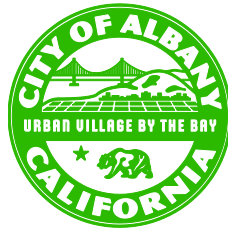


# EMAILS RECEIVED REGARDING AGENDA ITEMS

## CITY OF ALBANY, CALIFORNIA



ALBANY CITY HALL  
1000 SAN PABLO AVENUE  
ALBANY, CALIFORNIA 94706

***Item 5-6:  
Amend Contract #C18-53  
For As Needed On-Call Services with  
Parisi Transportation Consulting***

CITY COUNCIL MEETING  
JULY 15, 2019

**From:** [Clay Larson](#)  
**To:** [Rochelle Nason](#); [Peggy McQuaid](#); [Michael Barnes](#); [Peter Maass](#); [Nick Pilch](#)  
**Cc:** [Justin Fried](#); [citycouncil](#)  
**Subject:** Re: Comments on Agenda Item 5-6  
**Date:** Friday, July 12, 2019 3:03:04 PM

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Mayor Nason, City Council Members;

I am writing to comment on Consent Calendar Item 5-6. City staff are proposing to amend an existing contract with Parisi Transportation Consulting, adding \$100,000 to the contract amount. The stated purpose of the contract is for "On-Call Transportation Planning Services". The staff report notes vaguely that, "On-call transportation planning services support the City Council's strategic plan goal to Foster a Healthy and Sustainable Urban Village by supporting implementation of various street safety and active transportation capital improvement projects."

The staff report background information references the consultant's work in 2017 to determine the feasibility of a bikeway on "Kains and Adams Streets (*sic*)", as well as the consultant's subsequent development in 2018 of a pilot project for bicycle boulevards on Kains and Adams.

I am writing to point out that there were significant flaws both in the initial Kains and Adams Bikeway study and in the subsequent pilot project. For the initial study, Parisi offered two different, incorrect interpretations of California law regarding parallel parking. This obfuscated the discussion of parking and as result this issue is still not resolved. The Kains and Adams bikeways were not included in the 2012 Active transportation plan because of neighborhood opposition. In rejecting the projects, the Council called for "public outreach targeted at residents along Kains Avenue <and> Adams Street." Parisi conducted some general public outreach, but it was not directed Kains and Adams residents. There was absolutely no attempt to measure the level of support among residents on Kains and Adams for the projects. In fact, a current on-line petition shows that there is significant opposition to the pilot project in the affected neighborhoods. I passed out a petition in the 600 block of Adams and got signatures opposing the pilot project from households located in every parcel on the block. More generally, the feasibility study did not make any attempt to measure existing conditions (e.g., bicycle ridership numbers on Kains and Adams and on Sam Pablo Avenue) in order to demonstrate the need for the proposed complicated and expensive bicycle infrastructure.

Parisi's 2018 pilot project was also flawed. The Council tasked the Traffic and Safety Commission with the responsibility to develop a recommendation for a pilot program of the projects. The responsibility apparently fell on the consultant and City staff. The Commission held only one meeting where for the most part it rubber stamped the consultant's plans (FN#1). The proposed "pilot" project called for the permanent installation of concrete bollards, signage, and striping. Again, there was no proposed plan for determining existing conditions and no criteria for determining the success of the pilot project. Perhaps the consultant assumed that the Traffic and Safety Commission would fill in the gaps here. If so, it was clear that the commission was not up to this task. There were other unfilled gaps. The Council asked for updates on the Orientation Center for the Blind's position on a Cerrito Creek bridge and a final determination of the acceptability of proposed bikeways with Public Safety. This information was not available at the December 2018 meeting of the Traffic and Safety Commission.

The bottom line here is that residents on Kains and Adams may be asked accept significant changes to traffic and parking in their neighborhoods. There is considerable opposition to the proposed bikeways. There has been no further action taken by the City since the Traffic and Safety Commission rubber stamped the pilot project in December. One must wonder whether the delay in any follow-up is an attempt to see if the opposition subsides.

As noted above, the proposed amendment to the Parisi contract would more than double the amount of the 2018 contract, which itself was approved by the Council, without the going through the competitive bid process. The original 2017 contract for the Kains Adams feasibility was awarded competitively. However, as noted above that study was very flawed. Accordingly, I would recommend that the Council at the very least determine what the additional largesse for the vendor will be used for and consider disapproving the proposed amendment to the professional services contract.

Clay Larson

FN#1 – In a remarkably megalomaniacal moment, the Traffic and Safety Commission proposed addressing the parallel parking issue by seeking relief from the State legislature.