



TRAFFIC AND SAFETY COMMISSION – MINUTES

City Hall Council Chambers
1000 San Pablo Avenue, Albany, CA

MINUTES OF THE SPECIAL MEETING THURSDAY, DECEMBER 18, 2018, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL

Present: Chomsky, Javandel, Reeves, del Rosario, McCroskey
Absent: None
Staff Present: Justin Fried, Transportation Planner
Jeff Bond, Community Development Director
Robert Gonzales, CIP Manager

2. APPROVAL OF MINUTES – Meeting of October 25, 2018

Motion Reeves/del Rosario: Moved to approve the minutes of the October 25, 2018 meeting as presented.

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

3. PUBLIC COMMENT

The following PUBLIC COMMENTS were offered by Mahmoud K. F. Abouelnasr, Amy Smolens:

- The vehicle traffic on Cornell Avenue between Marin and Solano speeds and is dangerous.
- Albany Strollers & Rollers has reflective bands available for bicyclists.

Bond shared a comment from a member of the public that a speed bump is necessary on the 900 block of Talbot. Staff will follow-up with the neighbors of 900 Talbot.

4. PRESENTATION

4-1. Monthly Police Data on Collisions and Citations

Fried reported pedestrian collisions totaled two in October and three in November. No bicycle collisions were reported in October and November. Vehicle collisions totaled 21 in November and 12 in October; injury collisions totaled six in both October and November. Sixty-four citations for moving violations were issued in October, and 52 citations were issued in November. DUI arrests totaled eight in October and six in November.

The Commission requested the following clarifications:

- The Police Department does not analyze traffic accidents for commonalities but contacts staff about physical design issues that raise concerns in the community. The Police Department and staff meet regularly regarding transportation issues.



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The following PUBLIC COMMENTS were offered by Maureen Crowley:

- A highly visible sign to warn motorists of the traffic light is needed for the intersection of Buchanan with the westbound freeway entrance.
- The Police Department should monitor the carpool lane for non-carpool vehicles.

The Commission made the following comments:

- Staff can contact Caltrans regarding the advanced signage.
- The traffic lights for the eastbound freeway entrance are also difficult to see.
- Based on current data, the premise that people using Uber and Lyft rather than driving after drinking is not indicated.

4-2. Shared Mobility Programs.

Fried reported use of GIG cars decreased in October. GIG has not provided data for November. Use of Lime bikes also continues to decrease. Lime is not purchasing or replacing additional manual bikes.

The Commission requested the following clarifications:

- Lime does not deploy electric scooters in Albany; however, people are riding electric scooters into Albany.
- A trip is defined as beginning or ending in Albany.
- The City has not raised any enforcement issues with Lime regarding electric scooters operating in Albany.
- Staff will bring policy for electric scooters in Albany to the Commission before it is implemented.

5. DISCUSSION & POSSIBLE ACTION ON MATTERS RELATED TO THE FOLLOWING ITEMS:

5-1. Washington Avenue Traffic Calming Project – Consultants for the project will present plans for traffic calming on Washington Avenue between Pierce Street and Cerrito Street as directed by City Council. The plans include a raised crosswalk, two speed humps, and a painted bulb-out at Gateway Avenue. The plans also include signage for closing the sidewalk on the north side of Washington Avenue, from Pierce Street to Gateway Avenue and from Polk Street to Cerrito Street, permitting cars to mount the curb and park on the north side.

Recommendation: Provide a recommendation to Council to approve designs for the Washington Avenue Traffic Calming Project and amend the Municipal Code to permit parking in the parkway on the north side of Washington Avenue as designated by signage and striping.

Commissioners Javandel and Reeves recused themselves from this item due to their owning property within 500 feet of the project area.

Bond reported residents contacted the City in 2011 regarding speeding traffic, blocked sidewalks, cut-through traffic, and the condition of the roadway. In 2012, a pedestrian safety assessment was conducted. In 2013, a stop sign was installed at Polk and Washington, and temporary



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barriers were placed at Gateview to evaluate the feasibility of some traffic calming measures. In 2014, the Council directed staff to prohibit parking along portions of Washington Avenue, install a raised crosswalk at Catherine's Walk, and install bulb-outs. Before the Council direction could be implemented, area residents raised concerns about the measures and suggested parking turn-outs as an alternative. In January and February 2018, the Council considered residents' proposal.

Laurence Lewis, Kittelson & Associates, indicated the primary purpose of the project is to design and implement traffic calming and pedestrian safety improvements as directed by the Council in February 2018. The Council directed staff to design and construct a raised crosswalk at Catherine's Walk; design and construct speed humps between Polk and Cerrito; design a painted bulb-out at Cerrito; design and implement a painted bulb-out at Gateview; draft an ordinance authorizing closure of the northern sidewalk between Pierce and Cerrito to pedestrians; develop a parking enforcement program for the area between Pierce and Cerrito; design and implement striping, signage, and sidewalk barriers, particularly for the northern sidewalk; and to conduct a parking occupancy survey in the future. The current design project has focused on the Catherine's Walk crosswalk, speed humps between Polk and Cerrito, painted bulb-outs at Cerrito and Gateview, and striping, signage, and sidewalk barriers. The project area is Washington Avenue between Pierce Street and Cerrito Street. The raised crosswalk and signage will comply with City standards. Two speed humps between Polk and Cerrito will not conflict with driveways but will comply with City standards. Signage will be placed in front of both speed humps. The painted bulb-out at Gateview will be located at the northeast corner of the intersection such that Gateview will intersect Washington at a 90-degree angle. A crosswalk across Washington is proposed for the western leg of the intersection. The painted bulb-out at Cerrito has been designed to realign the intersection with Washington at more of a 90-degree angle. Traveling west along Washington, the bulb-out requires more of a 90-degree turn from Cerrito onto Washington. The design includes additional stop signs for the intersection. Signage indicating the sidewalk is closed and directing pedestrians to the other side of the street will be placed mid-block and at intersections along the north side of Washington Avenue. The Council directed staff to design a bulb-out at Polk and to repave Washington, but those items are not components of the current design work. Elimination of parking and mini-traffic circles on Washington and realignment of Washington at Gateview were considered and discarded because of the loss of parking associated with each of the items.

The Commission requested the following clarifications:

- The northern sidewalk will be closed along entire blocks. Mid-block "sidewalk closed" signs will reinforce the closure for pedestrians.
- At Pierce, the "sidewalk closed" sign does not have the pedestrian symbol but directs pedestrians to cross the street.
- The bulb-out at Gateview will be painted on the street, but there will be no barriers around the bulb-out to prevent vehicles from parking in the space. There are no plans to prohibit parking at the bulb-out.
- Physical barriers will not be installed across the northern sidewalk.
- At the bulb-out at Cerrito, a vehicle traveling south on Cerrito could bypass the stop sign by turning right onto Washington through the painted bulb-out. Traveling through the bulb-out is not an allowed movement; therefore, the Police Department will review the bulb-out if the Council directs staff to construct it.



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- In recent parking surveys conducted in the evening, 28 of 44 parking spaces were occupied. Full parking occupancy is 85 percent of available spaces or 37 of the 44 spaces. The resulting nine parking spaces could absorb the few parking spaces lost to the improvements.
- The Fire Department has reviewed the plans and took a fire engine to Washington to test accessibility. With mounted parking on the north side and on-street parking on the south side of Washington, the fire engine has sufficient room. The Fire Department raised no objection to the proposed bulb-out at Gateview.

The following PUBLIC COMMENTS were offered by Noe Noyola, Deb Den Herder, Maureen Simmons, Francis Chapman:

- The proposed intersection at Gateview will not sufficiently calm traffic. A bulb-out on the south side of the intersection or stop signs would be better traffic calming measures.
- A request for an informal meeting between staff and residents to discuss the project. The bulb-outs were not what residents expected.
- Since the improvements to Marin, more traffic moves from the freeway onto Washington to avoid Marin.
- A question of whether a 3-foot line will be painted onto the street for cars parking on the sidewalk. The Gateview intersection needs further improvement.

The Commission made the following comments:

- A suggestion for staff to meet with residents and consider refining designs.
- Residents raised concerns regarding the two bulb-outs; however, the bulb-out at Cerrito will not be implemented.
- The plans include painted stripes to delineate the parking areas from the travel lanes.
- Retaining more parking spaces is not possible without significantly changing traffic-calming elements that the neighborhood wants.

Motion McCroskey/del Rosario: Moved to recommend the Council approve designs for the Washington Avenue Traffic Calming Project with the exception of the Gateview intersection design and amend the Municipal Code to permit parking in the parkway on the north side of Washington Avenue as designated by signage and striping; and direct staff to review parking in the bulb-out with the Police Department and to meet with neighbors.

Ayes: Chomsky, del Rosario, McCroskey

Noes: None

Recused: Javandel, Reeves

Absent: None

5-2. Kains and Adams Bikeway and Traffic Calming Pilot Project – Consultants for the City will present designs for a pilot project for maintaining current restrictions on traffic as a San Pablo Avenue bypass while allowing two-way bicycle traffic. This will entail internal two-way traffic on Kains Avenue (with "do not enter except bicycles" signage at intersections for northbound traffic) and Adams Street (with "do not enter except bicycles" signage at intersections for southbound traffic).



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Recommendation: Provide a recommendation to Council to approve designs for the Kains and Adams Bikeway and Traffic Calming Pilot Project and set the duration of the pilot for one year.

Fried reported the Commission reviewed design alternatives for bicycle facilities on both Kains and Adams Streets as north-south bikeway alternatives to San Pablo Avenue in the fall of 2017 and recommended a two-way shared street/bike boulevard concept. The Council discussed the recommendation in December 2017; referred the project to the Commission to develop a recommendation for a pilot program with a timeline and metrics; and directed staff to include research on parking options, confer with the Orientation Center for the Blind regarding a bridge, and consult with Public Safety regarding the project.

Andrew Lee, Parisi Transportation Consulting, advised that Parisi began work on the pilot program in late 2017. In the proposed pilot program, Kains Street will remain predominantly southbound, and Adams Street will remain predominantly northbound. However, on both streets vehicles will be allowed to travel in both directions within a block and to exit the streets in both directions. The "stop" stencils located in the center of Kains and Adams will be moved to the right side of the street, and barriers will be installed on the sides of Kains and Adams to prevent vehicles from traveling northbound on Kains and southbound on Adams. In addition, pavement arrows and some signs will be removed, and crosswalks will be installed at each intersection. Bicycle entry and travel will be allowed in both directions of the block. The barriers will be placed approximately 5 feet apart and approximately 2 feet from the curb. There has been some debate as to the type of barriers to be used in the pilot program. Two "do not enter except bicycles" signs will be placed within the barrier. Parking will not change, but edge lines will be painted for the parking lanes. Sharrows will be installed in both directions of the street. The anticipated increase in vehicle traffic will be relatively modest. Vehicles backing into the street or performing other maneuvers will need to look in both directions for vehicle and bike traffic. The pilot program does not include any speed humps because two-way traffic and edge-line striping should slow traffic.

The Commission requested the following clarifications:

- The California Vehicle Code states the right-side wheel of a parked vehicle should be against the curb; however, wrong-way parking is not always enforced.
- The Fire Department did not raise any objections to the project, but two-way traffic within a block slows the Fire Department's response times. The Fire Department prefers one-way streets and as wide a roadway as possible to maneuver apparatus. The Police Department concurred with concerns that people parked on the left side of the street will have reduced visibility of oncoming traffic. While the Police Department may not issue citations for wrong-way parking, it does not want to state that it will not enforce parking violations. Staff will meet with the Orientation Center for the Blind early in 2019. If the pilot program is approved, staff will test the ability of emergency vehicles to maneuver around bollards before bollards are installed.
- Staff will investigate the practices of garbage trucks collecting trash along Kains and Adams and whether the current practices will need to change to accommodate the pilot program.
- Once the design of the pilot program is approved, staff can include the costs to implement, to alter, and to remove the pilot program in the budget for the pilot program.



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- The proposed height of the barriers is lower than the standard height of bicycle handlebars. The distance between barriers of 5 feet is the standard width of a bikeway. Most bikes require a space approximately 3 feet wide. Placing the barrier at the front of a crosswalk provides more space for emergency vehicles and larger vehicles to turn at the intersection. The barriers will not be placed in the direct path of vehicle or pedestrian traffic. A bulb-out at the intersection of Kains and Marin has been constructed; therefore, only one barrier is needed.

The following PUBLIC COMMENTS were offered by Bryan Marten, Peter Doleman, Clay Larson, Maureen Crowley, Edward Fields, Joe Fox, Mary D'Elia, Preston Jordan, Ann Duncan, Ian MacLeod, Melissa Hobbs, Francesco Papalia, Gjergji Zyba, Amy Smolens, Elaine Stelton.

- Support for the proposed pilot program because it should reduce San Pablo spillover traffic from traveling in the wrong direction and for construction of a bridge at the north end of Adams. Requiring three-point turns for parking on half of each block is dangerous and impractical.
- Support for the painted crosswalks; concerns about parking and the lack of metrics for the pilot program. Most bicyclists ride on the sidewalks of San Pablo Avenue rather than on Kains or Adams.
- The pilot program is not needed. Bicycles should travel north on Adams and south on Kains.
- The proposed pilot program is not what the neighborhood wanted. Bicyclists will continue to travel in their chosen directions regardless of signage. Vehicles will not execute five-point turns to park. Opposition to the pilot program.
- The barriers shown in the drawings are quite tall and ugly and appear to block sightlines. If the barriers are hollow, people could fill them with trash. If the pilot program becomes permanent, a 6-inch raised curb with plantings would be the preferred barrier. The plans show some barriers extending beyond the curb-edge of the cross street. The Fire Department should approve the placement of the barriers.
- The intersection of Kains and Solano should have a traffic light or a four-way stop because of pedestrian congestion at the intersection. Bike traffic should be moved two blocks away from San Pablo where two-way traffic currently exists.
- Concerns that vehicles southbound on Kains will make U-turns to find parking on the opposite side of the street; that Kains will not accommodate two-way traffic, bike traffic, and parking; and that bike traffic will conflict with vehicles making U-turns.
- No concerns about bicycles conflicting with vehicles parking on the wrong side of the street. The Council could direct the Police Department not to enforce wrong-way parking. Installing a four-way stop at the intersection of Kains and Brighton would make Kains more of a bike boulevard and provide the opportunity for a pilot program for other intersections.
- Concerns about emergency vehicles being able to travel on Kains under the pilot program and barriers on Kains from Marin preventing emergency vehicles from entering Marin. In the minutes of the December 4, 2017 Council meeting, the City Council suggested the Commission implement a pilot project of internal two-way traffic on Adams Street only; yet, the proposed pilot program includes both Kains and Adams. The Commission should hear the Police and Fire Departments comments directly. Vehicles making three-point turns will cause accidents.



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- Support for the pilot program in concept; however, speed humps are needed to reduce traffic speeds and increase safety for bicyclists. The "do not enter except bicycles" signage will not encourage bicyclists to use the bikeway.
- Concerns that vehicles making three-point turns to access a parking space will be preempted by other vehicles and that the barriers will prevent garbage trucks and fire trucks from accessing Kains.
- Support for closing the bikeway gap and addressing residents' concerns.
- The proposed pilot program will allow bicyclists to travel to San Pablo safely. Converting the streets from one-way to two-way traffic and adding the parking edge lines will slow vehicles. Support for allowing wrong-way parking.
- The barriers should have reflective material to increase their visibility at night. The prohibition for wrong-way parking is misguided.
- Cars exiting a driveway in the 900 block of Kains will have difficulty seeing two-way traffic. The Police and Fire Departments have concerns about the proposed pilot program.

Bond shared Jane Williamson's comments that the proposed project does not address parking issues and the lack of lighting.

The Commission made the following comments:

- Barriers may be affixed to the pavement to prevent their being moved.
- Support for proceeding with the pilot program because two-way traffic will calm traffic and bike travel on Kains and Adams will be more relaxed than on San Pablo. The issue of vehicles making three-point turns to access parking needs to be addressed.
- Crosswalks, bollard design, and lighting are critical to a successful pilot program. Lighting is a concern, but it is not a part of the pilot program.
- The barrier should be as small and unobtrusive as possible but large enough to prevent vehicles from turning onto Kains and Adams. In the photos, the barriers do not appear to leave sufficient room for bicycles to pass them. The full dimension of barriers should be coated with reflective material. A preference for the barriers shown on sheet 2 with an inset band of reflective material. The size, shape, and spacing of the proposed barriers are logical and familiar. The barriers should have reflective material.
- Altering the "do not enter except bicycles" signage to state "except bicycles and emergency vehicles" is not necessary. The "no turn" signage could include "except bicycles." Perhaps "no turn" signage can include a green bicycle or a bike with a checkmark rather than the text of "except bicycles."
- A proper bicycle boulevard does not require bicyclists to stop at each intersection, and perhaps four-way stops should be relocated. The pattern of stop signs on east-west streets is an issue separate from the pilot program and can be addressed in the future. Interest in addressing the stop sign at Kains and Brighton through the pilot program.
- Left-side parking appears to be successful in Berkeley. Many types of parking violations are not routinely enforced in Berkeley. If the City Council chooses not to enforce parking on the left-side of Kains and Adams, staff should prepare an outreach plan to educate the public and contact State Legislators to request authorization for the City to establish that as a policy.
- Staff should confirm that the Fire and Police Departments accept the proposed pilot program.



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- If the pilot program is implemented, bicyclists will shift their routes from San Pablo to Kains and Adams.
- Support for staff's proposed metrics for the pilot program. Ultimately, evaluation of the pilot program will be mostly qualitative.
- The placement of barriers at the crosswalk line is logical.
- Signage on San Pablo and other public outreach could direct bicyclists to Kains and Adams.
- Three-point turns will be problematic. Support for an exception policy for contraflow parking.

Motion Javandel/Reeves: Moved to recommend to Council to:

- approve designs for the Kains and Adams Bikeway and Traffic Calming Pilot Project with the inclusion of refinements discussed during the Transportation & Safety Commission meeting;
- set the duration of the pilot program for one year;
- direct staff and the Transportation and Safety Commission to draft potential legislation for consideration by State Legislators who represent the City of Albany to allow contraflow parking on Kains and Adams Streets;
- establish a temporary policy suspending enforcement against contraflow parking pending resolution of legislation at the State level; and
- direct staff to pursue inclusion of a four-way stop at the intersection of Kains and Brighton.

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

Motion Chomsky/del Rosario: Moved to extend the meeting to 10:30 p.m.

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

5-3. Albany Pavement Management Program and Capital Improvement Project Planning

– Staff will present the first of a two-part presentation on the City's Pavement Management Program. The City's consultant, NCE, will discuss the long-term strategy to maintain and restore city streets including condition assessment and planning tools.

Recommendation: Provide comments to staff.

Bond announced staff does not have information regarding the Pavement Management Program at the current time; however, a substantive presentation will be available for the Commission's January meeting.

The following PUBLIC COMMENTS were offered by Preston Jordan:

- The Street Saver program, which is used to develop Pavement Management Plans, is predicated on the assumption that the risk of poor pavement quality is the same for all



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modes of transportation. That assumption may not be accurate. The City should not utilize Street Saver because it is based on a faulty assumption.

The Commission made the following comments:

- The City of Berkeley divides funding for street pavement management into categories for local residential streets, collector streets, and arterial streets. More money is allocated to streets with higher use; therefore, local residential streets tend to receive the least amount of money proportionally. To prevent bike boulevards, many of which are located on local residential streets, from suffering a lack of funding, Berkeley staff treats them as collector streets. This is one example of a useful approach to prioritize streets according to the sensitivity and needs of different users.

5-4. Codornices Creek Restoration Project Phase IV 8th Street to 10th Street – Staff will present 60% plans for Phase IV of the Codornices Creek Restoration Project, which includes a path connection between 8th Street and 10th Street.

Recommendation: Provide comments to staff.

Bond reported the planning and implementation of the restoration of Codornices Creek has been ongoing since the late 1990s. The City of Albany, the City of Berkeley, and the University of California are partners in the project, which has been implemented in phases. Three phases of the project are complete. The current phase applies to the creek between Eighth and Tenth Streets. The project has been included in the Capital Improvement Plan for a few years and initially included a formal ecological restoration of Codornices Creek between Eighth and Tenth Streets. Based on community input, staff decided to focus the project on the trail element and to avoid work in the creek channel. The project proposes a shared-use bicycle/pedestrian path from Eighth Street to Tenth Street, a crossing at Eighth Street, and relatively minor vegetation improvements. The shared-use path will travel along Eighth Street and around the UC Village parking lot. The pathway will travel through existing trees, which cause 90-degree turns in the pathway. Staff will attempt to soften the 90-degree turns throughout the path to improve bicycle travel. The parking lot will have to be modified to create space for the path. East from the parking lot, the pathway will include a low stone wall and travel through fruit trees, some of which will be affected by the project. At the little league field, the path will include log seating, possibly an interpretive area, and a bicycle rack. Some of the baseball facilities will be modified slightly. The path will continue along the right-field fence line of the baseball field to Tenth Street. The existing chain-link fence separating the current dirt path from the creek will be replaced with a split-rail fence. The baseball field bleachers at Tenth Street will be relocated to the asphalt area. The long-term vision is to ecologically restore Codornices Creek south of the Belmont Village housing project with a meander, a flood channel, and replacement of the culvert under Tenth Street with a pedestrian/bicycle bridge. The Phase IV project is viewed as an interim measure until grant funding can be obtained for the ecological restoration. Staff has engaged with stakeholders such as Friends of Five Creeks, Ecocity Builders, Albany Little League, an adjacent property owner, and UC Village and will present the project to the Parks & Recreation Commission in early 2019.

The Commission requested the following clarifications:

- On December 17, the City Council reviewed the Phase IV project as well as other issues related to maintenance and restoration of Codornices Creek.



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- Staff will review 90-degree turns and work to minimize issues for bicyclists traveling the path. A discussion of City of Berkeley standards for speed tables is ongoing.
- There is a concern about the potential for pedestrian/bicycle conflicts around the little league field.

The following PUBLIC COMMENTS were offered by Preston Jordan and Gjergji Zyba:

- The speed table crossing on Eighth Street has truncated dome mats, which are hazardous for bicyclists when wet. Safer products are available. Curves in the pathway near Eighth Street and the little league field can and should be softened.
- Bikes with trailers cannot travel the pathway as proposed. The material of the pathway should be non-slippery to reduce the possibility of bike accidents. A suggestion to move the proposed crossing of Eighth Street north.

Motion Chomsky/Javandel: Moved to extend the meeting to 10:45 p.m.

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

Noes: None

Abstain: None

Absent: None

Additional PUBLIC COMMENTS were offered by Amy Smolens and Ian MacLeod:

- Albany Strollers & Rollers will collaborate with staff regarding locations of bike racks and possible funding of bike racks.
- Support for the project and for softening the curves in the pathway. The design of the western pathway segment seems awkward; the flow could be better. The paving should be consistent along the entire path. Hard edges to the pathway should be removed or located away from the pathway. A dirt path would appeal to runners.

The Commission made the following comments:

- Concern about bicyclists needing to make a circuitous U-turn in order to travel north on Eighth Street.
- A request for staff to consider comments from the public.
- Increasing the curviness of the pathway will encourage slow bicycle speeds. Curves rather than 90-degree turns will allow bicyclists to focus on pedestrians and other bicyclists instead of the path.
- Suggestions to install a "yield to pedestrians" sign at the little league field portion of the pathway or signage alerting users to the shared nature of the pathway at the ends of the path. Perhaps the area around the little league field could be signed as a shared-access zone.
- The removable bollard at the connection of the pathway with Eighth Street should be eliminated or relocated.
- A suggestion to place the raised crosswalk on the diagonal if possible.
- Adding a jogging path is not possible because of space constraints.

Motion Chomsky/Javandel: Moved to extend the meeting to 10:50 p.m.

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

Noes: None

Abstain: None



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Absent: None

6. ANNOUNCEMENTS

6-1. Advisory Body Reappointment Process

Bond stated that Commissioners need to reapply for the Traffic & Safety Commission or contact their Council Members if they are interested in continuing their service.

7. FUTURE AGENDA ITEMS

None

8. NEXT MEETING – Thursday, January 24, 2018, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue.

9. ADJOURNMENT

The meeting adjourned at approximately 10:46 p.m.