



# TRANSPORTATION COMMISSION – MINUTES

Virtual Meeting  
Albany, CA

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## MINUTES OF THE REGULAR MEETING THURSDAY, FEBRUARY 25, 2021, 7:00 P.M.

### 1. CALL TO ORDER / ROLL CALL

Present: del Rosario, Graham, Javandel, Fong, McCroskey  
Absent: None  
Staff Present: Jeff Bond, Community Development Director  
Justin Fried, Senior Planner  
Mark Hurley, Public Works Director  
Allison Carrillo, Associate Engineer

### 2. PUBLIC COMMENT

Audrey Mullah advised that visibility of the traffic light at the intersection of Clay and San Pablo is difficult at certain times of the day. She reported almost colliding with an oncoming driver as she was turning left from Albany Hill onto San Pablo and assumed the driver could not see the signal.

### 3. PRESENTATION

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

Fried presented data for January 2021.

**The Commission requested the following clarifications:**

- Whether or not a citation was issued to the driver of the truck involved in the collision – probably not as the driver left the scene.

#### 3-2. Shared Mobility Data

No presentation.

### 4. CONSENT CALENDAR

#### 4-1. Transportation Commission Meeting Minutes of January 28, 2021

**Recommendation:** That the Transportation Commission approve the meeting minutes for the virtual meeting of January 28, 2021.

Javandel/Graham: Moved to approve the Transportation Commission meeting minutes of January 28, 2021.

Ayes: del Rosario, Fong, Javandel, Graham, McCroskey  
Noes: None  
Abstain: None  
Absent: None



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

**5-1. Ohlone Greenway Trail Intersection Safety Improvements at Masonic Ave./Marin Ave. and Masonic Ave./Solano Ave. Intersections** – Staff will present designs for intersection improvements at the two signalized intersections of Masonic Avenue/Marin Avenue and Masonic Avenue/Solano Avenue to improve intersection safety and provide safer crossings of the Ohlone Greenway. Improvements include traffic signal upgrades, new curb ramps and curb extensions, new lane configurations and protected left-turn movements, and related changes to signage, striping, and on-street parking designations.

**Recommendation:** Recommend that City Council approve plans for the Ohlone Greenway Trail Intersection Safety Improvements Project.

Carrillo presented 95% plans for safety improvements.

#### The Commission requested the following clarifications:

- The ramp located near the barbershop at the Masonic/Solano intersection is included in another contract. Because of the utilities located on the corner, moving the ramp would require a significant effort.
- The ramps on the southeastern side of the Masonic/Solano intersection are compliant.
- Yield signs will direct bicyclists to yield to pedestrians in place of the path stop signs.
- Two post-mounted push buttons are located adjacent to the trail on the south side of the Masonic/Solano intersection, one post-mounted push button is located on the north side, and one is located on the signal pole. At the Masonic/Marin intersection, two push buttons are located on the northeast side and two on the southeast side.
- There is an existing signal pole in the middle of the ramp on the southeast side of the Masonic/Marin intersection. The ramp will be extended to provide more room around the pole.
- The crosswalk on Masonic south of Solano was not intentionally designed to be smaller and further from the intersection than the existing crosswalk.

#### The following PUBLIC COMMENTS were offered by Amy Smolens:

- A request for signage to be changed prior to other improvements; a curb ramp is needed on the southeastern corner of Marin and Ohlone Greenway.

#### The Commission made the following comments:

- A request for the consultant to comment on the smaller size and distance from the intersection of the crosswalk south of the Masonic/Solano intersection.
- A suggestion to extend the north edge of the crosswalk located on the south leg of the Masonic/Solano intersection further north.
- A suggestion to place one of the push-buttons on the existing pole located in the middle of the curb ramp at the SE corner of the Masonic/Marin intersection if the curb extension provides sufficient space for safe use to avoid a separate post.
- A suggestion for yield signage to indicate bicyclists yield to pedestrians.

Javandel/Graham: Moved to recommend that the City Council approve plans for the Ohlone Greenway Trail Intersection Safety Improvements Project with suggested modifications to the



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crosswalk and signage and consideration of installing signage as soon as possible and the pedestrian push-button location on the southeast corner of the Masonic/Marin intersection.

Ayes: del Rosario, Graham, Javandel, Fong, McCroskey

Noes: None

Abstain: None

Absent: None

**5-2. Access Improvements to Ocean View Elementary School Including Request for an Encroachment Permit to Construct a New Driveway Access on Buchanan Street –** School district staff will present a request for new driveway access for Ocean View Elementary on Buchanan Street west of Jackson Street.

**Recommendation:** Provide feedback to School District representatives and City staff on the proposed school access including requested driveway on Buchanan Street.

Fried presented the staff report.

Juan Barroso, Derivi Castellanos Architects and AUSD Project Manager, presented the project plans.

Terry Georgeson, Ocean View Elementary School Principal, shared reasons and support for the proposal.

**The Commission requested the following clarifications:**

- Approximately 75-100 cars are present for morning drop-off.
- The rationale for converting Jackson to two-way traffic can be provided at a later time. It has been suggested that the reason was the University of California's (UC) desire for additional bus service for UC Village.
- The school community does not agree with all of Fehr and Peer's recommendations; specifically, the school community prefers to allow both ingress and egress and probably does not plan to hire a crossing guard; gates will be locked as part of protocols.
- Removing the left-turn lane and replacing the median on Buchanan has not been considered.
- Students and their families currently use the entrance on Jackson and hopefully will continue to use the entrance. Closing the gate and installing signage could limit use to pedestrians and emergency vehicles.
- The entrance off Buchanan is intended for vehicle use, not pedestrian use.
- Generally, teachers arrive at school between 7:30 and 9:00 a.m. Childcare begins at 7:30 a.m. For the next few years, kindergarten classes will be scheduled twice a day such that drop-off will occur in the morning and at noon, and pick-up will occur at noon and 3:00 p.m.
- The site currently provides 17 onsite parking spaces, the proposal provides 37 onsite spaces.
- Anyone can park in the lot at Ocean View Park; none of the spaces there are designated for school use.



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- On-street parking spaces in front of the school are typically occupied by drivers who do not work at the school; the proposal is intended to create a safer drop-off/pick-up zone and to remove teacher cars parked on the streets.

**The following PUBLIC COMMENTS were offered by** Kim Trutane, Rachel Sarah, Ted Tagami, Nick Pilch, Benjamin Hensler, Mattison Ly, Albert Reinhardt, Amy Smolens, June McDaniels, Noe Noyola, Ebba de la Rosa, Carol Butler, Rachel Anderson, Ian MacLeod, Florian Soom.

- Support for the proposal as a way to reduce traffic congestion on Jackson and improve the safety of pedestrians and children on their route to school.
- Support for any improvements to ease traffic congestion and for removing parking spaces on Buchanan to improve safety for right turns into and from the parking lot.
- Opposition to the entrance from Buchanan because the trail does not need to cross another driveway, another parking lot is not needed, and pedestrians, bicyclists, and transit users should be the focus.
- Drop-off zones should not conflict with paths children travel to school; a drop-off zone could be located off campus; AUSD should encourage active transportation.
- Concern about the focus on vehicle travel to the school and potential conflicts between bicyclists in the bike lane and vehicles entering/exiting the driveway.
- Opposition to the proposal because it will be dangerous for bicyclists; the area with staff bike lockers should be a dedicated bike entrance to the school.

**The Commission made the following comments:**

- The plans need to reflect management of the existing entrance on Jackson.
- If the pedestrian path is along the fire lane to the rear of the school, the plans need to show a larger sidewalk and priority for pedestrians in that area.
- The entrance off Buchanan needs to be designed for safe pedestrian usage.
- On-street parking spaces need to be removed to provide visibility of oncoming traffic, and space needs to be provided for vehicles to queue outside the bike lane.
- Overall, the plans need additional details that improve the safety of pedestrians; for example, the parking lot does not show curbs, which are cues for pedestrian paths of travel.
- Support for many of Fehr and Peer's recommendations, particularly ingress only for the parking lot off Buchanan.
- If the driveway is allowed, there needs to be a deceleration lane to force vehicles to 15 miles per hour or less.
- Posting no-left-turn signs at the parking lot exit will be ineffectual.
- The location of the parking lot and the elaborate drop-off area reflect a car-oriented design. The parking lot could be located between the multipurpose room and the tennis courts with access from the fire lane and could have three-way stop-controlled driveway access.
- Shifting vehicle traffic may not improve safety, but it definitely compromises the safety for cycle track users.
- A request for more developed plans for active transportation on the entire site and for the driveway on Buchanan.
- Moving the fence along the bike path toward the parking lot could improve sightlines of the bike path and the street.
- More details regarding the Jackson street entrance could be provided.



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- Concern about the speed of cars turning from Buchanan into the parking lot.
- Support for a pedestrian and bike area off Buchanan.

Bond advised that comments from the public and Commissioners would be addressed with school representatives, and staff would schedule the item for a future meeting.

**5-3. Request to Review Changes in Transportation Commission Meeting Minutes Format** – Formatting changes were authorized by the Transportation Commission in 2020 to eliminate the staff presentation summary contained in the meeting minutes. A request has been submitted to reconsider the change and restore the description of staff presentations in future Transportation Commission meeting minutes.

**Recommendation:** That the Commission provide direction to staff regarding potential changes to format for future meeting minutes, if desired.

**The Commission requested the following clarifications:**

- The Brown Act requires meeting minutes to record only the actions taken by the Commission. The new minute format still summarizes commission questions, public comment, and commission comments.
- Staff time to review portion of minutes for staff presentation is minimal, perhaps 5-10 minutes, and minute preparation is not a large cost.
- The Planning & Zoning Commission uses detailed minutes, but other Commissions use action minutes. Detailed minutes for the Transportation Commission are helpful to ensure changes are made as the Transportation Commission wants.
- Staff has not made a recommendation but prefers the minutes contain a summary of presentations.

**The Commission made the following comments:**

- No opposition to including a summary of presentations as the cost is not substantial.
- Staff's memoranda often overlap presentations.

## 6. ANNOUNCEMENTS

### 6-1. I-80 Design Alternatives Analysis

Fried reported on a project to evaluate a range of improvements for the I-80 Corridor. In addition, Advisory Body and Brown Act training is scheduled for March 18, 2021.

## 7. FUTURE AGENDA ITEMS

Commissioner del Rosario requested information regarding reflective tape on traffic signals on San Pablo and accommodations for drop-off/pick-up as schools reopen.

Fried listed upcoming agenda items.

**8. NEXT MEETING** – Thursday, March 25, 2021, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue or virtual meeting pursuant to state and county COVID-19 guidance.



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### **9. ADJOURNMENT**

The meeting adjourned at 9:30 p.m.