



**CITY OF ALBANY
TRAFFIC AND SAFETY COMMISSION**

**City Hall - Council Chambers
1000 San Pablo Avenue, Albany, CA 94706
Wednesday, November 29, 2017 7:00 PM**

1. CALL TO ORDER

The meeting was called to order at 7:02 P.M. by Chair Reeves.

2. ROLL CALL

Present: Chomsky, del Rosario, 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 Regular Meeting on October 26, 2017 and Special Meeting on November 2, 2017.

Commissioner Chomsky corrected the November 2 minutes, page 3 (San Pablo and Castro), in that relocation of the sidewalk should be to the north side of the intersection rather than the east side. On page 4, the highlighted "of what" should be "of the crosswalk."

Motion del Rosario/Javandel: Moved to approve the minutes of the October 26 and November 2, 2017 meetings with corrections to the November 2 minutes as stated.

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

4. PUBLIC COMMENT

None

5. PRESENTATION

5-1. Police Report

None.

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

6-1. Request for Accessible Parking Space at 921 Kains Avenue – The City has received a request from the YMCA to designate an accessible street parking space in front of 921 Kains Avenue. The southernmost marked parking space adjacent to the YMCA property is proposed to be designated as accessible space due to its proximity to the accessible lift and ramp.

Chavez reported that the City has received a request for an accessible parking space on Kains Avenue near the YMCA. The proposed space is located in front of the YMCA adjacent to a driveway. Parking on Kains Avenue frequently reaches 100% occupancy. A few years ago, the City installed an accessible parking space on each block of Solano Avenue. The proposed location may require relocation of a bicycle rack. The bike rack is a memorial, so it should be relocated within the block.

Mary D'Elia, YMCA Executive Director, advised that a YMCA member requested an accessible space. The YMCA offers an exercise class for physically disabled or handicapped people; therefore, more than one accessible space would be good. Because of the parking situation and the Y's wish to be a good neighbor, it is requesting only one accessible space. She suggested reducing the 60-foot loading zone on Kains to accommodate the space or locating the space on Solano Avenue.

Chavez stated she had spoken to the owner of the foam shop about reducing the length of the loading zone, but he is adamantly opposed because the loading zone is used by all businesses in the area. Accessible spaces on Solano Avenue are not located near the YMCA.

The Commission requested the following clarifications:

- Staff's outreach to neighbors and public communications about the proposed space. Staff spoke to the business owner and received a letter from Amy Smolens.
- Whether the size of the proposed space complies with ADA standards. The proposed space complies with Albany's standards.
- Possible relocation of a second bike rack near the proposed space. Both bike racks will need to be relocated.
- Approximate number of Y members who use rideshare, taxis, or public transit. A small percentage use rideshare or taxis.
- Possibly locating the accessible space on the other side of the driveway from the yellow zone. That is a possibility.
- The possibility of locating the space on the block between San Pablo and Kains. That is not possible because there are no curb ramps.
- Frequency handicapped spaces on Solano are filled. Staff has not received any complaints about needing more accessible spaces on Solano.

The following PUBLIC COMMENTS were offered by Brian Parsley.

- A suggestion to locate the accessible space on the west side of Kains, across the street from the YMCA, in the 90-minute parking zone.

The Commission made the following comments:

- The accessible space should accommodate bidirectional car traffic wherever it is located on Kains.
- Locating an accessible space on Solano is not an option because of bulb-outs.
- A suggestion to locate the space on the west side of Kains or just south of the foam shop's driveway in order not to relocate the memorial bike rack.
- A preference to convert a 90-minute space instead of an all-day space to an accessible space.
- Locating the space in front of the YMCA will be more convenient for Y members who will be the primary users of the space.
- A suggestion to reduce the size of the parking space adjacent to the proposed accessible space and make it into a bike corral. This will increase the amount of bike parking and create an ADA-compliant space but reduce the total number of parking spaces.
- A suggestion to reduce the yellow zone to create an accessible space or to shift the yellow zone down and add a space at the corner in front of the foam shop.

Ms. D'Elia remarked that Y members may not be the primary users of an accessible space.

Motion McCroskey/del Rosario: Moved to implement the accessible parking space in the proposed location and to relocate bike racks away from the accessible space but along the frontage of the YMCA.

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

6-2 Speed and Volume Surveys on the 900 Block of Peralta and 500 Block of San Carlos – In June 2017, the City conducted speed and volume surveys along these residential blocks that were discussed at the July 2017 meeting. According to the adopted City Traffic Calming Policy, none of the blocks showed consistent

speeding. At that meeting, residents raised the issue of the high daily traffic volume on the 900 block of Peralta. The Commission asked staff to take another survey in the fall of 2017 and to locate the tubes closer to the Marin intersection. The survey was taken in October and the results are similar to results obtained in June. Staff will discuss some options regarding traffic calming along the 900 block of Peralta at the meeting.

Chavez reported that the City conducted two speed surveys, one in May and one in October. After reviewing data from the May survey, residents questioned the accuracy of the data. At the Commission's direction, staff performed a second survey in October. The 900 block of Peralta has a high volume of traffic because of commercial destinations on both Marin and Solano. The October speed survey shows an 85th percentile speed of 27-28 miles per hour near the intersection of Peralta and Marin. Mid-block and corner surveys captured bidirectional traffic. The corner survey of northbound traffic shows an 85th percentile speed that approaches 29 miles per hour in the northbound direction. This is probably due to the fact that vehicles are turning onto Marin at this location. The wide turning radius of the corner allows vehicles to turn at higher speeds. Three collisions have occurred in the vicinity of the block in the last three years reported (2014-2016). Staff recommends reducing the turning radius by cross-hatching a bulb-out and installing bollards to prevent vehicles from entering the cross-hatched area. If striping effectively reduces speed, staff may consider constructing a permanent bulb-out. Staff also recommends a speed hump. Because of the distance, one or two speed humps could be installed 100 feet from the Marin intersection and the other would be located close to the middle of the block; A construction project would have to be placed in the CIP for funding.

In addition, staff recommends the revision of the City Traffic Calming Policy to address the issue of the volume of cars represented by the 85th percentile speed. If requested, staff will bring a proposal to the Commission at a future meeting.

The Commission requested the following clarifications:

- Description of the bollards. Bollards would be made of flexible plastic and stand 2-3 feet tall.
- Ability to distinguish cars turning at the intersection and cars traveling through the intersection in speed survey. An observational survey would be needed to make that distinction.
- Possibility of installing one speed hump south of the midpoint rather than at the midpoint. City policy states the location must be 100 feet from an intersection.
- Installing bollards would eliminate parking. Bollards would cause a minor impact to parking, perhaps only the parking located at the corner, but again, 20 feet or red zone are needed for visibility of the crosswalks.
- Place striping and construction in the CIP. Striping is not expensive and could be implemented fairly quickly. Many speed humps throughout the City have been approved but not constructed. Staff is updating the list of backlogged projects to develop a CIP for them. Hopefully, the CIP will be presented to the City Council in early 2018 for approval. The oldest projects would likely be constructed first.

The following PUBLIC COMMENTS were offered by Wesley Wooten, Brian Parsley, Mark Priven, Justin Martello, Orla Lucey, Wendy Bernstein.

- More than half, perhaps as much as 60%, of cars are turning the corner rather than traveling through the intersection.
- Support for the striping and bollards and a speed hump on the 900 block; on a busy day or a Saturday, cars park to the crosswalks on both sides of the street.
- Appreciation for considering the volume of traffic as well as the 85th percentile speed.
- All residents of the block agree to installing a speed hump.

The Commission made the following comments:

- Because of the fire hydrant located on Peralta near Marin, a bulb-out on the Marin side will not affect parking but will constrain turning speeds.
- Mid-block speeds in May were higher than in October. At the south end of the block, speeds are higher probably when the traffic signal is green.
- The data provides a conservative interpretation of speeds; actual speeds could be higher and support staff's recommendation.
- Support for the recommendation.

Motion Javandel/Chomsky: Moved to approve the staff recommendation for the 900 block of Peralta.

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

Noes: None
Abstain: None
Absent: None

Commissioner McCroskey urged residents to support traffic calming by traveling the speed limit on all streets in the City.

Chavez advised that she would provide drawings for the speed hump at a later time to receive comments on the drawings. Because a speed hump will have noise impacts, she will obtain residents' approval of the location.

Motion McCroskey/Javandel: Moved to allow staff to determine the design of one speed hump or two speed humps and Commission approval is not necessary.

The Commission made the following comments:

- A preference for one speed hump located in the southern third of the block if funds are not sufficient for two speed humps.

Commissioner McCroskey withdrew his motion based upon Chavez's statement that she can provide a design for comment at the Commission's January meeting.

Chavez reported a second speed survey was conducted for the 500 block of San Carlos in October. The 85th percentile speed is 22.8 miles per hour. Data collected over a weekend shows an 85th percentile speed of 23 miles per hour. Data collected on Tuesday showed an 85th percentile speed of 22.4 miles per hour. The street sweeper destroyed the tubes, which rendered data for part of the week useless. No collisions occurred on the block during the period of 2014-2016. One third of the block is located in the City of El Cerrito, so Chavez shared the survey results with the El Cerrito City Engineer. Chavez recommended collecting speed data by radar gun.

The Commission requested the following clarifications:

- Highest speed recorded during October. Chavez thought the highest speed was 36 or 38 miles per hour.

The following PUBLIC COMMENTS were offered by John Jakubowski.

- Speeding occurs throughout the day; three El Cerrito residents on the block are working with the City of El Cerrito to implement traffic calming; all residents of the block support traffic calming on the street; residents are placing obstacles in the street and screaming at passing cars; Domino's drivers are the main problem; two kids stated Domino's drivers were aware of the survey and slowed down during the survey; there is no stop sign for three blocks into El Cerrito.

Commissioners concurred with conducting another speed survey using a radar gun.

6-3 Review of Revised Plans for Proposed Park and Ride Under I-80/Buchanan Street Intersection – Staff has received 30% plans for the Buchanan Park and Ride and has provided administrative comments to the designer of the Metropolitan Transportation Commission (MTC) and Caltrans. The plans with City comments will be discussed at the meeting.

Chavez reported that staff responded to the 30% plans with comments regarding drainage; implementing a short cycle track to access the bike lockers located in the lot; and connecting the multiuse path with the facility and connecting the two paths. Staff requested a traffic signal with a leading pedestrian interval at the intersection of Buchanan and the I-80 on and off ramps. Plans include a bus queue jump lane and an AC Transit stop at the western end of Buchanan. The median lights at the westbound onramp will have a special treatment for AC Transit buses. The bus loading zone is also a private commuter shuttle stop. The number of accessible parking spaces does not meet the required number of spaces. Commissioners can submit additional comments by Friday. MTC and Caltrans will receive 65% plans this week.

The Commission requested the following clarifications:

- A bus traveling in the HOV lane triggers the signal. That is correct.
- Reason for the AC Transit stop being located further from the facility. Private shuttles make longer stops.
- Purpose of a bus queue jump lane. A bus in the far right lane gets a dedicated turn signal in order to make a left turn ahead of vehicles in the lanes to the left of the bus.

- Purpose of the light blue area. It represents the maintenance responsibilities.
- Areas where Albany is responsible for maintenance. The City of Albany will be responsible for sidewalks on Buchanan and to the bus drop-off area at the offramp; striping; and paths underneath the freeway on the north side of Buchanan.
- Caltrans' responsibilities. Caltrans retains ownership of those areas and transfers the maintenance and liability to the City.
- Spaces for drop-off from private vehicles. The cut-out for shuttles will likely be the drop-off area.
- Red or white curb for shuttles. It could be either.
- Changes in funding. Staff is not aware of any changes.

The Commission made the following comments:

- Bike crossings of Buchanan need markings.
- The security fence is now tall and curved.
- A preference for people to avoid crossing on the eastbound I-80 onramp. Signage should indicate the existence of two paths, and one way does not involve crossing the onramp.

7. ANNOUNCEMENTS AND COMMUNICATION

7-1. Update on Sidewalk Shaving Program to Address Minor Sidewalk Uplifts in Albany

Hurley reported sidewalk shaving at 25 locations on Solano and elsewhere will begin the following week and should be completed quickly. Uplifts of 2 inches and less will be shaved. The General Fund will fund the project.

The Commission requested the following clarifications:

- These locations are taken from the list of all sidewalk improvements. These projects are part of the lower priority categories.
- Criteria for selecting these locations. The contractor surveyed locations to determine 2-inch uplifts.
- Projects only on Solano Avenue. Some of the work will occur at other locations.

Commissioner McCroskey noted the Gilman project is on the City Council's agenda for December 4. Bond indicated the Kains and Adams project will be presented to the City Council on December 4. The Gilman project will be divided into two separate projects of bicycle and pedestrian crossings and surface improvements. Surface improvements will be presented to the City Council on January 22nd, which is a tentative date.

8. FUTURE AGENDA ITEMS

8-1 Transportation and Street Parking Elements of Albany Unified School District San Gabriel Campus Project

8-2 North Albany Traffic Calming

8-3 Albany Sidewalk Program

Chavez added an agenda item regarding design of the Peralta speed hump and striping from Item 6-2.

Commissioners requested additional future agenda items to review the Work Plan and to discuss traffic calming criteria of both speed and volume.

ADJOURNMENT

Next regular meeting: January 28, 2018 – City Council Chambers

The meeting adjourned at 8:55 P.M.

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