



## TRAFFIC AND SAFETY COMMISSION – MINUTES

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

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### MINUTES OF THE SPECIAL MEETING THURSDAY, DECEMBER 5, 2019, 7:00 P.M.

#### 1. CALL TO ORDER / ROLL CALL

Present: Javandel, Jordan (arrived at 7:07), McCroskey, Paulsen, del Rosario  
Absent: None  
Staff Present: Jeff Bond, Community Development Director  
Justin Fried, Transportation Planner

#### 2. PUBLIC COMMENT

None

#### 3. PRESENTATION

##### 3-1. Monthly Police Data on Collisions and Citations

Fried reported one pedestrian collision in September and three in October; one bicycle collision in September and one in October; and 20 vehicle collisions in September, three with injuries, and 18 in October, seven with injuries. The Police Department issued 36 citations in September and 44 in October and arrested four in September and three in October for DUI.

##### The Commission made the following comments:

- There is a higher rate of non-injury vehicle collisions over the past six months than in any other period in the data series, which is likely statistically significant. The locations of these collisions could indicate some actions are needed.
- The number of citations and DUI arrests continue to decrease; yet, the other statistics are not decreasing. Perhaps the Police Department could address the Commission in 2020.
- A request to add vertical lines delineating each year to the graphs.

##### 3-2. Shared Mobility Data

Fried advised that GIG reported 680 trip starts and 690 trip ends in September and 747 trip starts and 785 trip ends in October. The new reporting contains some double counting. The Police Department has indicated they have no evidence that GIG vehicles have been used in crimes. Raw data for Lime shows a dramatic decline over the past few months. Reports from Lime have not been received.

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

- GIG has begun cleaning its data, which results in the removal of 2-6 percent of trips that were previously reported. Previously, a trip was defined as starting or ending in Albany. Currently, a trip that begins and ends in Albany is counted as a trip start and a trip end.

##### The Commission made the following comments:

- The metric for a GIG member appears to have changed as well.



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- A suggestion to discontinue reporting Lime data as Lime has not deployed scooters in Albany.

### 4. CONSENT CALENDAR

#### 4-1. Traffic and Safety Commission Meeting Minutes of September 26, 2019.

**Recommendation:** That the Traffic and Safety Commission approve the meeting minutes for the regular meeting of September 26, 2019.

Commissioner Jordan clarified his comments in Item 5-2 as he raised the possibility of progressively lowering the 85th percentile speed criteria from 30 mph to 25 mph as the faster speeds are addressed.

Javandel/Paulsen: Moved to approve the minutes of the September 26, 2019 meeting as amended.

Ayes: Javandel, Jordan, Paulsen, del Rosario  
Noes: None  
Abstain: McCroskey  
Absent: None

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

5-1. **Red Curb Request on Francis Street at the Intersection of Tevlin Street** – Staff will present an analysis of potential red curb installation at the intersection of Francis Street and Tevlin Street.

**Recommendation:** That the Traffic & Safety Commission approve a recommendation to staff for the installation of twenty feet of red curb on the north side of Francis Street east of Tevlin Street and of ten feet of red curb on the south side of Francis Street east of Tevlin Street.

Fried reported Waste Management has requested a red curb or a time of week restriction because trucks have difficulty navigating the turn from Tevlin onto Francis. Requests have been made to review the red curb for visibility of the crosswalk across Francis towards Terrace Park. Francis Street is part of the Priority Sidewalk Network identified in the Active Transportation Plan (ATP), a bicycle boulevard, and a main access point to Terrace Park. Public comments have reported difficulty with visibility for vehicles turning from Tevlin onto Francis. Additional evaluation may be needed for this concern. Because Francis jogs to the north prior to intersecting Tevlin, vehicles may have difficulty seeing traffic approaching from the west. On the north side of Francis Street between Tevlin and Peralta, there is approximately 20 feet of curb between the crosswalk at Tevlin and the first driveway. On the south side of Francis, approximately 115 feet of on-street parking extends between Tevlin and Peralta. On the north side of Francis between Tevlin and Nielson, there is 70 feet of curb between Tevlin Street and the first driveway. Staff recommends the installation of 20 feet of red curb on the north side of Francis Street east of Tevlin and 10 feet of red curb on the south side of Francis east of Tevlin. Vehicles parked on Francis at the



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intersection with Tevlin reduce the visibility and the speed of vehicles turning from Tevlin onto Francis.

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

- Staff does not have any data for the speed of vehicles traveling on Francis, and the public has not raised the issue of speeding vehicles.
- Public Works is investigating the mirror missing from the intersection of Tevlin and Francis. The red curbs should improve the visibility of traffic.
- The intersection of Francis and Tevlin does not have stop controls.
- Waste Management has requested changes twice during Fried's tenure with the City. In the past, staff has worked with Waste Management to change intersections.
- The recommended changes will eliminate one to two parking spaces.
- Installing a red curb on the south side of Francis will increase the visibility of pedestrians for westbound traffic and for vehicles traveling on Tevlin.
- If the installation of red curbs raises public concerns, staff can return the item to the Commission.

**The following PUBLIC COMMENTS were offered by** Stephen Terry, Jennifer Hansen-Romero, Vonnie Davidson:

- A number of houses along Francis and Tevlin do not have driveways and need on-street parking. Perhaps measures other than red curbs could improve visibility.
- A suggestion to reduce the amount of red curb in staff's recommendation and a question about allowing parking around the park.
- A suggestion to provide resident-only parking.

### **The Commission made the following comments:**

- A small food truck often parks westbound on Francis just before the crosswalk, which reduces visibility and access.
- Installing red curbs at the intersection of Francis and Peralta could be beneficial. A previous proposal to red curb the intersection of Francis and Peralta raised community concerns about the loss of parking.
- Installing a red curb on the north side of Francis will make the most difference for crosswalk visibility and safety.
- The City does not have a permit parking program, and parking enforcement is typically limited to commercial streets.

Jordan/Javandel: Moved to recommend staff install 20 feet of red curb on the north side of Francis Street east of Tevlin Street and 10 feet of red curb on the south side of Francis Street east of Tevlin Street.

Ayes: Javandel, Jordan, McCroskey, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: None

**5-2. Red Curb Request at 635 and 665 San Pablo Avenue in Front of Taco Bell and Pho Ao Sen** – Staff will present an analysis of potential red curb installation at 635 and 665



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San Pablo Avenue adjacent to the Taco Bell drive-through and the shared Taco Bell – Pho Ao Sen parking lot driveway.

Recommendation: That the Traffic & Safety Commission approve a recommendation to staff for the installation of approximately forty-six feet of red curb at 635 San Pablo Avenue between the Taco Bell drive-through and the parking lot driveway.

Fried indicated staff has received requests to increase the visibility and safety of vehicles entering San Pablo Avenue from the Taco Bell drive-thru and the parking lot between Taco Bell and Pho Ao Sen. Staff surveyed parking on the east side of San Pablo Avenue between Portland and Garfield and found parking spaces fully occupied during a Friday evening peak period. During other hours of the day, parking spaces were available. San Pablo Avenue has high traffic volumes and high vehicle speeds, both of which support the need to increase the visibility of vehicles exiting the driveways. Two vehicles exiting the drive-thru have collided with bicyclists. Bicyclists traveling along San Pablo often travel adjacent to the parking lane, which decreases their visibility to vehicles exiting driveways. Staff conducted a vehicle count and found 30 vehicles exited the drive-thru, 15 vehicles exited the driveway, and 33 vehicles entered the driveway between noon and 1:00 p.m. Another safety consideration is the proximity of the drive-thru exit to the crosswalk. Two on-street parking spaces are located between the drive-thru exit and the parking lot driveway. The Taco Bell building is located near the street, which limits a vehicle's view of the street until it is in the sidewalk zone. The drive-thru exit is narrow and one-way. The parking lot has an alternate exit onto Portland Avenue. Based on traffic volumes and the collision history, staff recommends removal of the two on-street parking spaces between the drive-thru exit and the driveway. An alternative is to remove one parking space between the driveways and one south of the parking lot driveway, but the potential for bicycle collisions would remain.

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

- Staff did not survey occupancy in the parking lots.
- Staff has not considered replacing the parking spaces with another use, such as a bike corral or drop-off zone.
- Staff observed one incident of loading a vehicle, which was not parked in a viable space.
- The Commission may consider removing the two parking spaces between the driveways and one space south of the parking lot driveway.
- The red curb guidelines for intersections are intended to improve the visibility of pedestrians. The higher vehicle speeds on San Pablo require greater sight distances so that vehicles may stop prior to colliding with a vehicle entering the roadway. Many of the driveways along San Pablo do not have adjacent red curbs.
- The drive-thru has a right-turn only stencil on the pavement.
- Several businesses along San Pablo rely on on-street parking, and some rely on small parking lots and on-street parking.
- A planning application for townhomes will affect the parking lot.

**The following PUBLIC COMMENTS were offered by** Nhanh Le, Vonnie Davidson, Jennifer Hansen-Romero, and Shaun Charles:

- Most traffic turns right onto San Pablo from the drive-thru and the parking lot. When a van or truck is parked next to the driveway, drivers exiting the driveway cannot see oncoming traffic.



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- Opposition to removing parking spaces and support for requiring drivers to stop before the sidewalk and to turn right from the Taco Bell drive-thru. A bike corral would be useful.
- A request for staff to review the Taco Bell planning approval for a requirement to monitor or review the project for issues caused by the building being located closer to the street than the previous building. A right-turn only sign would be beneficial. Installation of the new crosswalks removed on-street parking from San Pablo.
- Concern that this will set a precedent for other driveways along San Pablo Avenue.

### **The Commission made the following comments:**

- Vehicles exiting the drive-thru watch for pedestrians on the sidewalk and oncoming traffic but probably never watch for pedestrians in the crosswalk. A red curb before each driveway and signage would be helpful.
- Support for replacing a parking space with a bike corral. Vehicles will park on a red curb but cannot park in a bike corral.
- Perhaps the southern driveway could be limited to entry only and the parking lot reconfigured to provide more parking spaces.
- Concern about removing on-street parking.
- The Commission's response should focus on collisions on the street.
- Perhaps the rapid-flashing beacon could be angled to alert vehicles in the drive-thru to pedestrians in the crosswalk.
- Support for removing one parking space just south of each driveway

*McCroskey/Javandel:* Moved to install red curbs extending one car length south of the drive-thru driveway and about 10 feet south of the Pho Ao Sen driveway; designate the parking space in front of Taco Bell as a bike corral; add signage indicating right-turn only and watch for pedestrians south of the drive-thru; and consider modification of the rapid-flashing beacon design so that a flashing light is pointed at the intersection of the drive-thru exit with the sidewalk.

Ayes: Javandel, Jordan, McCroskey, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: None

**5-3. Red Curb Request at 934 Kains Avenue Adjacent to Driveway** – Staff will present an analysis of potential red curb installation at 934 Kains Avenue.

**Recommendation:** That the Traffic & Safety Commission approve a recommendation to staff to deny the red curb request at 934 Kains Avenue.

Fried reported the City's driveway red curb policy establishes criteria for approval of red curbs adjacent to driveways to address parked vehicles blocking driveways. Red curbs have previously been approved for 934 Kains. The curb length between the 934 Kains driveway and the driveway to the south measures approximately 14 feet. The curb length falls within the policy range of greater than 12 feet but less than 19 feet, and installing a red curb would be considered eliminating a parking space. Based on the policy, staff recommends denial of the request. The policy allows the Commission to evaluate the property owner's needs against public use of the space. The applicant has expressed a long history of parked vehicles blocking the driveway and a medical need for easy access to the driveway and identified issues caused by development of the adjacent



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property. The applicant agreed to the current red curb configuration when the adjacent property was developed; however, the red curb has not deterred vehicles from blocking the driveway.

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

- The applicant has contacted the Police Department multiple times regarding vehicles blocking the driveway. Whether the vehicles were towed is unknown.
- Delineating the parking space with paint may not discourage larger vehicles from parking in the space.
- At the flare of a driveway, a parking space begins at the point the curb reaches its full height.
- The garage on the adjacent property provides tandem parking.
- A short length of red curb is located on each side of the driveway.
- The policy range of 12-19 feet is not a legal parking space, but a space of 12-19 feet can accommodate a growing number of vehicles.

### **The Commission made the following comments:**

- A suggestion to paint a box and the word "compact" in the parking space.
- A suggestion to paint the driveway red.

McCroskey/Jordan: Moved to recommend staff paint the driveway red south of the cement seam, paint T's on the roadway, and provide an update regarding the effectiveness of the new red curb six months following implementation of the red curb.

Ayes: Javandel, Jordan, McCroskey, Paulsen, del Rosario  
Noes: None  
Abstain: None  
Absent: None

Chair del Rosario announced Item 5-5 will be heard prior to Item 5-4.

**5-4. Request by Commissioner Jordan to Amend or Rescind Commission Action on September 26, 2019, Regarding the Recommendation that City Council Approve Installation of a Rectangular Rapid Flashing Beacon on Marin Avenue at Talbot Avenue** – Commissioner Jordan requests that a bulb-out/curb extension be considered for inclusion in the recommendation for the installation of a rectangular rapid flashing beacon on Marin Avenue at Talbot Avenue. The Commission may entertain a motion to amend or rescind the Commission's recommendation that City Council approve installation of a rectangular rapid flashing beacon on Marin Avenue at Talbot Avenue.

Fried advised that Commissioner Jordan requested reconsideration of the Commission's recommendation to install a flashing beacon on Marin Avenue at Talbot Avenue.

Commissioner Jordan stated \$65,000 has been allocated to the project for three rapid-flashing beacons. The Commission authorized two beacons. Unused funding of approximately \$25,000 could partially fund a bulb-out on the south side of the intersection. Reducing the length of the crossing will reduce the length of the beacon signal and improve traffic flow on Marin. A bulb-out would cost approximately \$50,000. A beacon is a self-contained apparatus that could be installed now and relocated if and when a bulb-out is constructed.





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

- Pedestrians will not utilize bollards as a bulb-out; therefore, bollards would not reduce the crossing distance as a bulb-out would.
- A bulb-out would increase the visibility of pedestrians.
- The crosswalk ramps at the intersection are new.
- The City could waive a moratorium on construction at the intersection.

### **The following PUBLIC COMMENTS were offered by Jennifer Hansen-Romero:**

- A request for the Commission to obtain comments from parents of Cornell students about constructing a bulb-out.

### **The Commission made the following comments:**

- Support for the installation of bulb-outs on Marin, the use of funding from the beacon project for a bulb-out at the intersection of Marin and Talbot, and proceeding with the beacon project.

McCroskey/Jordan: Moved to extend the meeting to 10:00 p.m.

Ayes: Javandel, Jordan, McCroskey, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: None

### **The Commission made the following additional comment:**

- A bulb-out would be useful when the crossing guard is and is not present.

Jordan/Javandel: Moved to recommend the installation of a bulb-out into Marin on the southwest corner of the intersection of Marin and Talbot in conjunction with installation of the rectangular rapid-flashing beacon if possible or when funding is available.

Ayes: Javandel, Jordan, McCroskey, Paulsen, del Rosario

Noes: None

Abstain: None

Absent: None

The Commission discussed a crossing guard's ability to control a beacon such that it cannot be activated when a crossing guard is present.

**5-5. Bollards on Solano Avenue** – Staff will present an analysis of the potential use of physical barriers in front of angled parking spaces on Solano Avenue for pedestrian safety.

**Recommendation:** Provide comments to staff.

Bond indicated drivers inadvertently drove over the curb and into Raj Café and Zarri's Delicatessen over the summer. The incidents did not cause injuries or structural damage. This was the second incident at Zarri's, and similar incidents have occurred over the years at other locations. Members of the public have requested some type of bollard treatment to prevent this type of accident in the future. A 6-inch curb is the usual method for preventing vehicles from



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driving into sidewalks and storefronts. Relatively narrow sidewalks already accommodate signage, trees, bike racks, streetlights, and seating.

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

- The incidents appear to be unintentional, and the drivers had no impairments.
- The cause of the damage to a storefront near Raj Café is unknown.
- The two drivers were pulling into parking spaces and failed to stop at the curb.
- Tire stops and parking blocks may be effective to some extent, but they create issues for street sweeping.
- There are five parking spaces in front of Zarri's, four of which have some type of barrier in the sidewalk. Zarri's has suggested the use of bollards.

**The following PUBLIC COMMENTS were offered by** Allen Cain, Shaun Charles, Jennifer Hansen-Romero, Vonnie Davidson:

- Opposition to installing bollards along Solano, and a suggestion to convert the end parking space in front of Zarri's to parallel parking.
- A treatment implemented for Zarri's will set a standard for the entire street.
- Bollards will not fit the streetscape of Solano.
- Barriers will obstruct the flow of pedestrians on sidewalks.

### **The Commission made the following comments:**

- Four angle parking spaces can be converted into two parallel spaces. A bike rack can serve as a barrier and bicycle parking. The City may want to permit the installation of barriers and review the aesthetics of proposed barriers. A barrier may not be feasible because of underground utilities.
- Opposition to installing barriers on already narrow sidewalks. Bike racks installed in Albany will not stop a vehicle. Opposition to businesses installing barriers because the safety of the street is the City's responsibility.
- Opposition to bollards and obstructing the flow of traffic on sidewalks. Zarri's could install bollards as part of the outside tables or on either side of the entry. A bike rack is not designed to function as a barrier.

**5-6. Albany Active Transportation Plan Signing and Striping Plan Remaining Segments**  
– Staff will present an update on the current status of signing and striping projects identified in the Albany Active Transportation Plan.

**Recommendation:** For information only.

Fried reported a number of signing and striping projects were completed as part of street repaving and resurfacing projects prior to 2019. In 2019, signing and striping projects were completed as standalone projects. Projects for Jackson, Talbot, Spokane, Key Route, Santa Fe, and Posen have been designed and will be completed in 2020. Signing and striping for Brighton have been incorporated into the North Albany Traffic Calming Project.

**The Commission requested the following clarifications:**





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- Members of the public had questions about the projects for Peralta and Santa Fe during installation but have not provided additional comments. Feedback about the bike lane door zones has been positive.
- Some bike routes were not included in the design work.

**5-7. Albany Active Transportation Plan Signing and Striping Plan for Talbot Avenue –** Staff will present a review of current installation and plans for bicycle facilities on Talbot Avenue and an analysis of potential changes to the Signing and Striping Plan.

**Recommendation:** That the Traffic & Safety Commission approve a recommendation to City Council to incorporate Bicycle Boulevard striping and signage for Talbot Avenue.

Commissioner Jordan recused himself from this item.

Fried advised that sharrow pavement markings were installed on Talbot between Solano and Washington according to the 2015 design. In 2019, signage consistent with the bike route sharrow was installed on the block. Bike boulevard striping was installed between Solano and Marin in 2019. Staff requests the Commission's recommendation to utilize the 2015 or 2019 design for bicycle striping and signage along Talbot Avenue. Staff recommends utilizing the 2019 design.

**The Commission requested the following clarifications:**

- The cost difference between the two designs is negligible.

Javandel/McCroskey: Moved to recommend the City Council incorporate Bicycle Boulevard striping and signage for Talbot Avenue.

Ayes: Javandel, McCroskey, Paulsen, del Rosario

Noes: None

Recused: Jordan

Absent: None

## 6. ANNOUNCEMENTS

### 6-1. Changes to Conflicts of Interest (500-foot rule) Standard

Fried indicated the standard has changed, and a map reflecting the change has been provided to Commissioners. Grasielita Diaz has accepted employment with the San Francisco County Transportation Authority and terminated her employment with the City.

Bond clarified that a Commissioner must recuse himself from an item if his home is located within 500 feet of a project. If a project is located 500-1,000 feet from a Commissioner's home and will have a material impact on the Commissioners' property, the Commissioner must recuse himself from the item.

**The Commission requested the following clarifications:**

- The standard has been in effect for only a few months, and a legal challenge has not been made.



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### 7. FUTURE AGENDA ITEMS

Fried stated upcoming agenda items include the Albany sidewalk program, the Washington Avenue reconstruction project, the North Albany traffic calming project, election of officers, and the Washington Avenue traffic calming project.

Commissioner McCroskey noted a community member's request regarding permit parking and requested a discussion of street lighting.

Commissioner Jordan advised that permit parking is not an item on the Commission's work plan and requested an item regarding review of standards.

### 8. NEXT MEETING – Thursday, January 23, 2020, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue.

### 9. ADJOURNMENT

The meeting adjourned at approximately 9:55 p.m.