



**CITY OF ALBANY  
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers  
1000 San Pablo Avenue, Albany, CA 94706  
Thursday, March 22, 2018 7:00 PM**

**1. CALL TO ORDER**

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

**2. ROLL CALL**

Present: Chomsky, Javandel, del Rosario, Reeves, McCroskey  
Absent: None  
Staff Present: Jeff Bond, Community Development Director  
Anne Hersch, Planning Manager  
Mark Hurley, Public Works Director

**3. APPROVAL OF MINUTES** — Minutes for Regular Meeting of February 22, 2018.

*Motion Javandel/Reeves:* Moved to approve the minutes of the February 22, 2018 meeting as presented.

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

**4. PUBLIC COMMENT**

None

**5. PRESENTATION**

**5-1. Police Report**

Bond reported the trend lines for pedestrian collisions, bike collisions, and motor vehicle injury collisions are increasing while the trend lines for motor vehicle collisions, motor vehicle citations, and DUI arrests are decreasing. The Police Chief may provide insight into trends when he addresses the Commission. The data has been posted to the City's website.

**The Commission made the following comments:**

- The numbers are generally so low as to be unable to draw conclusions from them.
- Interest in the Police Chief talking about consistency of coverage.
- Appreciation for month-to-month data.
- Perhaps one or two state numbers align fairly well with local data such that they can be compared with City data on an ongoing basis.

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

**6-1. Update on Implementation of GIG Car Share** – GIG Car Share has approached the City about deploying its service within the City Limits as a pilot program. GIG is a one-way car share service affiliated with AAA Northern California. The program currently operates in Berkeley and Oakland. GIG cars can be used on

one-way trips as long as the trip is finished in a legal and not otherwise restricted parking location within a designated Home Zone. City staff will give a brief update on program rollout.

Bond reported GIG wants to begin service in Albany in the next few weeks. Staff has consulted with the Police Department regarding parking enforcement. On an initial basis, staff has decided to treat GIG vehicles as any other motor vehicle. GIG will create parameters such that a trip cannot end with the car parked in a 90-minute zone. GIG currently has approximately 150 members residing in Albany and plans to place 20 cars in Albany. Hopefully, the program will allow residents to forego purchasing a second or third vehicle. The City has no regulatory requirements for a program like this. As long as GIG does not request special treatment, the City does not need a special agreement with GIG. If there are problems, staff will work with GIG to resolve them. Staff will share with Commissioners plans for a kickoff event.

**The Commission requested the following clarifications:**

- Twenty vehicles will be based in Albany or assigned to Albany. GIG believes 20 cars will be used regularly in Albany, but the number will vary based on demand.
- GIG cars can be parked in a 90-minute zone while in use and will be ticketed if it exceeds 90 minutes. GIG will pay the citation and collect from the GIG member.
- The GIG app will notify the member if he attempts to end a trip with the vehicle parked in a 90-minute zone. Staff has to verify the boundaries of all 90-minute parking zones with GIG so that the app correctly notifies GIG members.
- Frequency of changes in the boundaries of 90-minute zones. Changes to zone boundaries occur infrequently, maybe every few years.
- Inclusion of street sweeping schedule in the GIG app. The schedule has been given to GIG.

**The Commission made the following comments:**

- Interest in having GIG return to the Commission in six months for a report and public comment.

**6-2. Update on Solano Avenue Complete Streets Planning Project** – Staff will give a brief verbal update on next steps.

Hersch reported consultant interviews were held in January. Staff retained Toole Design Group, who is working with Opticos Urban Design. The Local Government Commission will help with facilitation and public outreach. A walk through the corridor to identify key issues will be held in a few weeks. A meeting of the technical review committee will follow the walk. Staff anticipates holding a workshop and design charrette at the end of May. Staff is tentatively planning a demonstration for Park-In Day, which is the third Friday in September. Shortly thereafter, staff hopes to publish a final draft document with recommendations for improvements in the corridor.

**The Commission requested the following clarifications:**

- Inclusion of curb space management in the study. There will be opportunities to consider curb space management.

**The following PUBLIC COMMENTS were offered by Tom Newton.**

- A request for information about work performed on the project.

Hersch advised that staff had worked with the consultant to develop a schedule for plan preparation. Staff has not engaged with the public yet.

**The Commission made the following comments:**

- This is an opportunity to optimize bus stop and parklet locations.

**6-3. Encroachment Permit Request for Bus Stop relocation at the intersection of San Pablo Ave. & Solano Ave. and Solano Ave. & Kains Ave.** – AC Transit has filed an encroachment permit request for relocation of the bus stop currently located next to 901 San Pablo Avenue at the intersection of Solano Ave. and San Pablo Ave. The request includes the following: a) the 72 route (northbound towards Richmond) is proposed

to stop adjacent to 865 San Pablo at the intersection with Solano Ave.; b) the 18 route (eastbound on Solano towards Lake Merritt) is proposed to stop adjacent to the intersection with Kains Ave. Modifications to street parking are needed in affected area.

Commissioner del Rosario recused himself from this item as he is employed by AC Transit.

Bond reviewed proposed changes presented to the Commission at its February meeting. At the Commission's request, staff prepared a graphic to describe modifications to curbs. A portion of the red zone for the existing bus stop located at the intersection of San Pablo and Solano will remain red to ensure visibility for pedestrians. The remaining portion could convert to a green zone. South of the existing bus stop, the green zone could convert to 90-minute parking. The green zone located on San Pablo and across Solano from the existing bus stop would convert to a red zone with a portion of the 90-minute zone converted to a red zone so that a bus can pull out of the traffic flow. North of the proposed bus stop, a new green zone could be created. Staff proposed two alternatives for a bus stop at the intersection of Kains and Solano, either on the nearside or the farside. The owner of Mr. Dewie's has approached staff about constructing a parklet at the nearside bus stop. This would require the bus to stop in the traffic lane and bus patrons to walk in front of the bus. A farside bus stop would improve safety for pedestrians, but it would eliminate part of the 90-minute parking zone along Solano Avenue. On the farside, the bus could stop in the lane of traffic or pull out of traffic. A nearside bus stop would remove four parking spaces, and a farside bus stop would remove seven or eight spaces. Staff considered eliminating the westbound right turn-lane from Solano onto San Pablo, but counts showed more than a hundred vehicles use the lane during peak hours. Therefore, staff recommended the right turn-lane remain as is. Staff requested the Commission make a recommendation to Council or direct staff to provide additional information.

**The Commission requested the following clarifications:**

- Number of spaces in the green zone south of the existing bus stop on San Pablo. One space is currently marked green.
- Consideration of a bus stop located near the non-parking access to driveways. Staff had not analyze that but would not recommend a location further along Solano.
- In the event of a nearside bus stop with parklet on Solano, potential for eastbound traffic to pass a stopped bus. Eastbound traffic would stop.
- Length of queuing behind a bus stopped in the traffic lane at Solano and Kains. Cars backing out of parking spaces cause more delay than buses.
- Sufficient space for eastbound drivers to pass an eastbound bus stopped in a nearside bus stop if westbound traffic is backed up at the intersection of Solano and Kains. The solution to such a problem is bollards in the center lane.
- Number of parking spaces lost if the proposal is implemented. There will not be a net loss on San Pablo, but a net loss of four spaces on Solano.

**The following PUBLIC COMMENTS were offered by Chris Cole, James Silva, Amy Moore, Sangeeta Garcha, Melissa Hobbs.**

- Business owners provided two petitions opposing the project, one with 500 customer signatures and one with 19 San Pablo merchant signatures. The bus stop should be placed further north on San Pablo.
- Relocating the bus stop to the farside on San Pablo will not alleviate queuing. Left turning traffic from eastbound Solano onto San Pablo will be impacted by a farside bus stop. A tree is located in the proposed bus unloading area. The proposal will eliminate essential parking spaces. Six cars routinely park on San Pablo north of Solano. Moving parking spaces will negatively impact the businesses. A loading zone on Solano will not benefit businesses on San Pablo.
- Parking is needed for customers. There are concerns about merchant and customer safety.
- The Commission should consider the needs of local businesses rather than AC Transit. Local businesses do not want the bus stop moved. Unloading deliveries often requires an hour, and trucks may arrive at the same time. Trucks park in the green zone in the morning to unload.
- Local businesses need parking to be successful.

**The Commission made the following comments:**

- A nearside bus stop with a parklet on Solano would not cause visibility problems.
- Parking is less convenient for San Pablo businesses north of Solano.
- Loading zones are a concern for businesses located near the intersection of San Pablo and Solano.
- Regular commuters on the bus can contribute to safety in the area.
- A suggestion to consider parking spaces east of the right turn-lane onto San Pablo for conversion to loading zone.
- Merchants are not interested in creating a loading zone on Solano.
- A loading zone on Solano in the morning hours may be possible.
- The Subway Shop did not sign the petition even though it strongly opposed moving the southbound bus stop to the farside a few years ago.
- The Commission is attempting to serve the merchants and their customers and AC Transit and its customers.
- Relocating the bus stop on San Pablo will affect the liquor store and the glass shop.
- The tree may or may not be an issue for a bus stop on the farside of the intersection.
- Adjustment of parking should remain open for discussion.
- A suggestion to implement changes on a temporary basis.

Kathryn Vo, AC Transit, advised that the bus would stop just before the tree. A pilot project for the Solano and Kains bus stop would not include a bus bulb or parklet; therefore, the bus would stop against the curb. This situation would not provide a full picture of the positive impacts of splitting and relocating the stops. Metrics could include ridership, dwell time, travel time throughout the corridor, and rider surveys.

Bond indicated staff will ensure the bus and the tree do not conflict and, if there is a conflict, staff will return to the Commission.

*Motion Javandel/Chomsky:* Moved to recommend to the City Council that staff be directed to approve the encroachment permit application from AC Transit to relocate the AC Transit bus stop at the southeast corner of San Pablo Avenue and Solano Avenue to the northeast corner of San Pablo Avenue and Solano Avenue and to create a new stop at the southwest corner of Solano Avenue and Kains Avenue with consideration of the alternatives that have been discussed. The Commission recommends an in-lane bus stop on Solano Avenue with a bus bulb or parklet.

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

**6-4. Report on Capital Improvement Plan for FY 2017/2018-FY 2021/2022** – The City Council is scheduled to take action on an updated Capital Improvement Plan on Monday, March 19, 2018. This agenda item is intended to give the Commission an opportunity to review funding and schedule for implementation of transportation-related projects. The City Council staff report and draft CIP is attached.

Robert Gonzales, CIP Manager, provided the Capital Improvement Program (CIP) as approved by the City Council. The five-year plan totals \$40 million. Projects in the first two years total \$21 million. Transportation elements over five years total \$21 million and in the first two years total \$10 million. The CIP includes \$2.7 million for the street rehabilitation project in 2018 and \$2.6 million in 2019. The area around Albany Hill was identified as a priority area for 2018 street rehabilitation. A sewer project and East Bay Municipal Utility District's pipeline replacement project will occur in the summer of 2018. The backlog of street calming projects has been spread over the five years of the CIP.

**The Commission requested the following clarifications:**

- Impacts of potential repeal of SB 1. A portion of the street rehabilitation budget is funded with SB 1 funds. If SB 1 is repealed, then the City will pay for the Evelyn Street rehabilitation project.
- Tracking of life cycle costs for all assets of the City. Staff is looking into tracking costs.

- Reason for the 2020 increase in sewer/storm drain funding. The Watershed Management Plan update will inform the work needed on storm drains, which will begin in 2020. Drainage problems will be repaired in the current paving plan when possible.
- Inclusion of the path in the project for Codornices Creek from San Pablo to Eighth. One project is restoration of Codornices Creek from San Pablo to Tenth. The second project is a new path around the little league fields.
- Coordination of the Buchanan Bridge resurfacing project with the Gilman Interchange. Staff will coordinate the two projects.
- Inclusion of projects for Kains and Adams. A number of projects, including Kains and Adams, are in the concept phase; they will be included in the CIP in the future.
- Reason for grand totals decreasing. The amounts reflect grants that have not been awarded.
- A project to improve the condition of Washington Avenue between San Pablo and Key Route. That project will be in the next year.

**The Commission made the following comments:**

- The condition of Washington Avenue is a safety concern.
- Staff should consider purchasing fire trucks with better maneuverability and visibility when replacing existing ones.

**6-5. Report on State of California Active Transportation Program Cycle 4 Funding** – In 2013 the State of California created the Active Transportation Program (ATP), consolidating various state and federal funding programs into a single program with a focus on active transportation. The ATP program is expected to release a new round of grant funding opportunities in 2018. Draft program guidelines are attached for reference.

Bond reported a new grant program is under development. The Active Transportation Program Guidelines will be finalized in the near future. The City's deadline to submit applications for grant funding is July. The Community Development and Public Works Departments will collaborate on potential projects. Projects for Masonic/Solano and Masonic/Marin intersections may be good candidates for a grant application. The City may have projects to improve connections to the Bay Trail.

**The Commission requested the following clarifications:**

- Potential funding for a project for the San Pablo cycle track to Buchanan. Two projects are listed in the Capital Improvement Program (CIP) with a funding source of Active Transportation Program grants.

**7. ANNOUNCEMENTS AND COMMUNICATION**

Chair McCroskey provided copies of Albany's Most Relaxed Bike Routes map. He requested feedback regarding the map. The map would be updated.

**7-1. Discussion of April 26, 2018 Commission meeting availability** – Due to potential schedule conflict with Albany Middle School events, staff requests the Commission confirm availability for April Commission meeting.

**7-2. Future Agenda Items** – Staff will provide an update on expected future agenda items.

Bond shared a list of potential agenda items. The Police Chief had suggested his presentation to the Commission cover elementary school crossing guards, trends in data, and interim measures for the Masonic/Marin and Masonic/Solano intersections. Due to an event at the middle school and the Police Chief's schedule, Bond requested alternative dates for the Commission's April meeting. Commissioners were available on Monday, April 30. Bond will work with Commissioner Chomsky regarding traffic counts and revise the traffic calming criteria and approval process for presentation of those topics to the Commission.

Commissioners suggested additional agenda items for a GIG Car Share update, potential impacts of SB 1 being rescinded, and the LimeBike program.

**8. ADJOURNMENT**

The meeting adjourned at 9:56 P.M.