. ROLL CALL

Present: Chomsky, Javandel, del Rosario (arrived at 7:58 p.m.), McCroskey, Reeves
Absent: None
Staff Present: Aleida Andrino-Chavez, Transportation Planner
Jeff Bond, Community Development Director

3. APPROVAL OF MINUTES - Minutes for April 27, 2017

Motion Javandel/McCroskey: Moved to approve the minutes of the April 27, 2017 meeting, as submitted.

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

4. PUBLIC COMMENT

The following PUBLIC COMMENTS were offered by Aaron Frank and Amy Smolens:

- Appreciation for installation of the four-way stop at the intersection of Carmel and Washington and a request to include additional improvements at the intersection in the CIP budget.
- A report on bike month, APAL, and bike-in events; measurement of locations for four bike racks and a public pump.

Chavez advised that staff was aware of the need to budget for improvements at Carmel and Washington.

Commissioner McCroskey shared photos of "new stop sign ahead" signs made and placed on the street by residents. For the Washington and Carmel intersection.

Chair Reeves reported the crosswalk at Pierce Street Park is beginning to take shape.

5. PRESENTATION

5-1. Police Report

None.

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

- 6-1. Report on City Council approval of 2017-2019 Traffic & Safety Commission Work Plan** – The City Council noted that the Commission should consider: making recommendations to the City Council related to advocacy of state and regional transportation funding and safety programs and legislation; continue review of annual sidewalk and pavement projects and traffic calming south of El Cerrito Plaza; explore use of soda tax revenue to fund programs to increase walking to school; evaluate pedestrian safety and access in the Washington Avenue neighborhood; and enforcement of cars parking on sidewalks and in driveways.

Chair Reeves shared the City Council's comments regarding the Traffic and Safety Commission's Work Plan. Council Members added projects to the Work Plan and noted the Commission's participation in the sidewalk bill. The Council requested the Commission look for advocacy opportunities at the State and Federal levels and consider projects that could be funded with revenues from Senate Bill 2 and the soda tax. The Council did not prioritize any projects on the work plan.

The Commission requested the following clarifications:

- The amount of funds available through the soda tax. The Council did not state an amount.

Bond indicated that a suggestion was made during creation of the soda tax for the Commission to investigate Safe Routes to School projects for funding with soda tax revenues.

6-2. Review of Proposed Amendments to Planning and Zoning Code related to Bicycle Parking Requirements in New Residential Projects – With the recent voter passage of Measure N1, the Planning and Zoning Commission is reviewing changes in parking requirements for new residential construction in the City of Albany. Included in the proposed changes are adoption of bicycle parking requirements.

Bond reported that the Planning and Zoning Commission, based upon voter approval of Measure N1, is undertaking a review of all the City's parking requirements for new development projects. As part of that review, the Planning and Zoning Commission has drafted some bicycle parking standards, which would be a new section in the City's Municipal Code. The Planning and Zoning Commission will have at least one more meeting regarding the proposed amendments before they are presented to the City Council for approval in July at the earliest or more likely in September.

The Commission requested the following clarifications:

- The role of the Traffic and Safety Commission in reviewing the proposed amendments. The Traffic and Safety Commission does not have a formal role. Traffic and Safety Commissioners can offer comments as a Commission or as individuals.
- Source materials for drafting the proposed amendments. Staff is unaware of the exact documents City Planner Hersch used in preparing the proposed amendments. She likely utilized provisions from surrounding jurisdictions and templates provided by national organizations.

The following PUBLIC COMMENT was offered by Amy Smolens:

- The proposed amendments are within the purview of the Traffic and Safety Commission as the Bicycle and Pedestrian Advisory Committee.
- Appreciation for a requirement for secure bike parking in new dwellings and a requirement for bike parking facilities at commercial properties.
- A request for provisions regarding secure bike parking at existing dwellings and long-term bike parking at commercial establishments; standards for bike racks and lockers; a recommendation of Albany Strollers and Rollers as bike consultants for landlords and business owners; remodeling of commercial buildings and installation or upgrade of bicycle parking.

The Commission made the following comments:

- The Green Building Standards Code provides standards for requiring enclosed, separated, and secure bike parking facilities.
- Support for public lockers that match those in the surrounding community, but describing the lockers in language rather than naming a specific vendor.
- Support for illustrative diagrams and helpful comments for the benefit of the public.
- Support for "secure and protected from the elements" bike parking as opposed to "interior" bike parking for residential units.
- Standards could include language about features being subject to determination by staff.
- Inclusion of language about "readily accessible" bike parking.
- Support for bike parking within each multifamily unit rather than in a bike room.
- Clarification of bicycle space versus bicycle rack in the table.
- Include a requirement for protected long-term bike spaces for employees as contained in Berkeley's Code.

- The City's ability to require existing buildings to upgrade or install bike parking.

Bond suggested a separate document for bicycle parking design guidelines could include diagrams and comments. The Municipal Code could then refer to the design guidelines.

Chavez questioned the location of exterior bike parking for 50,000 square feet of commercial development. If bike parking is located on the public right-of-way, the number of bike racks should be limited.

Motion Chomsky/Javandel: Moved to endorse Traffic and Safety Commission comments as discussed.

Ayes: Chomsky, Reeves, Javandel, del Rosario, McCroskey

Noes: None

Abstain: None

Absent: None

6-3. Review of Proposed Policy for Implementation of Restrictions on Street Parking Near Intersections –

In recent years, the City has begun to establish restrictions on street parking near intersections to improve visibility and safety. Staff requests that the Commission review a draft policy that establishes standards for scope of parking restrictions, criteria for prioritization of intersections, and public engagement procedures.

Bond requested the Commission provide preliminary feedback on the first draft of a policy implementing restrictions for on-street parking near intersections. Cars parked at the corners of intersections create a visual barrier for motorists to see pedestrians and bicyclists. A written policy will ensure staff applies restrictions consistently and acts on good, established parameters. On the approach to standard perpendicular intersections, staff proposes parking be prohibited within 15-20 feet of the edge of a marked or an unmarked crosswalk. On the departure side, staff proposes parking be prohibited within 7-10 feet. Staff requests some flexibility in the program in order to utilize sound, professional judgment in implementing restrictions. In order of prioritization, staff is focusing first on the pedestrian network identified in the Active Transportation Plan, particular school routes, transit stops, major pedestrian destinations, and lastly other circumstances. With respect to public notice, staff wishes to establish a formal practice of providing a ten-day notice to properties and occupants located within 100 feet of the proposed red zone location.

The Commission requested the following clarifications:

- Whether flexibility in the program would allow staff to reduce the distance from a crosswalk to 13 or 14 feet in order to preserve a parking space. The distance from a crosswalk would not be less than 15 feet, but a parking space may be 16-17 feet rather than the minimum standard of 20 feet. The Manual for Uniform Traffic Control Devices calls for a 20-foot minimum no-parking zone if parking spaces are marked, but the City generally does not mark parking spaces.
- Proposed notification process versus the existing notification process. Currently, notification is determined on a case-by-case basis, and staff would prefer a formal, written notification process for all projects.

The following PUBLIC COMMENT was offered by Amy Smolens:

- The definition of pedestrian crossing should include active transportation crossing and multiuse path crossing.

The Commission made the following comments:

- The policy would support implementation of a red zone when residents oppose it.
- Possibly include streets and paths in the definition of an intersection; include paths in Item Number 4 for unique angle of approach or topography or involving multiuse paths; or add an Item 5 for visibility triangles between streets and multiuse paths.
- Delete Item Number 3.
- Possibly include language to allow red zones to extend 21 or 22 feet to the nearest curb cut; change the distance from 15-20 feet to 15-30 feet; or change the distance to "at least 15 feet."
- Keep the 15-20-foot distance and language authorizing staff to extend the distance more than 20 feet when necessary.
- Support for extending the notice distance beyond 100 feet along the block.
- Extend the noticing distance to "150 feet walking distance."

Motion Javandel/Reeves: Moved to support development of the draft policy with input provided by the Traffic and Safety Commission.

Ayes: McCroskey, Javandel, del Rosario, Reeves, Chomsky

Noes: None

Abstain: None

Absent: None

6-4. Speed and Volume Surveys for the 600 Block of Kains and the 1000 Block of Kains – Staff will report on the results of the speed and volume surveys for these two blocks.

Chavez reported the data is within the threshold 85th percentile for both locations. The average speed is 25.7 miles per hour for the 600 block and 26.8 miles per hour for the 1000 block. During the peak hour, the 85th percentile for volume is a bit higher because drivers are using Kains to avoid congestion on San Pablo Avenue and I-80.

Restricting use of Kains during peak hours is almost impossible to enforce. No collisions occurred in or near the 600 block between 2014 and 2016. Four minor-injury collisions were reported in the vicinity of the intersection of Marin and Kains, including one pedestrian/automobile collision at the crosswalk and one minor-injury collision between two vehicles at the intersection of Kains and Dartmouth. Most of those collisions resulted from violations of right-of-way. After implementation of undergrounding and Phase III on Buchanan, staff can monitor the 1000 block again.

The Commission requested the following clarifications:

- The sufficiency of the speed or volume thresholds to require treatments. The speed and volume data does not warrant treatments at either the 600 or 1000 block of Kains.

The Commission made the following comments:

- Removing the utility poles at the intersection of Marin and Kains will improve the visibility of pedestrians and bicyclists.
- The reported collisions were not the result of excess speeding.

6-5. Report on proposed Grant Application for Electric Vehicle Charging Stations – City staff is planning to seek City Council authorization to prepare a grant application to the Bay Area Air Quality Management District for the installation of Electric Vehicle Charging Stations.

Chavez advised that staff is preparing a grant application for installation of electric vehicle charging stations. Staff has identified five locations: the community center/library parking lot, Ocean View parking lot, UC Village multiuse development, City Hall, and Public Works parking lot for a total of nine parking spaces. The application needs Council approval because of the 25% matching funds requirement.

The Commission requested the following clarifications:

- Estimated amount of the City's matching 25%. Staff is currently working on the costs of construction and charging stations.
- Types of chargers to be installed. Staff proposes one fast charging station at UC Village, if the developer approves and if space for the transformer can be found.
- Methods of payment at charging stations. The payment system varies with the vendor. Staff is working with one vendor to prepare the application, and the vendor will likely be selected unless a competitive bid process is required.
- Whether charging stations will be placed in on-street parking spaces. Charging stations are being proposed for parking stalls.
- Vehicles other than electric allowed to utilize a charging space and time limits on charging spaces. Any vehicle utilizing a charging parking stall should be connected to the charger. Time limits can be placed on parking based on the type of charger. Parking lots typically don't have time restrictions for parking, but a time restriction for a charging station parking space can be implemented.
- Revenue for the City from charging stations. The vendor will receive revenue rather than the City. The City hopes to encourage the use of electric vehicles in order to reduce the City's carbon footprint.

- Party responsible for operation and maintenance of charging stations. Typically, the vendor is responsible for two years, and then the City assumes the responsibility, but it depends on the terms of the contract negotiated with the vendor.

Bond indicated staff would return the item to the Commission in July with more information.

6-6. Report on City Council Approval of Budget Adjustments and Construction Contract Award for the Buchanan/Marin Utility Undergrounding & Bike Path Phase III Project – On May 15, 2017, the City Council approved budget adjustments and the construction contract implementing the project.

Chavez indicated the City Council approved the contract award in May. Additional funds were needed for surface components of the project. Utility companies will reimburse the costs of the undergrounding portion. Staff anticipates the project will begin in mid-June.

Bond reported that the East Bay MUD recycled water line project has been withdrawn from the project.

Chavez added that East Bay MUD is developing a master plan, which will inform the next locations for recycled water lines.

The Commission requested the following clarifications:

- Delay of construction because of the water line project. There will be no delay because East Bay MUD won't run recycled water lines to Albany.
- Length of construction. The project is contracted for 180 days. A year after completion of construction, PG&E will remove utility poles from the project site.
- Construction of bike lanes. Bike lanes will be constructed during the 180-day period.
- Staff's confidence that the project can be completed. The City has more control over this project than any other project. Staff is confident the 15% contingency amount will be sufficient and comfortable with soft costs of approximately 7%.

The following PUBLIC COMMENT was offered by Amy Smolens:

- The Buchanan bike path is very difficult to traverse. The bike lanes are expected to be complete by the end of the year if construction begins in mid-June.

6-7. Report on Washington Avenue Traffic Calming Neighborhood Meeting on May 17, 2017 – Staff will provide a report on the recent neighborhood meeting to discuss neighborhood proposal and address identified objectives for this street. A detailed presentation of the findings and recommendations for next steps is tentatively scheduled for the June 22, 2017 Traffic and Safety Commission meeting.

Chair Reeves and Vice Chair Javandel recused themselves from this item.

Bond reported that he had assured members of the community that the Commission would not have an in-depth discussion in the current meeting. The Commission's discussion would occur in June after proper public notice. Staff and consultants held a workshop with eight or nine members of the neighborhood on May 17th where consultants provided an analysis of the neighborhood's most-recent proposal. In June, staff will bring the Commission a detailed report with the consultant present to answer questions. At that time, the Commission can make a recommendation to the City Council about next steps for the project.

Commissioner McCroskey remarked that in December the neighborhood proposed priorities of, first, providing a pedestrian pathway along the corridor; second, minimizing loss of on-street parking; and third, reducing speed. There was some dissension at the May meeting about the priorities. If the neighborhood's proposal proceeds, it needs to be planned and engineered and worked out on a house-by-house basis. Residents are concerned about improvements resulting in the loss of parking.

The Commission requested the following clarifications:

- Right-of-way issues for improvements. There are no right-of-way problems because the right-of-way extends into property that residents consider private property.

- An estimate of funds needed to initiate this project. Staff does not have sufficient information to develop a rough estimate. Engineering costs alone will likely be in the hundreds of thousands of dollars.

The Commission made the following comments:

- The Streetmix app is helpful for creating cross-sections of projects, and it can include measurements.
- A map that shows the effects of various treatments on parking would be helpful.

7. ANNOUNCEMENTS AND COMMUNICATION

Commissioner McCroskey advised that he attended a couple of meetings about the East Bay Regional Park District waterfront plan. The City Council voted to send a message to the District that it is willing to make space on Buchanan for additional parking devoted to serving the waterfront. Members of the public raised the issue of time limits for parking. On another topic, back-in, angle parking has been implemented on Center Street in Berkeley between MLK and Shattuck.

Bond reported that the Kains and Adams bikeway study will be the subject of a community meeting on June 15th. The community can talk with consultants about their experiences on the bikeway. A walking audit is scheduled for Saturday, June 24th. The consultant's report probably will be presented to the Commission in September or October. Staff is preparing flyers and public outreach for the two events.

Commissioner Chomsky noted Climate One is offering a lecture entitled "Chain Reaction: Why Two Wheels Are Better Than Four" in San Francisco on Thursday, June 8, at 6:00 p.m.

Chair Reeves and Vice Chair Javandel indicated they would not be present for the June meeting.

8. FUTURE AGENDA ITEMS

- 8-1. Solano Avenue Complete Streets Grant – June 2017**
- 8-2. Masonic/Marin Intersection – June 2017**
- 8-3. Washington Avenue Traffic Calming – June/July 2017**
- 8-4. North Albany Traffic Calming – June/July 2017**
- 8-5. San Pablo Avenue and Buchanan Street – June/July 2017**
- 8-6. Sidewalk Program 2017 – July 2017**
- 8-7. Pavement Program 2017 – July 2017**

ADJOURNMENT – Next regular meeting: June 22, 2017 – City Council Chambers

The meeting adjourned at approximately 9:56 P.M.

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