



# TRANSPORTATION COMMISSION – MINUTES

Virtual Meeting  
Albany, CA

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## MINUTES OF THE REGULAR MEETING THURSDAY, APRIL 28, 2022, 7:02 P.M.

### 1. CALL TO ORDER / ROLL CALL

Present: Graham, McCroskey, Peng  
Absent: del Rosario (arrived during Item 6-1), Javandel  
Staff Present: Justin Fried, Transportation and Sustainability Manager  
Jeff Bond, Community Development Director  
Michelle Plouse, Community Development Analyst

The Albany Land Acknowledgement Statement was read as adopted by the City Council per City of Albany Minute Action, November 15, 2021.

### 2. PUBLIC COMMENT

#### 2-1. Public Correspondence

Serena Speth expressed concern about the emergency egress on Hillside Avenue and fire risk. She requested that the Commission consider a solution so that a fire truck could get to a fire while residents try to evacuate.

Miriam Kaminsky advised that the Planning & Zoning Commission recommended approving a project allowing a mixed-use building of twelve apartments and 3,000 square feet of medical office space located at the corner of Solano Avenue and Ordway Street into Tacoma Avenue. The building may generate heavy pedestrian and vehicle traffic, and she asked that the Transportation Commission evaluate the impact of the proposed project on the intersection.

Chair McCroskey informed that the Commission cannot discuss items that are raised in this public comment period in this meeting because they are not on the agenda. The Commissioners can request future agenda items at the end of the meeting.

### 3. ANNOUNCEMENTS

#### 3-1. Welcome Commissioner Peng

Commissioner Peng indicated that he was appointed by City Councilwoman Ge'Nell Gary. Commissioner Peng moved to Albany in March of last year. His office is in Berkeley, and he enjoys biking to work and dropping his children off along the way. An Urban Designer, he explained that the goal of his profession is to shape communities around pedestrians, bikes, and transit. Much of his experience before the COVID-19 pandemic



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was devoted to international projects. He hopes to learn from all, get to know the City better, and serve the community.

### **3-2. Local Road Safety Plan Website is Live – [albany safestreets.com](http://albany safestreets.com)**

Fried announced that the website is live. Staff is soliciting places of concern and the website has an input tool where individuals can drop a pin on the map to submit areas that they would like the Commission to examine. The website should remain active through May, while the consultants are working on the data analysis piece and continuing to collect community feedback as consultants review areas of concern.

Chair McCroskey added that the website is a way to capture data that is not numerical and based on accidents that have occurred, but on how individuals feel about locations in Albany.

### **3-3. April 30<sup>th</sup> – Albany Community Expo and Compost Giveaway**

Fried announced that the Compost Giveaway is Saturday, April 30<sup>th</sup>. The new location for this year is on Masonic Avenue next to the Community Expo.

### **3-4. May Bike to Wherever Days and May 20, 2022, Bike to Work Day**

Fried announced that May is “Bike to Wherever Days” and specifically, “Bike to Work Day” is scheduled for May 20, 2022.

## **4. PRESENTATION**

### **4-1. Monthly Police Data on Collisions and Citations**

Fried presented data for March 2022.

Chair McCroskey advised that the Commission conducts a yearly or bi-yearly review of the data.

Fried indicated that the monthly data that comes from the police reports is directly from the Albany Police Department. The data is reported to a State database and mapped, but there is a delay.

## **5. CONSENT CALENDAR**

### **5-1. Transportation Commission Meeting Minutes of March 24, 2022**



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**Recommendation:** That the Transportation Commission approve the meeting minutes for the virtual meeting of March 24, 2022.

Graham/Peng: Moved to approve the meeting minutes for the virtual meeting of March 24, 2022.

Ayes: Graham, McCroskey, Peng

Noes: None

Abstain: None

Absent: del Rosario, Javandel

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

**6-1. Long Term Parklet Program** – Staff will present a draft long-term parklet program, including regulations for location, size, and design of installations.

**Recommendation:** Recommend that City Council approve the draft program elements as presented by staff.

Fried presented the staff report.

#### The Commission requested the following clarifications:

- There are no parklets that are more than three spaces.
- There is one green time-limited parking space, but nothing in a loading zone.
- 5% seating dedicated to Americans with Disabilities Act (ADA) seating is the standard for restaurants and in-door seating.
- Staff has discussed broader benefits, but there will be limitations based on the fee dollar amounts. Initial needs would be reviewing permit applications and working with the applicants.
- Lighting concern as part of fire safety has been discussed.
- There is one current shared installation. Maintenance responsibility is one of the challenges. No different provisions for shared spaces in terms of fee or other accommodations have been clarified.
- Most other cities with wheel stop requirements have them for both angled and parallel parking spaces. Parallel parking is generally more common in other cities. Albany is more focused on angled.
- Feedback suggested that the 6 inches by 6 inches amount of flow is sufficient on Solano Avenue. No concrete is being used.
- A potential use of the wheel stops would be to prevent a car from clipping a parklet.
- Occupancy rates have increased in the past six months to approximately 95% in the areas around San Pablo Avenue to Talbot Avenue during peak lunch times.



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- Ramps should be acceptable if the slope requirements and widths are met. There would be a less efficient use of space regarding the amount of area of the parklet dedicated to the ramp. It is important that the ramp be part of the area and not made to feel isolated and exclusionary.
- If the parklet is not in compliance, it must either be removed or an application to come into compliance would need to be submitted.
- The sketch was intended to convey either a type of railing or wall and a substantial barrier independent of that or integrated together. Staff should consider further discussion. Some jurisdictions do not require the substantial barrier level at the entire perimeter except the sidewalk; some focus on what is next to the travel lane or facing oncoming traffic.

**The following PUBLIC COMMENTS were offered by Jeremiah Pinguelo:**

- Support for the parklets and a suggestion for individual seats.

**The Commission made the following comments (Parklet Location and Setbacks):**

- A suggestion that the Commission ensure being comfortable with the red zones that are painted in any area without a bulb-out; it is important to emphasize that there must always be the minimum space of travel; seating in the sidewalk area is acceptable if there is a clear path of travel.
- Support for comments regarding the clearances; angled parking spaces seem to be set correctly to allow for proper visibility; a suggestion for the Commission to consider a one-foot setback from the lane.
- Opposition to the wheel stops; the K-rail on the area fronting the street should be sufficient if the parklet is not thrust out at one end onto the street; support for flexible bollards as a more permanent solution than traffic cones.
- Two or three parking spaces for parklets is a more equitable proposal; a preference to provide two parking spaces and three if requested.

**The Commission made the following comments (Perimeter Barriers):**

- The design does not show something that would support an elevated platform and perhaps more consideration is needed.
- More protection should be considered for the parallel parking where curb stops would be placed.
- Support for comments regarding the wheel stops; balancing between ensuring the parklets are accessible and safe versus trying to minimize costs for the business owner will be tough; wheel stops should be placed where necessary and not for minor instances.
- Support for protection facing the traffic lane, no less than one wheel stop facing parallel parking, and potentially more reinforcement for a parklet facing the incoming traffic direction.



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### **The Commission made the following comments (Platform):**

- A ramp could be more fiscally achievable than a raised platform due to the number of materials needed; if there is no accessibility issue, the Commission should try to be flexible.
- Support for the flexibility and low-cost aspect of allowing ramps.
- A portion of the slope may be addressed with the crown of the road; the sacrifice of space for a ramp may be a better tradeoff for the businesses.

### **The Commission made the following comments (Public Access):**

- Support for providing public access during daytime non-business hours.
- Bus stop parklets are a long-term solution that went through substantial design work to provide seating that is robust, unlike tables and chairs that can be moved around.
- There should be some permanence, otherwise the proposal is providing an easement for the businesses to take and public space and use at their discretion.
- A suggestion to include that if permanent seating is provided, it must be available to the public during non-business hours.
- Suggestions to incentivize businesses to provide public seating and potentially lower the fee, allow the business owner to make the decision, and provide different tiers of pricing for the fee.

### **The Commission made the following comments (Fees, Removal):**

- A suggestion to reserve the right to revisit the fees after a trial period.
- Support for the initiative and providing a breaking period.
- Waiving permanent fees or discounting them for those in need could be helpful, and COVID-19 assistance dollars could go toward design and construction subsidies.
- Perhaps, there could be a three-month permit for the holidays.
- Support regarding the possibility that exceptions can be made by arrangement if not in use for more than two weeks.
- It would be good to see more flexibility; if there is an incentive for permanent furniture for public use, it should be handed over to the City if appropriate.

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

- Delivery drivers dropping off or picking up are forced into more marginal areas; extremely short-term parking has not been addressed during the pandemic.
- Usually, it is a good rule of thumb to keep the occupancy parking rate at 85%.
- A suggestion that lighting be considered.
- There should be a requirement to avoid blocking the lighting.



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### **6-2. Appreciation for Commissioner Fong – Resolution of Appreciation to Ben Fong for his service on the Transportation Commission**

**Recommendation:** That the Resolution of Appreciation to Ben Fong be approved.

Fried presented the staff report.

**The following PUBLIC COMMENTS were offered by** Jeremiah Pinguelo:

- Appreciation to Ben Fong for his hard work and diligence.

*del Rosario/Graham:* Moved to approve the Resolution of Appreciation, and to include that Ben Fong was a strong advocate for making the Parklet Program permanent.

Ayes: del Rosario, Graham, McCroskey, Peng

Noes: None

Abstain: None

Absent: Javandel

### **7. FUTURE AGENDA ITEMS**

Fried announced that there will be additional paving program items and an upcoming presentation from the Local Road Safety Plan.

### **8. NEXT MEETING – Thursday, May 26, 2022, 7:00 p.m., City Hall Council Chambers, 1000 San Pablo Avenue or virtual meeting pursuant to state and county COVID-19 guidance.**

### **9. ADJOURNMENT**

The meeting adjourned at 9:05 p.m.