



TRAFFIC AND SAFETY COMMISSION – MINUTES

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

MINUTES OF THE REGULAR MEETING THURSDAY, FEBRUARY 27, 2020, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL

Present: Javandel, Jordan, McCroskey, del Rosario, Paulsen
Absent: None
Staff Present: Jeff Bond, Community Development Director
Justin Fried, Transportation Planner
Mark Hurley, Public Works Director
Robert Gonzales, CIP Manager

2. PUBLIC COMMENT

Julia Chang Frank thanked the Commission for approving four-way stop signs for the intersection of Washington and Carmel Avenues in 2016. She read the motion approving the work.

Michele Ling advised that the stop signs were installed in 2016; however, the crosswalks and curb improvements have not been installed. She requested an update about the improvements. She supported use of sugar-sweetened beverage tax revenues for crossing guards.

3. PRESENTATION

3-1. Monthly Police Data on Collisions and Citations

Fried reported one pedestrian/vehicle collision, no bicycle collisions, and ten vehicle collisions one of which involved injuries occurred during January 2020. The Police Department issued 57 citations for moving violations and arrested four for DUI.

3-2. Shared Mobility Data

Fried advised that the graph shows trip starts and ends separately. GIG reported 342 members in January, 793 trip starts, 834 trip ends, 440 vehicles in service, and an average of seven vehicles per day in Albany.

4. CONSENT CALENDAR

4-1. Traffic and Safety Commission Meeting Minutes of January 23, 2020.

Recommendation: That the Traffic and Safety Commission approve the meeting minutes for the meeting of January 23, 2020.

Commissioner Jordan suggested the third bullet point on page 3 should be "Measure P1 funding will not be used for curb ramp upgrades." The final bullet point under Item 5-4 Commission clarifications should be "... quality of LED lights has degraded."



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Javandel/del Rosario: Moved to approve the minutes of the January 23, 2020 meeting as amended.

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

Noes: None

Abstain: None

Absent: None

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

5-1. Proposed Red Curb at Gateview Avenue Turnaround – Staff will provide analysis of proposed red curb "no parking" zones for the turnaround at the end of Gateview Avenue.

Recommendation: That the Commission recommend that staff install approximately 44 feet of red curb restricting parking in the turnaround at the end of Gateview Avenue to facilitate Waste Management and Fire Department vehicle access as presented by staff.

Commissioner Javandel recused himself from the item as he owns real property located within 1,000 feet of the site.

Fried indicated Gateview Avenue is approximately 940 feet long and 24 feet wide with a rolled curb. Most drivers park their vehicles partially on the street and partially on the sidewalk. The turnaround at the north end of Gateview is an access point to Albany Hill. A parking survey conducted on Thursday night found six of nine spaces utilized within 150 feet of the turnaround and approximately 70 percent occupancy along the entire length of Gateview. Parking surveys conducted in the early afternoon and evening found 64-74 percent occupancy. Staff proposed painting 16 feet of red curb along the west side and 28 feet of red curb along the east side of the turnaround. At the end of 2018, staff sent notices to property owners located within 150 feet of the site and received strong opposition to a proposal for longer red curbs on the east and west sides. The Fire Department believes its apparatus can navigate the current proposal for red curbs.

The Commission requested the following clarifications:

- The property at the upper right of the turnaround has a fair bit of off-street parking. The property to the east with two driveways has off-street parking.
- A day-of-the-week restriction for Gateview would be appropriate for Waste Management. Staff is proposing a red curb because the Fire Department has raised access issues.
- In the past, a fire apparatus has backed the length of Gateview in order to exit the street. The narrow width of Gateview was another challenge at the time.
- Hillside Avenue is wider than Gateview and has curbs, but it does not have space for a fire apparatus to turn around.
- The developer considering a project on Albany Hill proposed using Gateview for emergency access. The developer has not submitted an application yet. The Commission should consider existing development in making its recommendation.



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The following PUBLIC COMMENTS were offered by Ronald Chang, Chris, Angie Tau:

- Concern that on-street parking will not be adequate if the Albany Hill development occurs. A day-of-the-week restriction should be sufficient. Cars parked on the sidewalk along Gateview impede pedestrians' use of the sidewalk.
- People park their cars on Gateview and walk to Washington. Little parking is available on Gateview late at night. There are no red curbs along Hillside, and it is as narrow as Gateview.
- The red zone in front of Ms. Tau's home will eliminate parking for her nieces and nephews when they visit. She does not want a red curb in front of her home. Waste Management uses her driveway to turn around and can continue to do so.

The Commission made the following comments:

- There is some risk of wildfire in the area, and the Fire Department has requested red curbs along Gateview.
- The City Council has directed efforts to ameliorate vehicles parked on sidewalks along Washington Avenue. Gateview provides access to open space.
- Staff has worked with the community to reduce the length of red curbs. Safety is more important than the inconvenience of loss of parking.
- Given the wildfire hazard, Gateview providing emergency vehicles with a clear turnaround even when Hillside does not is better than neither of them.

Del Rosario/McCroskey: Moved to recommend that staff install approximately 44 feet of red curb restricting parking in the turnaround at the end of Gateview Avenue to facilitate Waste Management and Fire Department vehicle access as presented during the meeting.

Ayes: Jordan, Paulsen, McCroskey, del Rosario

Noes: None

Recusal: Javandel

Absent: None

5-2. Proposed Red Curb at Brighton and Cornell Intersection Approaches – Staff will present analysis of proposed red curb "no parking" zones at the Brighton and Cornell intersection approaches to improve street safety pursuant to the City's Intersection Red Curb Policy.

Recommendation: That the Commission recommend that staff install approximately 94 feet of red curb (in total) at the Brighton and Cornell intersection approaches as presented by staff.

Commissioner Jordan recused himself from the item.

Fried reported the Brighton and Cornell intersection is two-way stop controlled. Brighton is a part of the Priority Sidewalk and Pathway Network and is located near commercial and school trip generators; therefore, Brighton is a priority for intersection red-curb treatment. Cornell has the highest average daily traffic volume of any street that crosses Brighton. One vehicle collision has been reported at the intersection. Residents have expressed concerns about the safety of the intersection and provided anecdotal information about additional collisions at the intersection. The Intersection Red Curb Policy recommends a preferred 15-20 feet of red curb on the approach



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sides of an intersection and a preferred 10 feet of red curb on the departure sides of an intersection. The length of a red curb along the departure side of an intersection may be adjusted to mitigate the loss of parking. The proposal is consistent with plans for the North Albany Traffic Calming Project. The proposal would remove three parking spaces and impact up to two additional spaces, depending on vehicle spacing, on the northwest and southeast corners along Brighton.

The Commission requested the following clarifications:

- The North Albany Traffic Calming Project includes plans for red curbs even though a final design has not been presented to the public.
- Staff could explore the possibility of marking parking spaces, but staff has to balance resources with requests for projects.

The following PUBLIC COMMENTS were offered by Wayne Moore, Cathy Mattison:

- The proposed loss of parking will place stress on the neighborhood, and residents around the intersection are concerned about the loss of parking. The length of red curbs should be reduced to the minimum length.
- Motorists park their vehicles right up to the stop sign on Cornell all day every day. She supported the proposal of red curbing the northwest corner on Cornell.

The Commission made the following comments:

- Public comments address the importance of visibility along Brighton. The 20-foot red curb along the northbound approach could be reduced, but the Commission should approve the proposed red curbs along Brighton. There has to be some setback behind the stop bar on Cornell.
- The Commission approved daylighting the curb and should implement it consistent with the Intersection Red Curb Policy and plans for the North Albany Traffic Calming Project.
- The red curbs should be implemented prior to the North Albany Traffic Calming Project. Marking the spaces may improve the parking situation even though spaces will be lost.
- Support for the staff recommendation.

McCroskey/Javandel: Moved to recommend that staff install approximately 94 feet of red curb (in total) at the Brighton and Cornell intersection approaches as presented during the meeting.

Ayes: Javandel, Paulsen, McCroskey, del Rosario

Noes: None

Recusal: Jordan

Absent: None

5-3. Curb Ramp Plans for Washington Avenue Pavement Project – Staff and consultants for the City will present plans for new curb ramps associated with reconstruction of Washington Avenue between San Pablo Avenue and Pomona Avenue.

Recommendation: Provide comments to staff for incorporation into final design.

Gonzales advised that staff has received a preliminary design that includes all recommendations for pavement restoration. At the northwest corner of an intersection, flow lines will move stormwater away from the pedestrian path of travel. At the northeast corner, stormwater will move



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across both pedestrian paths. The design maintains the stormwater flow patterns. Along the southern portion of the Washington/Stannage intersection, the valley gutter will be relocated further into the intersection to separate pedestrians from stormwater. The design includes triple-four striping for crosswalks at the intersections of Washington Avenue with Key Route and Masonic. Generally, intersections have red curbs. The design includes bike boulevard stencils. Where curb ramps are improved, they will be directional and similar in design to the curb ramp located at San Gabriel and Brighton. The ramps benefit drainage, direct traffic, and introduce a tripping hazard. Curb stops will be placed at the backs of curbs outside the sidewalk. Bulb-outs on the west side of Masonic at Washington will cause large trucks to turn into oncoming traffic. The stop bars have been moved back to provide additional room, but trucks will still have to turn into traffic. The bulb-outs could be removed, or trucks could wait for traffic to clear before turning.

The Commission requested the following clarifications:

- The cross-slope of crossings will be a maximum of 2 percent.
- The wedge between the ramps starts at a height of 4 inches and tapers away from the street.
- Staff will obtain comments from the Fire Department.
- Two bike boulevard stencils will be painted on each block and located 13 feet from the curb.
- At the intersection of Washington and Talbot, curb ramps at the southeast and southwest corners will be diagonal because the existing southeast curb ramp is in compliance.
- The project extends along Washington Avenue to Pomona.
- Curb ramps at Spokane, Evelyn, and Talbot are in compliance. Curb ramps at Kains, Stannage, Cornell, and Masonic will be improved.

The Commission made the following comments:

- Suggestions to put a stop bar between the stop legend and the triple-four crosswalk, and to paint the wedge between curb ramps a contrasting color to the truncated dome panels or to install a reflective marker on top of the wedge.
- Opposition to the wedges because of the tripping hazard and the possibility of puddling.
- Support for fixing the diagonal curb ramps and the sidewalk crossings of the medians at Key Route, specifying high-friction truncated dome mats, radiused retaining curbs, and increasing the bulb-outs into Washington to shorten the crossing of the Greenway.
- Support for conforming the Washington/Key Route intersection to the Brighton and Key Route intersection with an interim stop at the median and using a standard shape for a truncated dome panel to indicate access to the street.
- A preference for a vertical marker of waist height to be installed at wedges.
- Remove wedge between curb ramps or alter design to mitigate tripping hazard with sloped flares or other alternative.
- Curb stops should be moved out of the public right-of-way whenever possible.

5-4. Expenditure of Sugar-Sweetened Beverage Tax – Revenue generated from the sugar-sweetened beverage tax approved by voters in November 2016 is used to fund health-related programs, events, and activities in the City. The ordinance requires the Traffic and Safety Commission along with three other advisory bodies to provide recommendations for how to spend the revenue generated by the tax.



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Recommendation: That the Commission discuss ideas for how to spend revenue from the sugar-sweetened beverage tax proceeds for Fiscal Year 2021 and provide a recommendation to City Council for consideration at their special study session.

Bond reported the Traffic & Safety Commission is one of three Commissions that reviews the priorities for expenditure of sugar-sweetened beverage tax revenues. In 2019, the Commission prioritized crossing guards and the Safe Routes to Schools Program. Staff received a public comment late in the day and provided it at the meeting. The estimated revenues total approximately \$250,000.

The Commission requested the following clarifications:

- The revenues are averaging \$250,000 annually.
- The \$90,000 funded all water bottle filling stations.
- Staff is not exploring alternative funding for the crossing guard program.

The Commission made the following comments:

- Support for continuing the 2019 programs. Funding for water bottle filling stations as that project is completed could be added to another program or used for a new one-time expenditure.
- The Parks, Recreation & Open Space Commission is considering additional locations for water bottle filling stations.
- Support for recommending the crossing guard program, the Safe Routes to School Program (elementary school bicycle training), the installation of a bulb-out at the southwest corner of the Talbot-Marin intersection, and installation of a Rectangular Rapid-Flashing Beacon on Marin east of Peralta.
- The principal of Marin supported funding for the crossing guard program and for a position to supervise the school's loading zone.
- Support for recommending the crossing guard program, the Safe Routes to School Program, and additional infrastructure that improves safety.
- Support for recommending the crossing guard program, the Safe Routes to School Program, and bike racks at Albany High School.

Del Rosario/Javandel: Moved to recommend to the City Council consider the following programs in the order stated: crossing guard program, Safe Routes to School Program (elementary school bicycle training), installation of a bulb-out at the southwest corner of the Talbot-Marin intersection, installation of an Rectangular Rapid-Flashing Beacon on Marin east of Peralta, and bike racks at Albany High School.

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

Noes: None

Abstain: None

Absent: None

6. ANNOUNCEMENTS

6-1. California State Transportation Agency "Zero Traffic Fatalities Task Force" Report of Findings – The attached report is for information only. It describes current procedures



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for setting speed limits in California and provides recommendations for new approaches that prioritize safety of all road users.

Fried advised that the Task Force's report focuses on roadblocks to Vision Zero efforts, primarily issues related to methods for setting speed limits and regulations for enforcing speed limits.

The Commission made the following comments:

- The Vision Zero movement may not be meaningful in Albany because existing speed limits are 25 mph. The challenge is motivating drivers to obey the speed limit.
- Thanks to the Police Department for providing traffic control at the openings of both Ocean View remote locations.
- Radar speed signs are much smaller and portable and may be set to display vehicle speed or to gather data.
- A bike locking class will be offered at the Albany YMCA on March 5.
- The ordinance changing the Commission's name will be presented to the Council for first reading on March 2.

7. FUTURE AGENDA ITEMS

Chair Paulsen requested staff respond to Ms. Chang and Ms. Ling's request for a status update.

Commissioner del Rosario requested an agenda item regarding a transit-only lane on the Bay Bridge.

Fried indicated upcoming agenda items included traffic calming measures for the 1000 block of Masonic, Washington Avenue reconstruction, and a 2020 Active Transportation grant application.

8. NEXT MEETING – Thursday, March 26, 2020, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue.

9. ADJOURNMENT

The meeting adjourned at approximately 9:22 p.m.