



**CITY OF ALBANY  
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers  
1000 San Pablo Avenue, Albany, CA 94706  
Thursday, September 28, 2017 7:00 PM**

**1. CALL TO ORDER**

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

**2. ROLL CALL**

Present: del Rosario, Chomsky, Javandel, McCroskey, Reeves  
Absent: None  
Staff Present: Aleida Andrino-Chavez, Transportation Planner  
Jeff Bond, Community Development Director  
Mark Hurley, Public Works Director

**3. APPROVAL OF MINUTES - Minutes for the Regular Meeting of July 27, 2017**

Chavez reported the minutes for the special meeting will be presented for approval at the October meeting.

*Motion Javandel/del Rosario:* Moved to approve the minutes of the July 27, 2017 meeting as submitted.

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

**4. PUBLIC COMMENT**

**The following PUBLIC COMMENTS were offered by Danielle Widemann, Jessica Cross, and Richard Anderson.**

- Support for funding of traffic upgrades proposed in the Active Transportation Plan, in particular the installation of a highly visible, pedestrian-activated flashing beacon on Marin Avenue between Cornell and Evelyn;
- The need for coordination among City departments regarding crossing guards near Cornell Elementary School.
- Suggestions for installation of a electrical service point in the junction box at Cornell for a pedestrian-activated beacon during the current construction; police officers to park frequently by the side streets of Marin to deter speeding vehicles; and illumination of crosswalks on Marin.

Hurley reported more lights will be added to Marin as a separate project. The beacons that the City has installed at other locations are solar powered and do not require an electrical connection.

**5. PRESENTATION**

[This item was heard following Item 6-2.]

**5-1. Police Report**

Bond provided graphs of the number of auto versus pedestrian and auto versus bicycle collisions per month, the total number of collisions and injury accidents, and the number of citations issued.

**The Commission requested the following clarifications:**

- A request to explain SWITRS. The California Highway Patrol provides this database of information regarding automobile accidents.
- Whether DUI data includes all sources of impairment. Bond will check with the Police Department.

**The following PUBLIC COMMENTS were offered by a person in the audience.**

- A suggestion to compare residence addresses of people arrested with driving behavior to determine if there is a correlation.

**The Commission made the following comments:**

- An analysis of community events with types and locations of citations would be interesting.
- Support for including more citation information in the report.
- A request for a police officer to be present at the meeting during presentation of this item to answer questions. Staff stated that this would be possible from time to time as long as the officer knows ahead of time so he can come to the meeting prepared to respond to Commission's questions.
- A suggestion to include data regarding increased traffic enforcement.
- A desire to understand the reasons for the decrease in number of citations.

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

- 6-1. Request for Accessible Parking Space at 925 Carmel Avenue** — The City has received a request to create an accessible street parking space in front of 925 Carmel Avenue. The proposed space would serve a resident at 922 Carmel, who has been issued a Disabled Placard by DMV.

Chavez reported the City received a request from a resident of 922 Carmel for an accessible parking space. A speed hump is located in front of 922 Carmel, so the neighbor across the street at 925 Carmel agreed to host this accessible space. 925 Carmel has a planting strip with three trees and an East Bay MUD box, and it does not have pedestrian access. Approval of the accessible parking space is conditioned upon the property owner at 925 Carmel installing a concrete pad in the planting strip and bringing everything to grade. The distance between the blue zone and the driveway at 927 Carmel is approximately 28 feet. The blue zone could be 20-22 feet. Parking on the block between Solano and Marin is close to 85 percent occupied at dinner time. Staff has not received any negative or positive comments from the neighbors. Chavez indicated she had talked to a couple of neighbors, and they seemed to agree with the request. Staff will work with the property owner to ensure the pad is constructed at grade.

**The Commission requested the following clarifications:**

- A request for the total distance between the driveways at 925 and 927 Carmel. The length of the curb between the driveways is 56 feet. Of the 56 feet of curb, 20-22 feet will be marked for the blue zone.
- Whether the driveway will be used as a ramp, and whether it meets specifications for the lip. The driveway will be used as a ramp, and it probably does not meet specifications.
- A question about the requesting parties' understanding of public access to the parking space. The requesting party is aware that anyone who is qualified to park in an accessible space may park in this space.
- The reason for the requesting party not using his driveway. The driveway is below grade, and it would be difficult to open the car doors.
- Whether the property owner at 925 Carmel has agreed to the proposed construction. The two parties have a verbal agreement for installation of the parking space, and the space will be located in the right-of-way.
- Requirements for renewing the accessible space. City staff will call the requesting party each year to determine whether the accessible space is still needed.
- Status of the concrete pad should the accessible space return to general parking. The concrete pad will remain in the planting strip.

Motion del Rosario/Javandel: Moved to approve the establishment of an accessible parking space at 925 Carmel Avenue.

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

**6.2. Approval of Prioritization Criteria for City of Albany Sidewalk Program** — In November 2016, Albany voters passed Ballot Measure P1, which provides a funding stream for sidewalk repairs through a 10-year parcel tax. At a Special Meeting on September 21, 2017, the Traffic and Safety Commission held a study session on criteria for prioritization of sidewalk improvement projects.

Hurley advised that staff incorporated comments provided at the study session into the prioritization scheme and that this time the Commission needed to approve the criteria for prioritizing sidewalk repair projects. The property owner is responsible for maintaining the sidewalk adjacent to the property. Staff will issue certificates of compliance that state the property owner is responsible for the sidewalk once it is repaired under this program. Staff has developed a list of sidewalk repairs and will rank them into groups. Group A has the highest priority and pertains to projects for people with special needs. Group B, the second highest priority, pertains to projects within the Active Transportation Plan Priority Sidewalk and Pathway Network. Staff added some variation to Group B to ensure the most severely damaged sidewalks within that category are the focus of repairs. Group B1 contains sidewalks with an offset greater than 2 inches or with structural damage that cannot be repaired by a temporary measure. Group B2 contains sidewalks with an offset less than 2 inches. Groups C and D are the same as Groups B1 and B2 but apply to the remainder of the City. Group E pertains to special projects. Those repairs will be dealt with separately and on a different timeframe. Group F, the lowest priority, pertains to sidewalks with an offset of less than 1/2 inch or minor cracking. Within each group, repairs for adjacent properties will be made as one project.

**The Commission requested the following clarifications:**

- Reasons for ending the previous repair project and the total amount spent on repairs. There were issues with the contractor and with design. The total amount was close to \$130,000.
- The number of issues involving trees in the previous project. The issues concerning trees involved root pruning. Possibly two trees were removed in the previous project.
- Tracking of issues with contractors for future reference. Tracking issues serves no purpose because the City cannot exclude a bid that meets requirements.
- Whether concrete shaving work would be appropriate for projects in Group F. The sidewalk repair policy seems to require a complete repair of projects. Shaving may or may not be appropriate depending on the age of the concrete.
- The process for approving the list of criteria. The Commission will approve the list of criteria. The first group of repair projects will be presented to the Commission and then to the City Council for approval. The discussion of repair projects with the Commission and the Council will include staff's application of the criteria to develop the list of projects.
- Timing of first and subsequent groups of repair projects. Once the bid for one group of projects is complete, staff will begin design for the next group of projects. Property owners will receive an initial notice when prioritization is complete and a detailed notice when projects are ready for construction.

**The following PUBLIC COMMENTS were offered by Lise Solomon**

- A question about the possible timeframe to begin construction, and a suggestion to use high school classes to survey sidewalks.

Hurley indicated construction could begin as soon as the early part of 2018.

**The Commission made the following comments:**

- A suggestion to clarify Groups B2 and D to offsets between 1/2 and 2 inches.
- A suggestion to list the criteria in either the City newsletter or website so that the public can report sidewalks needing repair.
- Support for the proposed criteria and thanks for incorporating comments from the study session.
- Support for using high school students to survey sidewalks.

*Motion Javandel/Chomsky:* Moved to approve the prioritization criteria and associated public noticing process.

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

**6.3. Sugar-Sweetened Beverage Tax: Advisory Body Recommendations**

Bond reported that voters approved the 2016 ballot measure to impose a tax on sugar-sweetened beverages. Revenues from the tax are being collected. The consultant estimated revenues will be \$223,000 annually. A provision of the measure calls for advisory commissions to make recommendations to the City Council regarding expenditure of the funds. The Parks and Recreation Commission discussed this recently and reviewed a list of topics proposed by staff.

**The Commission requested the following clarifications:**

- Restrictions on allocation of revenues. There should be some nexus between collection of the tax and improving the health of the community.
- Diminishing tax revenue over time. Revenue is already declining.
- Utilization of revenue for Active Transportation Plan projects. This revenue could be utilized if grant funding is not available or is a long time off.
- Need to prioritize expenditure ideas. The Commission does not need to prioritize its ideas.

**The Commission suggested tax revenue be used for the following:**

- Discounted or free bike helmets along with a bike education program.
- Redesign of the streetscape on Solano Avenue, including drinking fountains and/or water bottle filling stations.
- The Safe Routes to School program and/or improving walking routes to schools.
- Biking to school programs for kids.
- Enhanced lighting.
- School crossing guards.
- An education campaign regarding bike safety.
- Any projects that support active transportation.
- Increasing the number of bike racks at schools.
- Forming partnerships with community groups and the Safe Routes to School program.

Chavez suggested funding could be used for the bike program held during school PE classes, a pre-tax credit for bike commuters, and rapid-flashing beacons.

## **7. ANNOUNCEMENTS AND COMMUNICATION**

### **7-1. Brief Update on San Pablo Avenue and Buchanan Street Pedestrian Improvements Project Design**

Chavez advised that she met with the Technical Advisory Committee (TAC) on September 21 to present 35-percent plans. She will present the plans to the Commission in October. TAC discussed many aspects of the project. On San Pablo, creating rain gardens is a challenge because of the proposed bulb-outs and the existing drainage system. Rain gardens are also costly. One concept is a gateway area with artwork by El Cerrito City Limit to welcome people to Albany. Staff is working with Caltrans regarding a PEER review process. Staff will present the plans to the Park and Recreation Commission in October and the Arts Committee in November, and is sharing the plans with businesses located on San Pablo Avenue. The crossing at Washington Avenue is still undefined.

**The Commission requested the following clarifications:**

- Current plans for moving the bus stop on San Pablo Avenue. Staff is not actively working on the bus stop. It will be treated separately.
- Status of the San Pablo Multi Modal Corridor Study. Alameda County Transportation Commission is working on that.

**The Commission made the following comments:**

- A suggestion to look for solutions in other communities that could be applied to the Washington Avenue intersection.

### **7-2. Brief Report on Ford GoBike Bike Share Program**

Chavez met with Motivate the operator of the Ford Go Bike Program to discuss potential implementation of the program in Albany. The program is based on potential demand for the service. Motivate has a threshold of three or

more trips per day per bike in order to determine if Operations and Maintenance costs would not be charged to the City. The City of El Cerrito was also present at the meeting. The Cities of Richmond and San Pablo submitted applications or letters of interest to the Metropolitan Transportation Commission (MTC) last year. This meeting was an opportunity to let MTC know of the City's interest in a bike share program. In the next MTC Call for Projects cycle, staff will explore opportunities to join the program.

**The Commission requested the following clarifications:**

- Costs the City will be expected to pay. Staff is attempting to obtain a grant from MTC. The typical cost to install a bike station is about \$75,000.
- Location of bike stations near Albany. Bike stations are located in Berkeley but not near Albany.
- Willingness of Berkeley to expand its program to meet Albany's program. Berkeley is interested in expansion.
- Whether the contract would require an exclusive relationship with Motivate. MTC has a master contract with Motivate and GoBike, but staff did not discuss exclusivity.

**The Commission made the following comments:**

- Concern about bikes being left in random places.
- Concern about connecting to different bike share programs in the region.

**8. FUTURE AGENDA ITEMS**

**8-1. North Albany Traffic Calming**

**8-2. Feasibility Study of Two-Way Bike Lanes on Kains and Adams**

**8-3. San Pablo Avenue and Buchanan Street Pedestrian Improvements Project**

**8-4. Pavement Program**

**8-5. Solano Avenue Complete Streets Planning Study**

**8-6. Transportation and Street Parking Elements of Albany Unified School District San Gabriel Campus Project**

Commissioners proposed additional topics of pedestrian beacons and updates regarding the Buchanan Park and Ride lot and the bus stop and parklet.

**ADJOURNMENT – Next regular meeting: October 26, 2017—City Council Chambers**

The meeting adjourned at approximately 9:07 P.M.

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