



TRAFFIC AND SAFETY COMMISSION – MINUTES

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

MINUTES OF THE REGULAR MEETING THURSDAY, JUNE 27, 2019, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL

Present: Javandel, Jordan (arrived at 7:04 p.m.), Paulsen, del Rosario
Absent: McCroskey
Staff Present: Jeff Bond, Community Development Director
Justin Fried, Transportation Planner
Elizabeth Carrade, CivicSpark Climate Fellow
Grasielita Diaz, Community Development Intern

2. PUBLIC COMMENT

Bob Fierce, 761 Pierce Street, remarked regarding the impact of requiring only one parking space per unit for the affordable housing project being considered in his neighborhood. On-street parking along his block could probably accommodate five more cars, but certainly not 20 or more.

3. PRESENTATION

3-1. Monthly Police Data on Collisions and Citations

Fried reported no pedestrian collisions, one bicycle collision, and 17 vehicle collisions, five of which resulted in injuries, occurred in May. The Police Department issued 80 moving citations and made four DUI arrests. This is preliminary data and subject to change.

The Commission made the following comments:

- From February to May, the number of citations has increased from 20 to 80, which appears to be different from past trends.

3-2. Shared Mobility Data

Fried advised that Gig membership increased to 363 in April and 380 in May. The number of trips increased to 982 in April and 1,118 in May. The Gig prohibition against ending a trip in 90-minute parking zones now includes San Pablo Avenue. The number of Lime scooter trips totaled 83 in April and 150 in May. Day-by-day trips range from zero to seven.

The Commission requested the following clarifications:

- A trip is defined as a destination or origin in Albany.
- Lime has not deployed scooters in El Cerrito or Berkeley.

4. CONSENT CALENDAR

4-1. Traffic and Safety Commission Meeting Minutes of May 23, 2019.

Recommendation: That the Traffic and Safety Commission approve the meeting minutes for the regular meeting of May 23, 2019.



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Commissioner Jordan requested the final sentence of the first paragraph on page 5 state "Charging an ongoing fee for structural encroachments is equitable because public property is not available to all property owners."

4-2. Proposed Curbside Management at Albany High School for Ocean View Elementary Student Relocation

Recommendation: At the request of AUSD, continue discussion initiated at April 25, 2019 meeting to the July 25, 2019 Commission meeting.

The Commission made the following comments:

- A request to forward Commissioner McCroskey's questions to Albany Unified School District along with an additional question regarding measures to prevent motorists from making U-turns to access a drop-off zone east of the turnaround on Portland.

Javandel/Paulsen: Moved to approve the consent calendar with the amendment to the minutes of the May 23, 2019 meeting.

Ayes: Javandel, Jordan, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: McCroskey

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

5-1. **Ohlone Greenway Trail Safety Improvements at the Masonic Ave/Marin Ave and Masonic Ave/Solano Ave Intersections** – Consultants for the City will present the scope and conceptual design options for intersection improvements at the two signalized intersection crossings of the Ohlone Greenway. The project will next move into detailed design (Plans, Specifications & Estimate).

Recommendation: Provide comments to staff

Fried reported the primary goal for the project is to improve Ohlone Greenway crossings at the two intersections. Considerations for the design include pedestrian safety at other intersection legs, bicycle facilities and routes on Marin and Masonic, intersection approaches and related intersection movements, motorist movements and compliance at the intersection, arterial motorist capacity on Marin and Solano, and potential parking impacts. The Active Transportation Plan (ATP) project for Ohlone Greenway crossing enhancements identifies many of the elements in the concept. The City has secured grant funding for the project. Staff requests input regarding conceptual designs in order to advance to detailed design.

Andrew Lee, Parisi Transportation Consulting, advised that the improvements were originally identified for inclusion in the Capital Improvement Program (CIP) in 2018. The California Active Transportation Program awarded a grant of \$410,000 to the City in May 2019. The proposed improvements contained in the grant application include signal upgrades to add a protected left turn arrow phase in the southbound direction and a leading pedestrian interval, striping upgrades,



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and bulb-outs at the Marin/Masonic intersection and signal upgrades to add a left turn pocket and protected left turn signal for southbound traffic and striping upgrades for the Masonic/Solano intersection. An alternative for a left turn pocket in the northbound direction without a left turn signal would provide a few benefits but could confuse drivers in the left turn pocket and result in traffic accidents. A third alternative for replicating the signals located at the southwest corner on the northeast corner would provide several benefits. The proposed refinements are a left turn signal for northbound traffic on Masonic and design adjustments for bicycle movements to and from Marin and Solano. The bulb-out design can be modified to accommodate bicyclists attempting to turn either on or off the Ohlone Greenway. Large vehicle movements around bulb-outs will be studied during the detailed design phase. Next steps are to study bulb-out designs, design signals and lighting, and refine signal timing,

The Commission requested the following clarifications:

- No additional bulb-outs are proposed for the Masonic/Solano intersection because of the Complete Streets project and existing bus stops.
- An SU turning movement from westbound Marin to northbound Masonic could benefit slightly from the elimination of the bulb-out on the Masonic side.
- Coordinating the Marin/Masonic signal with the Marin/San Pablo signal would require compatible cycle lengths, but the non-signalized intersections between the two could negate any benefits of coordinating the two signals.
- The locations of signal poles have not been determined, but they won't be utilized as traffic bollards.
- The left turn signal would have green and red arrows.
- Pedestrians on the Ohlone Greenway would cross Solano and Marin at the same time as northbound Masonic traffic and northbound left-turning Masonic traffic.
- At Marin/Masonic, relocating the loading zone at the Community Center would cause the loss of a parking space. At Solano/Masonic, the project would impact two parking spaces and the loading zone. Relocating the loading zone could impact four parking zones. The potential to tighten the lane widths could result in reducing some of the red curbs on the outgoing stretches of the intersections to add a few parking spaces.
- The bike counts distinguish Ohlone bicyclists from other bicyclists.
- Signal upgrades can include pedestrian recall and pedestrian actuation.
- Grant funding should cover most of the project costs.
- The bulb-out on the north side of Marin will probably extend 6 feet and could slightly delay the through movement based on the average number of pedestrians at the intersection.
- Extending the bulb-outs on the south side of Marin further would reduce the time to clear the Ohlone Greenway, and that amount of time could be transferred to the Marin side of the intersection.

The Commission made the following comments:

- Support for Alternative 3, reducing the length of the bulb-out on the north side of Marin, extending the length of the bulb-out on the south side of Marin, reclaiming the space proposed for bulb-outs beyond the Ohlone Greenway path, relocating the UPS "transfer" space, and removing the cycle lanes on Masonic.

5-2. Discussion and Possible Motion on Draft Climate Action and Adaptation Plan Strategies – Staff will present an overview of the planning process with a focus on the



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transportation sector goals and actions in the draft Climate Action & Adaptation Plan. These are outlined in *Strategy 2: Transition to low-carbon transportation* in the draft document.

Recommendation: Review draft document and provide comments

CivicSpark Climate Fellow Elizabeth Carrade indicated the public comment period for the draft Climate Action & Adaptation Plan (CAAP) is open and will end July 19. The City of Albany has greenhouse gas reduction goals of 60 percent by 2035 and carbon neutrality by 2050. Carbon neutrality is defined as zero greenhouse gas emissions within the city limits with carbon sequestration balancing any emissions that cannot be eliminated. With all residential, industrial, and commercial electrical accounts utilizing the East Bay Community Energy carbon-free electricity option, the City has reached its 2020 goal. Climate impacts include increased extreme weather events, some sea level rise, and increased wildfire risk and smoke exposure. Local actions can create a more resilient community, improve local air quality, provide urban beautification, and improve public health and safety. Staff received more than 300 responses to a community survey in October 2018. More than 65 people provided input regarding efforts and solutions for inclusion in the CAAP at a January 2019 community workshop. Staff plans to present the draft CAAP to the City Council in September. The CAAP contains four main objectives: electrification of new and existing buildings; transition to low-carbon transportation; promotion of a carbon-free economy; and acceleration of resilience for all. Goals for the first objective are to decrease passenger vehicle miles traveled (VMT) through the use of alternative modes, to transition passenger vehicles to electric alternatives, and to promote active transportation.

The Commission requested the following clarifications:

- Generally, City documents are anticipated to be applicable for ten years.
- Rideshare includes transportation network companies (TNC).
- Staff would likely support a carshare program if it is logical for the community under existing policy; therefore, the Commission could recommend the elimination of Action 2.1.4.
- A policy to reduce emissions from the City fleet and equipment is being drafted.

The following PUBLIC COMMENTS were offered by Ed Fields:

- A suggestion for parking to be restricted to one side of the street with a bike lane on the opposite side of the street; locating jobs near transit reduces VMT more than locating housing near transit.

The Commission made the following comments:

- A suggestion for Action 2.1.1 to state implement a motorist-separated cycling network throughout the City that has been shown to make a substantial difference.
- A suggestion to move timeframes to the near term because transportation emissions are the greatest percentage of greenhouse gas emissions.
- The use of rideshares is counterproductive to the goal of reducing VMT unless two or more people share a rideshare. Carpool may be a better definition.
- Action 2.1.4 could contain a caveat that staff may not need to take action on it even though it is included in the CAAP.



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- The City would have difficulty replicating AC Transit's frequent bus service on Solano and San Pablo and to BART stations. Action 2.1.6 should encourage the City or AC Transit to fill in the gaps in AC Transit service and to encourage AC Transit to utilize zero-emission vehicles.
- A strategy to encourage free public transportation may be appropriate.
- A suggestion to include a strategy to explore demand response services or microtransit that may connect the neighborhoods of Albany.
- A reach strategy could be to enact a tax on gasoline to support efforts to reduce greenhouse gas emissions from transportation.
- Action 2.2.1 should refer to the policy to reduce City fleet and equipment emissions.
- Strategy 2 should be more specific such as transition to walking, biking, and electric vehicles.
- Research shows the presence of street trees results in higher pedestrian use of sidewalks. Perhaps the City will move sidewalks to the limit of the public right-of-way so that more space is available for street trees.

5-3. Lower Codornices Creek Restoration Project Phase IV 8th Street to 10th Street – Staff will present 90% plans of Phase IV of the Codornices Creek Restoration Project, which includes a path connection between 8th Street and 10th Street

Recommendation: Recommend that City Council approve the plans for Lower Codornices Creek Restoration Project Phase IV

Fried reported the plans now include a 12-foot-wide sidewalk on the east side of 8th Street, a 22-foot-wide 8th Street, stormwater from 8th Street passing through a bioretention cell prior to entering Codornices Creek, softer radii for bicyclists, a curb cut/level exit at the north end of the 8th Street sidewalk, a 2-foot clearance between seating logs and the trail near 10th Street, and additional bike racks away from the path of travel near the bleachers. On June 13, the Parks, Recreation and Open Space Commission reviewed the plans and raised a safety concern regarding the mixing of bicycles and pedestrians.

The Commission requested the following clarifications:

- Staff will provide clarification of the specification for aggregate paving.
- The project does not include lighting.

The Commission made the following comments:

- The ramp to the north is a little awkward, and the retaining curb on the north side should have at least a 2-foot radius.
- The truncated dome mats should be a high friction product so that they do not create a hazard for bicyclists turning across them.
- Straightening the path between the two main curves could improve the flow of bicyclists.
- If possible, everything should be pulled away from the path approximately a foot to provide a soft surface for runners.
- Towards the east side of the path, the split-rail fence could be moved away from the path.
- The aggregate pavement area is an odd location for a bike rack. A better location for bike racks could be parallel to the back wall of the baseball dugouts.
- The purpose of the Portland cement is to signal that the path is a pedestrian priority area.



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Fried explained that pulling things away from the path would probably result in a narrower path because of other stakeholders' concerns about vegetation and trees. The two curves in the path are needed to avoid some of the larger existing trees. Moving the fence line will impact the vegetation buffer. The ramp to the north is designed for bicyclists rather than pedestrians, but additional work on the ramp is needed.

Jordan/Javandel: Moved to recommend the City Council approve the plans for Lower Codornices Creek Restoration Project Phase IV.

Ayes: Javandel, Jordan, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: McCroskey

5-4. City of Albany Vehicle Collision Data – Staff will present an analysis of vehicle collisions for the period between 2013 and 2018, with a focus on collisions resulting in serious injuries

Recommendation: For discussion only

Intern Grasielita Diaz reported the source for the data is the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS). She utilized data from 2013-2018; however, data from 2016-2018 is provisional. The data includes only bicycle and pedestrian collisions and all collisions resulting in injury. The data does not include highway data. In 2016, a multiple vehicle collision occurred at the I-80 overpass/I-580W and resulted in the death of a pedestrian. A pedestrian violation was found in that the pedestrian was on the freeway. In 2017, one vehicle hit two vehicles and two pedestrians at Buchanan/I-80E. A passenger fatality resulted from the crash, which was caused by a DUI. Nine collisions between 2013 and 2018 caused severe injuries to bicyclists or pedestrians. One collision occurred in each year between 2013 and 2016, and each collision was determined to be the fault of the vehicle. One collision occurred in 2017 and was determined to be the fault of the pedestrian. Four collisions occurred in 2018; three were determined to be the fault of the vehicle; and no fault was stated for the fourth collision. Between 2013 and 2018, collisions on residential streets resulted in seven severe injuries and one fatality. The fatality occurred in 2017 at Solano and Curtis when a vehicle hit two parked vehicles. The driver of the vehicle was killed. Thirteen total collisions occurred in 2013. Two collisions at Solano and Masonic resulted in one visible injury and one complaint of pain. Seven collisions resulted in visible injuries, five complaints of pain, and one severe injury. A majority of the 13 collisions was the result of vehicle error. In 2014, 20 total collisions occurred with three occurring at San Pablo/Brighton and three occurring at Solano/Jackson. Most of the accidents were caused by vehicles. In 2015, a total of 14 collisions occurred with two occurring at Solano/Cornell and three at San Pablo/Garfield. Again, the fault was attributed to vehicles in most of the collisions. In 2016, 18 total collisions occurred. The fault for seven collisions was attributed to vehicles, five collisions to bicyclists, and three collisions to pedestrians. Three collisions did not state fault. In 2017, 21 collisions occurred with no repeat collisions at intersections. In 11 collisions, vehicles were determined to be at fault. In 2018, 16 collisions occurred with two occurring at San Pablo/Brighton. Fault was attributed to vehicles in seven collisions, pedestrians in two collisions, and bicyclists in four collisions. Fault was not stated for three collisions. Between 2013 and 2018,



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a majority of collisions occurred off major corridors. Between 2013 and 2018, the highest number of pedestrian involved collisions occurred in 2014 and 2017, and the highest number of bicycle involved collisions occurred in 2013, 2016, and 2018. Between 2013 and 2015, two fatalities and nine severe injuries resulted from collisions. Emeryville reported two fatalities and five severe injuries caused by collisions between 2013 and 2018. The number of total collisions is similar to Albany's total collisions. El Cerrito reported no fatalities and 19 severe injuries resulting from collisions between 2013 and 2018. Corte Madera reported one fatality and a few severe injuries. Collisions in Emeryville and Albany are a small percentage of total collisions in the county. A majority of collisions within the Albany city limits occur on San Pablo, Marin, Solano, and Buchanan. Recurring collisions within the city limits occurred on major corridors, not residential streets. Between 2013 and 2015, El Cerrito reported no collision fatalities, Albany reported two, Emeryville reported two, and Corte Madera reported one. Safety improvements should continue on major corridors within the City.

The Commission requested the following clarifications:

- The collision that resulted in a fatality occurred in front of the Police Department probably before 2013.
- Turning movements for collisions were not included in the analyses.

The Commission made the following comments:

- The data for collisions on residential streets is interesting in light of the anecdotes about vehicles not stopping at stop signs.
- Volume data is needed to help determine risk.
- Upcoming improvement projects for Solano/Masonic and Marin/Masonic are appropriate given the collision data.
- The highest number of collisions during the five-year period occurred at Cornell/Solano where a school is located.
- Per capita comparisons to other cities would be more helpful than raw data.
- The Metropolitan Transportation Commission's (MTC) website, Vital Signs, provides the percent of work/commute trips completed by different modes and could provide additional information. However, the website is current through 2016.

Fried related that the County is completing a countywide Active Transportation Plan that looks at high-injury networks. When the plan is complete, it should provide data for the Commission.

6. ANNOUNCEMENTS

- 6-1. City New email address for public correspondence to the Commission** – A new email address (TC@albanyca.org) has been set up for Commissioners to receive emails directly from the public – Commissioners and staff liaison will be forwarded all correspondence sent to this address. The sender will receive an automatic email confirming the message was sent to the Commissioners and staff liaison. This is a change from prior practice of correspondence through the liaison.

Fried cautioned Commissioners not to "reply all" to emails received through the new email address. Commissioners may respond to the inquiring party and are encouraged to copy their



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responses to staff. Commissioners' responses should indicate the Commissioner is not responding on behalf of the Commission unless designated to do so.

The Commission requested the following clarifications:

- ATP striping is mostly complete, and installation of wayfinding signage is underway.

7. FUTURE AGENDA ITEMS

Fried announced future agenda items include loading zones for Albany High School, future streets for the pavement program, and the draft traffic calming policy.

Commissioner Jordan requested an item for standards.

8. **NEXT MEETING** – Thursday, July 25, 2019, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue.

9. ADJOURNMENT

The meeting adjourned at approximately 9:44 p.m.