



TRAFFIC AND SAFETY COMMISSION – MINUTES

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

MINUTES OF THE REGULAR MEETING THURSDAY, JANUARY 23, 2020, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL

Present: Javandel, Jordan, McCroskey, Paulsen, del Rosario
Absent: None
Staff Present: Jeff Bond, Community Development Director
Justin Fried, Transportation Planner
Mark Hurley, Public Works Director
Razu Engen, Facilities & Maintenance Manager
Robert Gonzales, Capital Projects Manager
Emile Morales, Associate Engineer

2. PUBLIC COMMENT

None

3. PRESENTATION

3-1. Monthly Police Data on Collisions and Citations

Fried reported pedestrian collisions totaled one in November and two in December. There were no bicycle collisions in either November or December. Vehicle collisions totaled 15 in November, five of which involved injuries, and 14 in December, four of which involved injuries. The Police Department issued 43 moving citations in November and 33 in December and made two DUI arrests in November and two in December.

3-2. Shared Mobility Data

Fried advised that GIG reported 324 members in November and 319 in December. The number of trips reported totaled 1,431 in November and 1,401 in December.

4. CONSENT CALENDAR

4-1. Traffic and Safety Commission Meeting Minutes of December 5, 2019.

Recommendation: That the Traffic and Safety Commission approve the meeting minutes for the special meeting of December 5, 2019.

Commissioner McCroskey recalled that the discussion of Item 5-3 concerned painting the curb north of the cement seam, however the motion states south of the cement seam. Fried agreed to review the video and correct the motion if necessary.

Jordan/McCroskey: Moved to approve the minutes of the December 5, 2019 meeting with the amendment if appropriate.

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



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Noes: None
Abstain: None
Absent: None

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

5-1. Review of Traffic Calming Request Speed Survey Data – Staff will present speed survey data collected for blocks where a request for traffic calming has been received. The results of the speed surveys do not meet traffic calming policy criteria for installation of traffic calming measures. Consideration of any potential traffic calming measures for a specific block would be discussed at a future meeting if requested by the Commission.

Recommendation: Provide comments to Staff

Fried indicated the Traffic Calming Policy establishes a request and petition process and threshold warrant criteria. If the 85th percentile speed is more than 5 mph above the speed limit, a block is eligible for speed treatments. If the 85th percentile speed is between 28 and 30 mph in a 25-mph zone, a block is eligible for soft treatments. If the 85th percentile speed is less than 28 mph, no changes are made. Staff conducted traffic surveys of the 700 block of Taft, 600 block of Stannage, 900 block of Kains, 800 block of Jackson, and San Gabriel and Brighton near Albany Middle School. At all locations, 85th percentile speeds were less than 28 mph. Traffic volumes around the middle school were 2,590 on Brighton and 575 on San Gabriel. The Active Transportation Plan signage and striping project includes some soft treatment measures for the 800 block of Jackson.

The Commission requested the following clarifications:

- The tubes may have the ability to differentiate cyclists from motorists.
- The 85th percentile speed by direction for the 700 block of Taft is less than 28 mph.

The following PUBLIC COMMENTS were offered by Greg Jones, Albert Reinhardt:

- The tubes for the 800 block of Jackson were placed too close to the stop sign at Washington. The combination of street width, on-street parking, pedestrians, traffic volume, and accidents warrant some treatment.
- Traffic calming measures are needed on Jackson because the traffic volume is high and many pedestrians and bicyclists travel Jackson during commute hours.

The Commission made the following comments:

- Including bicyclists in the counts could reduce the 85th percentile speed. If the tubes cannot register bicyclists, then bicyclists are not part of the data.
- The policy does not discriminate between the types of traffic or the direction of traffic considered in the percentile.
- While the threshold of 30 mph is high, it was set at 30 mph so that staff could manage resources. If the Commission lowers the threshold, it will have to create a prioritization process for projects.
- A suggestion for staff to photograph the locations of tubes and submit photographs to the Commission. Alternatively, staff could provide a map depicting the locations.
- The location of tubes may be influenced by topography and the grade of the road.



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Fried advised that he provides detailed instructions regarding location of tubes. The tubes have to be anchored to permanent fixtures and located so that parked cars do not block measurements for extended periods of time.

Commissioners agreed that the study of the 800 block of Jackson should be repeated if the tube was not placed in the middle of the block.

5-2. Settlement Agreement to Resolve Injunctive Relief Claims Made Under the Americans with Disabilities Act (ADA) – Staff will report on the schedule for completing sidewalk repairs, traffic signal retrofits, street repaving and curb ramp installation outlined in a recent settlement agreement.

Recommendation: For information only

Hurley introduced Emile Morales, who will be working on projects associated with the settlement. The Saraswati case was a personal injury claim based on a deteriorated PG&E box causing injury to a person in a wheelchair. The Galpern case involved a claim that barriers throughout the City prevent wheelchair access. In settling the lawsuits, he attempted to link required work to ongoing projects. Staff will survey the City for sidewalk defects by December 31, 2020 and every five years thereafter. Staff will use the survey to prioritize repairs and to measure compliance with the settlement. Staff will paint utility boxes with high-visibility paint and demand the appropriate utilities repair defective boxes. The settlements require maintenance work of sidewalk shaving, crack sealing, and traffic signal retrofit for push button height. With new survey information, the criteria for prioritizing sidewalk repairs may change. The blocks of Stannage and Pomona between Solano and Marin will be included in addition to the Priority Network. The timelines for demonstrating sidewalk accessibility are ten years for Solano and San Pablo, four years for Marin and Stannage, and two years for Pomona. Curb ramp projects for Lower Solano will be completed in two years, for Upper Solano in ten years, for San Pablo in 2.5 years, for Marin Avenue in four years, and for remaining residential areas in 25 years. Curb ramp projects will be incorporated into many of the City's existing projects.

The Commission requested the following clarifications:

- Staff hopes to compare sidewalk surveys to identify new and ongoing defects.
- The height of push buttons on traffic signals should be 42 inches. The settlement does not mention the shape of push buttons. All traffic signals within the City have pedestrian push buttons.
- Measure P1 funding will not be used for curb ramp upgrades.
- Staff focused on curb ramps on Solano between Madison and Masonic because the plaintiffs identified the area as a priority and the City did not have an existing project for the area.
- Hopefully funding for sidewalk maintenance activities and surveys can be built into the operating budget, included in the paving program budget, and included in other discrete projects with funding. The settlements acknowledge that funding has not been identified for all projects.
- Staff can designate the blocks of Stannage and Pomona between Solano and Marin for priority repairs without adding them to the Priority Network.



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- Staff can prioritize repairs to Solano sidewalks between Madison and the city limits and still comply with the settlement requirement for repairs to all sidewalks along Solano.
- According to Hurley's understanding, the settlement requirement for sidewalk repairs on Stannage Avenue refers to the block of Stannage between Solano and Marin.
- The sidewalk survey should identify all issues within the path of travel, but staff will focus on sidewalk issues identified in the survey.
- A property owner's responsibility for sidewalk repairs will not change.
- At some locations, directional curb ramps cannot be constructed. To control construction of curb ramps, inspection of curb ramp forms before concrete is poured and the final curb ramp will be required.

The Commission made the following comments:

- A survey of sidewalks in 2025 could be useful for renewing the sidewalk tax, which is set to expire in 2026.
- Perhaps staff could assign colors to utilities and paint utility boxes with the color assigned to the responsible utility.
- The lawsuits highlight the inequitable treatment of sidewalk users compared to road users.

5-3. Albany Sidewalk Program Update – In November 2016, Albany voters passed Measure P1, a parcel tax dedicated to repair the most damaged sidewalks in Albany. In 2017, the Albany Traffic & Safety Commission prioritized locations for repair based upon requests in areas of special need, the Active Transportation Plan's Priority Sidewalk Network, and severity of sidewalk damage. Staff will provide an update on work completed to date.

Recommendation: For information only

Engen reviewed prior sidewalk programs, the current sidewalk maintenance program, methods used to develop lists of sidewalk defects, and criteria for prioritization of sidewalk repairs. To date, sidewalk repairs have been completed in 121 locations, have involved root pruning and/or crown thinning of 111 trees, have cost \$516,291, and have replaced 22,063 square feet of sidewalk. An initial Citywide survey of sidewalks has been completed, and Solano Avenue sidewalks have been shaved. Future plans include enforcement of point of sale and point of permit requirements; revision of prioritization criteria as needed; expenditure of parcel tax revenues; mitigation of acute damage; use of a zoned approach to shaving; and filling cracks along Solano and San Pablo. Property owners continue to be responsible for sidewalk repair and maintenance and can be held liable for injuries and damages. Sidewalk damage can be reported to Public Works.

The Commission requested the following clarifications:

- The parcel tax generates about \$200,000 per year.
- No trees have been removed in the initial repair phases.
- Parcel tax revenues paid for the repair of the Stannage sidewalk north of Solano.
- Parcel tax revenues through fiscal year 2018-2019 have been spent, and monies from the general fund have supported some sidewalk work.
- Repairs at some sites have been delayed because of issues with trees.



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The Commission made the following comments:

- Unpermitted encroachments into public property impact the City's ability to construct active transportation infrastructure and maintain its capacity.
- Staff may want to include the 2016 pilot program for 43 sites in data for sidewalk repairs.
- The Commission may want to have a representative on the Climate Action Committee's subcommittee for increasing tree canopy.

5-4. Citywide Streetlighting Evaluation – Staff will provide a brief overview of the scope and timing for the Citywide Streetlighting Evaluation Project. Staff plans to issue a Request for Proposals (RFP) at the end of January.

Recommendation: Provide comments to staff

Gonzales advised that the Streetlighting Evaluation Project has been included in the Capital Improvement Program (CIP). An evaluation is the first step in developing a plan of action for Citywide streetlighting. Staff will update the Commission regarding the consultant selection and contract award process. Commission meetings will provide opportunities for public engagement. The consultant will inventory existing streetlighting, evaluate current lighting levels, present data to staff and the public, establish criteria for streetlighting, and propose a plan of action.

The Commission requested the following clarifications:

- The consultant will evaluate streetlighting on San Pablo.
- A photometric survey is included in the scope of work.
- The consultant may recommend standards for lighting.
- Pedestrian-scale lighting will be part of the evaluation process.
- Staff will revise the RFP to reflect consultant attendance at four public meetings.
- Cost proposals will be submitted separate from qualifications and approaches.
- The background section of the RFP could note the year that conversions to LED light occurred and the fact that the quality of LED lights has degraded.

The following PUBLIC COMMENTS were offered by Cathy Mattison:

- In reply to questions, Gonzales indicated the consultant will evaluate all streets in Albany. Design professionals will propose approaches to the project. He anticipated evaluations would occur at different times of the year and at different times of the evening. The consultant will recommend specific streetlighting criteria for the different types of streets.

The Commission made the following comments:

- The RFP does not reflect pedestrian/automobile interaction. Intersections should be stated specifically in the RFP. The RFP should explicitly include all modes of travel and all pathways in Albany.
- Staff could prepare a problem statement with existing conditions and goals and objectives for the project.
- The project should address the location of streetlighting so that sidewalk users are visible.
- The consultant should be made aware of the unique context of transportation and alternative transportation in Albany.
- The consultant should budget for staff members to attend Commission meetings.



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- The first and second evaluation criteria appear to be the same. Personnel should be weighted at 50 percent, approach at 35 percent, and other considerations at 15 percent.
- The RFP should contain sidewalk miles as well as roadway miles.
- The consultant should evaluate lighting around biological resources.
- Streetlighting could provide power for lighting bus shelters.

5-5. 2019-2021 Traffic and Safety Commission Work Plan Status Update – The current work plan covers July 2019 through June 2021 and identifies priority work items for the Commission. Staff will provide a status update on the Commission work plan items.

Recommendation: Provide comments to staff.

The Commission requested the following clarifications:

- Work is underway for detailed design of traffic signals and safety improvements at Marin/Masonic and Solano/Masonic.
- Staff is working on improvements to the HAWK signal on San Pablo at Dartmouth.

The following PUBLIC COMMENTS were offered by Cathy Mattison:

- A request for staff to prioritize a red curb at the corner of Cornell and Brighton and for the status of traffic calming measures on Cornell.

The Commission made the following comments:

- Support for including motorist decision zone detection in Item 1 of the work plan.
- City standards should indicate diagonal curb ramps are not allowed absent an exception.
- The Solano Avenue Complete Streets and Corridor Revitalization Plan should be Study.
- The project at Talbot and Marin should note the Commission recommended a bulb-out for the corner.

Motion McCroskey/Jordan: Moved to extend the time of the meeting to 9:45 p.m.

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

Noes: None

Abstain: None

Absent: None

Commissioner Jordan recused himself from discussion of projects on Cornell.

Fried reported some engineering work was done for the North Albany Traffic Calming Project, and the Commission directed staff to revise the design. The revisions have not been completed.

5-6. Selection of Chair and Vice Chair – Each year the Commission selects a Chair and Vice Chair for a one-year term.

Recommendation: That the Traffic & Safety Commission nominate and select a Commission member to serve as Chair and, following selection of the Chair, nominate and select a Commission member to serve as Vice Chair for the 2020 calendar year.



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Motion Jordan/McCroskey: Moved to approve the nomination of Commissioner Paulsen for the office of Chair.

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

Motion McCroskey/Javandel: Moved to approve the nomination of Commissioner McCroskey for the office of Vice Chair.

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

6. ANNOUNCEMENTS

Commissioner McCroskey indicated work on the Bay Trail is taking longer than expected.

7. FUTURE AGENDA ITEMS

Commissioner Jordan requested a discussion of a signal on Marin east of Peralta and a continuing item regarding status of the San Pablo HAWK signal.

8. NEXT MEETING – Thursday, February 27, 2020, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue.

9. ADJOURNMENT

The meeting adjourned at approximately 9:35 p.m.