



**CITY OF ALBANY  
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers  
1000 San Pablo Avenue, Albany, CA 94706  
Thursday, October 26, 2017 7:00 PM**

**1. CALL TO ORDER**

The meeting was called to order at 7:04 P.M. by Chair Reeves.

**2. ROLL CALL**

Present: Chomsky, Javandel (arrived at 7:10 PM), del Rosario, McCroskey, Reeves  
Absent: None  
Staff Present: Aleida Andrino-Chavez, Transportation Planner  
Jeff Bond, Community Development Director

**3. APPROVAL OF MINUTES** — Minutes for the Special Study Session of September 21, 2017, and the Regular Meeting of September 28, 2017

*Motion Chomsky/McCroskey:* Moved to approve the minutes of the September 21, 2017, and September 28, 2017, meetings as submitted.

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

**4. PUBLIC COMMENT**

The following PUBLIC COMMENTS were offered by Nina Homisak and Amy Smolens.

- A request for crosswalks on Solano Avenue, especially at the intersections with Peralta and Ordway, be painted with highly visible paint.
- The HAWK signal on San Pablo is not operating; bike signals at the intersection with Monroe are poorly timed.

Chavez advised that she works with Caltrans daily regarding the HAWK signal.

**5. PRESENTATION**

**5.1. Police Report**

Bond reported the Police Chief will attend a meeting soon to discuss traffic trends. The total number of collisions is declining over time. Injury collisions average four per month. Bicycle and pedestrian collisions are increasing slightly. Bicycle and pedestrian collisions average one per month, but that varies quite a bit month to month. The number of citations is trending down; although, over the prior year the number has been stable. DUI arrests average six per month.

**The Commission made the following comments:**

- A request for data to be placed on the City's website.
- A request for the Police Chief to provide data regarding focused enforcement.
- Interest in obtaining traffic data for areas outside Albany.

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

- 6.1. North Albany Traffic Calming** — The Commission will receive a report on the status of the design process and implementation of traffic calming measures in the North Albany neighborhood adjacent to El Cerrito Plaza. The plan includes mini circles at three intersections on Brighton Avenue, high visibility crosswalks, and improved signage. The Commission also will be provided an opportunity to reconsider request from residents to close streets into El Cerrito Plaza.

Bond reported the original traffic concern arose several years ago with a proposal from the City of El Cerrito to build a residential project in the southeast corner of El Cerrito Plaza. That project is now largely finished. During the planning process, community members were concerned about traffic from the project being focused onto Albany streets. A variety of mitigations were proposed, including closing some or all of the streets in that neighborhood. The City Council approved a series of traffic calming measures, which have been partially implemented. Staff has met with the neighborhood, and they want to address the Commission regarding the viability of street closures. The City's General Plan at that time did not contain a policy that would allow closures. The current General Plan does contain such a policy.

Ryan McClain reviewed existing traffic controls on Brighton Avenue. One cross-drain pipe at the intersections of Brighton with Kains, Cornell, and Talbot will be replaced to improve drainage. A valley gutter across Evelyn will be added to improve drainage. Other improvements will be adding ADA-compliant curb ramps at Kains, Cornell, and Evelyn. The previously proposed project included an all-way stop at Kains Avenue; traffic circles at Stannage, Cornell, and Evelyn; and all-way stops at Talbot and Masonic. The main improvements will be changing side-street stop controls to yield signs in traffic circles and adding an all-way stop control at Kains. Based on traffic volumes, an all-way stop at the intersection of Brighton and Kains is not warranted. An alternative proposal is moving the traffic circle from Stannage to Kains and retaining the all-way stop control at Stannage.

### **The Commission requested the following clarifications:**

- The status of other components of the project, such as the cycle track by the Ohlone Greenway and speed humps. Those items are not part of this project.
- The need to perform stop warrants for other intersections. Additional stop warrants are not needed because staff is not proposing to change stop controls at other intersections.
- A request for examples of existing traffic circles with four yield signs in the Bay Area. Examples will be provided at a later time.
- The need to increase visibility with four-way yields. All intersections will have red curbs to increase visibility.
- A request for the change in traffic volume or traffic citations over the last several years. Traffic counts will be performed once the apartment project is open.
- A request for impacts resulting from the apartment project. Staff will implement traffic calming and then monitor for impacts.
- Reasons to attempt traffic calming prior to street closures. This is a policy contained in the General Plan.

### **The following PUBLIC COMMENTS were offered by Eugene Hellwig, Wayne Moore, Lisa Schneider, Ed Fields, Eleanor Moses, Maureen Crowley, Amy Smolens, Joan Larson, Cathy Mattison, and Melange Matthews.**

- Opposition to traffic circles on Brighton; prohibit delivery trucks from accessing El Cerrito Plaza through the neighborhood.
- Opposition to traffic circles because of the loss of parking.
- Support for a four-way stop at Stannage.
- Traffic circles should be larger than proposed.
- Support for data collection in the next phase of traffic calming; questions about the criteria for closing streets.
- The rationale for four-way stop signs at Kains and Brighton; support for four-way stop signs.
- Support for larger traffic circles and red curbs at intersections.
- Support for stop signs on Cornell at El Cerrito Plaza.
- Proposed improvements comprise a commercial access plan for El Cerrito Plaza.
- A preference for something other than traffic calming; the Commission should consider pedestrian traffic on these streets.

- Reasons the City Council might support street closures now.

**The Commission made the following comments:**

- The previous discussion of traffic calming considered speed, volume, and parking. Volume appears to be residents' primary concern.
- Proposed traffic calming elements do not appeal to residents addressing the Commission at the meeting.
- A recommendation to close streets and implement traffic calming.
- The Commission needs to consider the impact of street closures on other streets.
- A suggestion to impose restrictions on trucks traveling on streets between Brighton and El Cerrito Plaza and enforce them. Any funds remaining from capital improvements for traffic calming could be used to fund enforcement of truck restrictions.
- Intersection treatments do not slow traffic.
- Triggers for road closures could be traffic volume from the apartment project and volume of delivery trucks.
- Support for investing funds in enforcement and education.
- Data is needed to sway the Council's opinion regarding street closure.
- Support for approach striping to San Pablo Avenue and elimination of delivery trucks between El Cerrito Plaza and Brighton.
- Support for mini traffic circles.
- A request for a detailed striping layout for traffic circles.

Chavez advised that the size of traffic circles is limited. Speed reduction can be achieved through tandem traffic circles.

*Motion Javandel/del Rosario:* Moved to recommend implementation of approach striping and a signage plan on Brighton approaching San Pablo Avenue; request a refined traffic circle design with approach treatments; recommend the City Council pursue a policy of prohibiting trucks between Brighton and El Cerrito Plaza including enforcement; recommend continued consideration of street closure; and request in conjunction with completion of the apartment project staff collect data of traffic volumes, traffic speed, and truck volumes to support potential street closures.

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

**6.2. Kains and Adams Traffic Calming and Bikeway Feasibility Proposal** — The Commission will receive a report from the City's transportation consultants and make a recommendation to the City Council on incorporating bikeway improvements and traffic calming measures along Kains Avenue and Adams Street. The report will provide a range of potential traffic calming measures including modifications of intersections and mid-block improvements to reduce vehicle speeds, improve visibility of pedestrians and bicyclists, and reduce cut-through traffic. In addition, the report will include several different potential alignments of bikeways that can provide bicyclists an alternative to riding on San Pablo.

Chavez reported that the 2012 Albany Active Transportation Plan (ATP) recommends a series of bicycle and pedestrian projects including two-way bicycle facilities on one-way streets with partial closures. In January 2017, the City released a Request for Proposals for public engagement and conceptual design of bicycle facilities on Kains and Adams. Funds were provided through an Alameda County Transportation Commission grant. The City retained Parisi Transportation Consulting for the project. Community meetings began in June 2017 to obtain public input.

David Parisi advised that bikeways on Kains and Adams are meant to close gaps in the bikeway network and to allow bicyclists to avoid using San Pablo Avenue. The ATP recommends a detailed concept for each street. Over the past five months, Parisi staff reviewed existing conditions to understand behaviors as well as physical conditions. The intent of the first community meeting in June was to understand the existing issues. Next, Parisi staff conducted walking audits with the community and researched traffic calming and bikeway options for Kains and Adams. Key issues are traffic, travel speed, on-street parking, varying intersection protections; varying sign and marking placement; high parking density; bikeway design; and public outreach regarding traffic pattern changes. The community expressed interest in traffic calming measures to slow vehicle speeds and to reduce cut-through traffic.

Andrew Lee indicated Parisi staff reviewed corner red curbs, painted bulb-outs, traffic circles, partial traffic closures, traffic diverters, alternating one-way streets, marked parking spaces, lane narrowing, two-way streets, speed humps, and speed cushions. The two feasible roadway configurations are two-way shared streets and contraflow bike lanes. At the October community meeting, members of the public generally supported traffic calming measures such as red curbs, parking Ts and narrowing lanes, traffic circles, and speed cushions. Many concerns were related to visibility of bicyclists and vehicle traffic on the street and cut-through traffic from San Pablo. Recommended concepts are traffic calming, traffic calming with lane lines, traffic calming with a contraflow bike lane, and traffic calming with two-way traffic. These elements can be implemented in combination or in isolation. Traffic calming is related to clarifying the signage and making it consistent, adding stop sign controls if warranted, and adding red curbs and painted bulb-outs. Red curbs at intersections will result in the loss of two to four parking spaces per block. Marked parking spaces will result in the loss of two to three spaces per side per block. Marked parking is an optional treatment. Traffic calming with lane lines adds marked lane lines to narrow vehicular lanes to 10 1/2-11 feet wide. The current lane width is 16 feet. Traffic calming with a contraflow bike lane provides a 10 1/2-foot-wide vehicular lane with a yellow line indicating the lane for bicycle traffic traveling in the opposite direction. Under this concept, Parisi staff recommends implementation of marked parking spaces on the side of the street where bikes would travel. Care needs to be taken when implementing a contraflow bike lane in an area with a high number of driveways because of the potential for conflicting movements and blocked sightlines. With a contraflow bike lane, marked parking is necessary to ensure improved sightlines. If traffic calming with two-way traffic is implemented, then cut-through traffic from San Pablo will travel along both Kains and Adams. The City could install concrete planter bollards or other barriers to prevent vehicles from turning onto Adams and Kains. Barriers would have space for bikes to pass through them. Parisi staff is not recommending marked parking spaces in this option.

**The Commission requested the following clarifications:**

- Use of standard sharrows or larger bike boulevard sharrows. Both could work, but the larger sharrows would need to be staggered.
- Concerns about adding stop signs adjacent to a traffic light on San Pablo. A large volume of traffic passing through the stop sign could spill back onto San Pablo. A stop sign control adjacent to a non-signalized intersection is less likely to create traffic spill back. This would apply to a T intersection as well as a four-way intersection. Volume during peak hours is sufficient to create spill back.
- Ability to implement a one-way street with a specially designated lane where bikes would travel against the direction of vehicular traffic. Because bikes are considered legal vehicles, the roadway would need to be designated as two way or have a designated right-of-way for bikes.
- Requirements for use of grant funds. The grant can be used for public outreach and conceptual design of a bikeway.

**The following PUBLIC COMMENTS were offered by Juliette Green, Ed Fields, Maureen Crowley, Griffin Neal, Stefanie Kalmin, Daniel Kreter, Jane Williamson, Tanya Colli, Bryan Marten, Joan Larson, Tenisha Neal, Johanna, David Hertzner, Peter Doleman.**

- Stop signs are needed so drivers will see pedestrians.
- Balance design preferences for few or no stop signs with neighbor preferences for retaining stop signs.
- Support for retaining stop signs.
- Young bicyclists have been seriously injured in collisions with cars.
- Opposition to the two-way option.
- The plan does not address lighting at night.
- Support for traffic calming measures but not marked parking spaces; support for parking in either direction under the two-way option.
- Opposition to any changes to Adams.
- Support for changes that will increase safety for bicyclists.
- A request for the number of bicycle trips per day on San Pablo; opposition to the loss of parking spaces.

Motion Javandel/McCroskey: Moved to extend the meeting to 10:30 p.m.

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

Motion McCroskey/Javandel: Moved to continue Item 6.3 to November 2, 2017.

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

**The following PUBLIC COMMENTS were offered by Francesco Papalia, Clay Larsen, James Ough, Richard Barg, Julia Sigwart, Melissa Hobbs, Kristina Osborn, Sylvia Paull, Rafael, Amy Smolens, Peter Campbell, Carl Petrovsky, and Ginger McCloskey.**

- With outreach and education, residents can adapt to whichever option is chosen.
- A request for data; parking on the right side of the street is correct.
- Support for more stop signs and speed bumps.
- A complex solution will make the situation worse.
- A contraflow bike lane or two-way traffic will only create problems.
- A suggestion to reduce the speed limit to 15 miles per hour.
- Cars are cautious in the presence of two-way bike traffic; a suggestion to ban cars within the City.
- This is an opportunity to provide infrastructure for bicyclists.
- Diverters will prevent motor vehicles from entering northbound on Kains and southbound on Adams; support for internal two-way streets; bike boulevards calm traffic.
- Changes to Kains and Adams will impact other streets.
- The community wants minimal disruption with maximum benefit.
- The Fire Department uses Adams as a through-street, which could be dangerous if Adams is a two-way street.

Motion Javandel/del Rosario: Moved to extend the meeting to 11:00 p.m.

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

**The following PUBLIC COMMENTS were offered by Amelia.**

- A suggestion for a bike lane along Jackson to Castro to Madison and to Adams.

Motion Javandel/McCroskey: Moved to recommend proceeding with the two-way traffic alternative with barriers, consideration of edge lines rather than parking Ts, no stop sign changes, no traffic circles, consider speed cushions, and clarify the parking ordinance to allow parking in either direction.

**The Commission made the following comments:**

- Allow vehicles to park in any direction on either side of the street.
- Allow vehicles to enter the 900 block of Kains from the south on the day of The Stroll.
- Modification of the parking ordinance to allow parking contrary to the direction of traffic.
- The City Attorney will review any proposed modification of a City ordinance.
- Support for four-way stop signs where possible.
- The motion would remove bicyclists from San Pablo without increasing traffic volume.
- The route from Richmond to Jack London Square cannot be rerouted to Madison Street.
- Public comments did not provide a single disadvantage of two-way traffic.
- Support for closing the gap in the bike trail.
- The motion provides maximum benefit with minimum disruption.
- Good bicycle access could increase the vibrancy and economic benefit of San Pablo Avenue.

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

- 6.3. San Pablo Avenue and Buchanan Street Pedestrian Improvements Project** — The Commission will receive 35% level plans for the San Pablo and Buchanan Street Pedestrian Improvements Project. On San Pablo Avenue, the project entails medians; bulb-outs; high-visibility crosswalks; and installation of audible pedestrian signals. On Buchanan Street, the project entails realignment of the Buchanan/Marin merge; creation of a pocket park at Buchanan and Madison; the installation of a pedestrian hybrid signal at Buchanan and Taylor; and intersection improvements at the Buchanan-Pierce intersection.

This item was continued.

- 6.4 Construction Phase Encroachment Permit Application from Albany Unified School District for the San Gabriel Campus Project at 601 San Gabriel Avenue**—The Albany Unified School District (AUSD) is expected to initiate construction of new school facilities in November 2017. At this meeting, the Commission will discuss the associated construction-related impacts on street parking and sidewalk closures in the vicinity of the project at the intersection of Brighton and San Gabriel. At a future Commission meeting, details of long-term operations related to modifications to City streets in the vicinity of the campus will be reviewed.

Bond presented the temporary arrangement during construction of the new middle school annex at the corner of San Gabriel and Brighton. The project is scheduled to begin in November. The proposal is to fence off the sidewalk around the construction site and place a construction trailer on San Gabriel. Street parking will remain. Signage will notify the public of closed sidewalks. Construction vehicles will enter the site from Brighton and exit onto San Gabriel. Once grading work is complete, the San Gabriel exit will close, and vehicles will exit onto Brighton. Construction materials will be stored onsite as much as possible. The Parks and Recreation Commission will review plans for tree removals.

**The Commission made the following comments:**

- School drop-off and pick-up from Brighton.
- Inclusion of a condition of approval to prohibit construction traffic during the morning drop-off period.
- Frequency of construction traffic.
- Barriers for the crosswalks to the southeast corner of the site.
- Amount of parking closed along Brighton.
- Plans for staff parking during construction.
- An alternate location for storage of construction materials.

*Motion Chomsky/Javandel:* Moved to extend the meeting to 11:05 p.m.

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

**7. ANNOUNCEMENTS AND COMMUNICATION**

**7.1. Update on the Gilman/I-80 Interchange Project**

**7.2. Update on Bay Conservation and Development Commission approval of the East Bay Regional Park District Bay Trail/Beach Project**

*Motion Reeves/McCroskey:* Moved to continue Items 7.1 and 7.2 to November 2, 2017.

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

- 7.3. Reschedule of the November and December meetings** — The November and December Traffic and Safety meetings fall routinely on holidays and need to be rescheduled as a combined meeting in late November or

early December. Available options are Wednesday, November 29; Thursday, November 30; and Thursday, December 7.

The Commission agreed to meet on November 29, 2017.

## **8. FUTURE AGENDA ITEMS**

- 8.1. Operational Street Impacts of the Albany Unified School District San Gabriel Campus Project**
- 8.2. Sidewalk Repair Program**
- 8.3. Buchanan Park and Ride Design Progression**
- 8.4. Pavement Program**

This item was continued to November 2, 2017.

## **ADJOURNMENT**

The meeting adjourned at 11:05 P.M.

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