

EMAILS RECEIVED REGARDING AGENDA ITEMS

CITY OF ALBANY, CALIFORNIA



ALBANY CITY HALL
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706

Item 4:
City Council Strategic Plan
Status Update

CITY COUNCIL WORK SESSION
JANUARY 7, 2019

Eileen Harrington

From: Winkelstein, Julie Ann <jwinkels@utk.edu>
Sent: Friday, December 28, 2018 4:10 PM
To: citycouncil
Subject: Strategic plan

Dear Council members,

I appreciate the inclusion of the public in the creation of the new strategic plan.

I have a couple of question about the strategic planning process. First, I'm wondering why the first planning meeting is during the day rather than being in the evening or on the weekend, when working people could attend?

And second - I didn't see anything on the website or in the email announcement about the format for these sessions. Will it be the same as for Council meetings - 3 minutes or less per community member, a set time when community members can ask questions or offer comments - or will it be more interactive?

Thank you, Julie Winkelstein

Julie Ann Winkelstein, PhD, MLIS
Librarian, writer, teacher, advocate
Co-editor, SRRT newsletter

My pronouns are she, her, hers

Eileen Harrington

From: Bob & Barb Guletz <bbguletz@sbcglobal.net>
Sent: Monday, December 31, 2018 2:55 PM
To: citycouncil
Subject: Strategic Planning

Not sure if I'll be able to attend meetings, so here's my main comment for consideration and inclusion in the Strategic Planning process...

Albany should be very proud of the planning, entertainment, social and environmental programs that have taken front seat in the past decade. BUT I believe these expenditures have been at the expense of INFRASTRUCTURE - especially the **street pavement system**. As Albany's former Public Works Director/City Engineer for 10 years, I know that many of the aforementioned program funds could not have been used for our pavement management program, but I'm sure many funds could have been used to for our PMP. As a long-time manager and practitioner of pavement management systems, including Albany's, I also know that deferring proper ongoing maintenance of streets moves the pavement index downward, thus requiring reconstruction (at incredible expense) rather than overlay (reasonable expense) or sealing (best bang for the buck if properly administered). As a 48 year resident of Albany, I am watching pavements deteriorate at a faster rate than ever before, and the result will be extensive, expensive reconstruction projects. Marin Avenue, the Frontage Road, and numerous local residential streets come to mind and are what I consider ticking time bombs financially.

Your Strategic Planning should consider attempting a voter-approved city-wide bond issue for pavement management - significant enough to catch up on a majority of deferred maintenance. The City of El Cerrito some years ago passed a \$6M bond issue that enabled some treatment to be done on **every** street in El Cerrito. Time to think big. Although the sidewalk situation rightfully gets a lot of attention due to pedestrian safety, the street pavement system needs attention because deferred maintenance is SO MUCH more expensive than dealing with the problem before it gets to a condition where reconstruction is required.

Please do what you can to keep the Pavement Management Program updated, properly fund the PMP and seek grants wherever possible. I know pavement is not sexy and therefore does not have much of an advocacy base, but it is critical.

By the way, I congratulate Albany for putting together a successful multi-grant program to reconstruct and underground lower Marin Avenue - thank you.

Bob Guletz, 1517 Sonoma Ave, bbguletz@sbcglobal.net

From: [Ross Stapleton-Gray](#)
To: [citycouncil](#)
Cc: ausd_board@ross4schools.org; [Valerie Williams](#); [Paul Black](#); [Charles Blanchard](#)
Subject: Input to your strategic plan discussion of 1/7/19
Date: Thursday, January 3, 2019 8:40:17 AM

I've read through the previous Council strategic plan, and was struck by the fact that the Albany Unified School District, the City's largest employer, and the host for more than a 5th of its residents half of the days of the year, isn't mentioned even once.

Given the concerns that the City should have for its residents' education (which might include restoration of adult education programs lost during the "Great Recession"); safety (e.g., in routes to schools, crossing guards, etc.); and potential synergies (I'd mentioned in school board meetings opportunities such as collaboration between AUSD and the City to expand student Internet access, or joint AUSD/City/Albany Library exploitation of the planned "Maker" space at Albany High); I'd like to see the Strategic Plan reflect some awareness of the needs and resources of the school district.

At a minimum, perhaps the next strategic plan could include a line item about increasing interaction between the Council and the AUSD School Board, as has even been mentioned favorably by members of both bodies.

Ross

From: [Bryan Marten](#)
To: [citycouncil](#)
Subject: Monday Strategic Plan request - bike/ped bridge
Date: Sunday, January 6, 2019 11:10:26 PM
Attachments: [AdamsStBridge.png](#)

I am not able to make it to the Monday AM meeting. I would like to see the following included in the strategic plan:

Bike/Ped bridge across Cerrito Creek connecting Adams Street Albany to Adams Street El Cerrito.

In the Strategic Plan I see this fitting into 1.1 "Advance climate action", 1.3 "Promote Active Transportation and Safety", 1.4 "Manage parking" (in as much as facilitating alternative modes of transportation reduces the need for car parking), 2.3 "Promote Health & Wellness" (the bridge is for people who are not in cars), and 4.1 "Encouraging Economic Development" (the bridge facilitates people within and outside of Albany getting to commercial areas and other places within Albany).

The bridge has come up every time the Adams/Kains bike plan has been before the T&S Commission and the City Council. It would connect N-S regional bike routes and allow residents on Pierce St to easily access shops and amenities in Albany via a flat "northern passage" around Albany Hill. It would increase safety by giving bicyclists a N-S regional route that avoids San Pablo Ave. A number of residents have recently spoken in favor of such a bridge at city meetings.

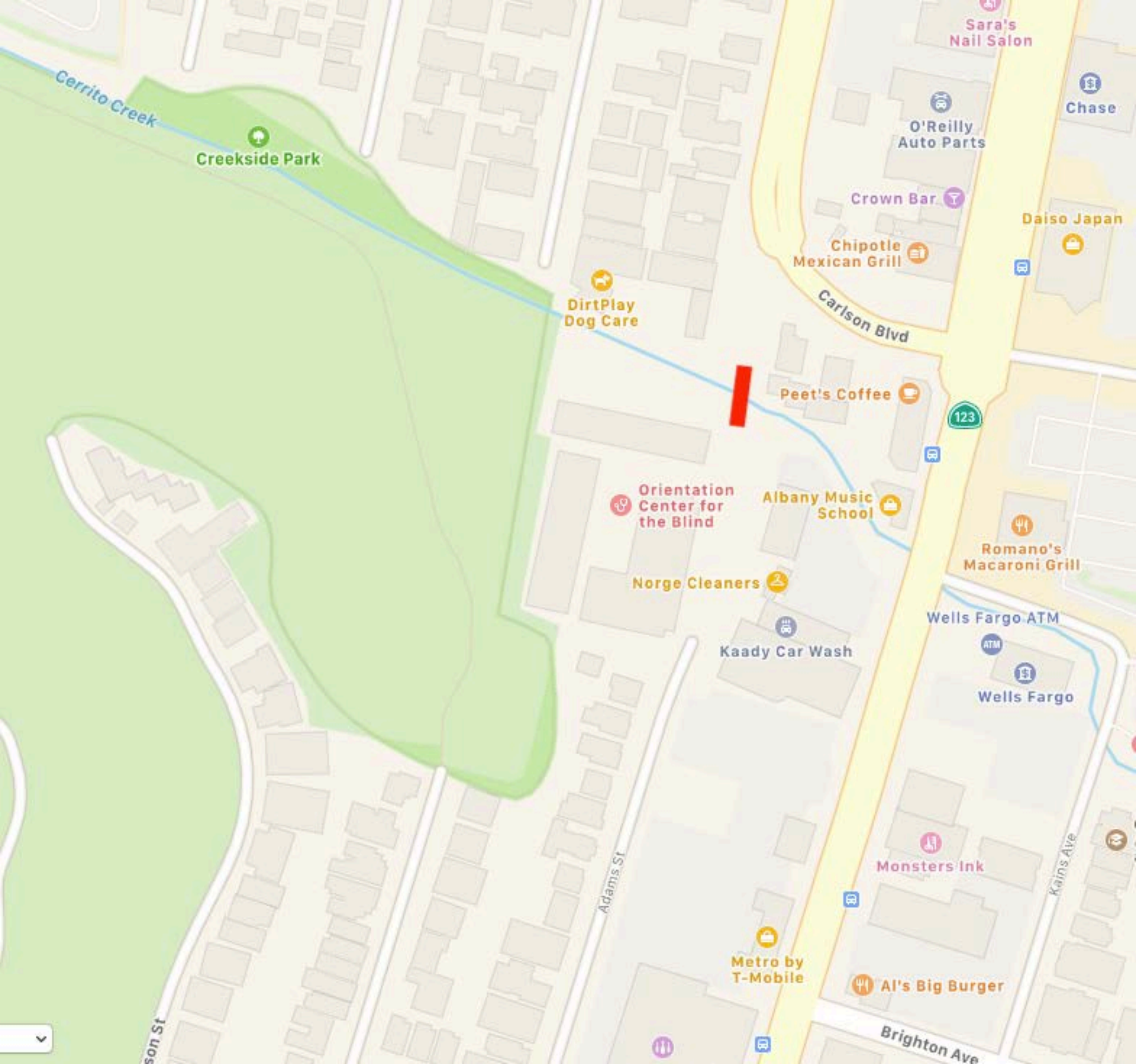
The attached map shows in red where the bridge would go - at one end of the Orientation Center for the Blind's parking lot (not shown in the map) and into Adams St North (not shown in the map) which connects to Carlson in El Cerrito which has bike lanes.

It will take buy-in from many different stakeholders given that the bridge would span a creek, would involve state land with a state facility for people with special needs, 2 counties, 2 cities, etc. I think the office of our AD15 rep Buffy Wicks should be approached for assistance since her district spans all these jurisdictions and could help bring everyone to the table.

I know some preliminary work has been done to explore possibilities for this type of bridge in the past but given the 1-year Adams/Kains pilot project and the bridge's support of the Strategic Plan, I think now is the time to prioritize this project and incorporate it into the Plan.

Thanks,

Bryan Marten
Resident, 600 block of Adams St



Cerrito Creek

Creekside Park

DirtPlay Dog Care

Peet's Coffee

Orientation Center for the Blind

Albany Music School

Norge Cleaners

Kaady Car Wash

Wells Fargo ATM

Wells Fargo

Monsters Ink

Metro by T-Mobile

Al's Big Burger

Sara's Nail Salon

O'Reilly Auto Parts

Crown Bar

Chipotle Mexican Grill

Carlson Blvd

123

Chase

Daiso Japan

Romano's Macaroni Grill

Adams St

Brighton Ave

Kains Ave

son St

From: [Bernard Knapp](#)
To: [citycouncil](#)
Subject: City Council Work Session
Date: Sunday, January 6, 2019 6:30:56 PM

I unfortunately will not be able to attend this strategic planning session. I would like the council to consider the following issues as a part of strategic planning:

1. **Housing Issues:** The City should explore building or acquiring City-owned affordable housing for City and Albany Schools employees. If the City is to hire and retain quality employees at wage rates near or at current levels, the City must consider offering employees a housing benefit in the form of rent-subsidized housing. This action will alleviate the current housing shortage, encourage qualified people to consider employment and to continue as employees, and will help achieve sustainability and climate goals by providing local housing for local employees. This is a growing trend in public employment, and should be part of strategic planning for the future.
2. **Streets and Roads:** The condition of Albany streets is appalling, as I am sure the Council is aware. The streets are riddled with potholes and bumps. These defects are everywhere, and are especially dangerous on the many streets the City has designated as bicycle-friendly routes. Potholes and other street defects are very dangerous to bicyclists, and on streets that have been marked as bicycle boulevards or have been marked with sharrows or designated as paths, the City invites bicyclists to use the streets. Many streets fail to meet California pavement surface minimum standards for bicycles, and not only does that condition endanger the numerous adults and children that use our streets every day, it puts the City at risk for legal liability for injuries caused by street defects. Moreover, the condition of the streets also risks damage to automobiles, of lesser concern perhaps but still a consideration for the many Albany residents that still use the automobile as an occasional form of transportation.
3. **Public Transit:** Available public transit is woefully inadequate. Bus service is sporadic, unreliable, and if transfers are required, glacially slow. The council should consider what the City can do to provide public transit scaled to our small city, for example by creating Albany shopping shuttle routes, much as the City of Emeryville has done. I am confident that our merchants would support a system of small buses circulating from our neighborhoods to shopping areas. If we wait for BART or AC Transit to provide it, we will wait forever. This initiative could be part of our climate action plan.
4. **Reduce speed limits on Albany streets:** Simply put, 25mph is too fast for our residential streets. The City should take action to obtain permission from the State to reduce speed limits on residential streets to 15MPH, especially on streets commonly used by children to access schools - which are the same streets over which anxious parents speed their children to school when they are late.

Thanks for your consideration,

Bernard Knapp

From: aligax@aol.com
To: [citycouncil](#)
Subject: Strategic Planning
Date: Friday, January 4, 2019 4:02:01 PM

My feeling is that high priority planning should be the resurfacing of Albany streets. There are many that are in horrible shape. A couple months ago I reported a pothole and was told that the street would be resurfaced in a year in a half!

Thanks, Alice Gaxiola