



TRANSPORTATION COMMISSION – MINUTES

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

MINUTES OF THE REGULAR MEETING THURSDAY, JUNE 22, 2023, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL / LAND ACKNOWLEDGEMENT

Present: Barnes, Chomsky, Javandel, McCroskey, Peng, Vigil-McClanahan, Von Nydeggen
Absent: None
Staff Present: Justin Fried, Transportation and Sustainability Manager
Jeff Bond, Community Development Director

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

2. PUBLIC COMMENT

None.

3. PRESENTATION

3-1. Welcome New Commissioners

Commissioners introduced themselves.

3-2. Monthly Police Data on Collisions and Citations

Fried reported data for May 2023.

The Commission requested the following clarifications:

- The number of moving citations decreased since 2016 because of decreased funding for traffic enforcement. Policing's philosophy for issuing citations has changed such that police officers may issue warnings more often than citations.
- The City contracts with other entities to collect parking fines.

The Commission made the following comments:

- Staffing and grant funding for Albany Police Department (APD) decreased in 2016.
- Neither the Transportation Commission (Commission) nor the Transportation Department can include traffic enforcement in grant applications.
- Historically, traffic enforcement has not generated revenue for the City.
- Berkeley has deployed cameras for public safety purposes not speed enforcement.
- Traffic fines are contained in the Vehicle Code rather than the Municipal Code, and fines are set by the State and/or state courts.



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4. CONSENT CALENDAR

4-1. Transportation Commission Meeting Minutes of May 25, 2023.

Recommendation: That the Transportation Commission approve the meeting minutes for the meeting of May 25, 2023.

McCroskey/Peng: Moved to approve the consent calendar.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Peng, Vigil-McClanahan, Von Nydeggen

Noes: None

Abstain: None

Absent: None

Motion carried.

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

5-1. Proposed Amendments to General Plan and Zoning Ordinance Modifying Off-Street Parking Requirements – Staff will present proposed amendments to codify changes to parking regulations in response to Assembly Bill (AB) 2097. AB 2097, which was passed into law in 2022, eliminated off-street parking requirements within a half mile of major transit stops. The proposed General Plan amendments and Planning and Zoning Code amendments would remove minimum parking requirements citywide, except for the racetrack/Waterfront zoning district. It also establishes maximum parking requirements for multifamily, commercial, industrial, and public uses.

Recommendation: That the Commission recommend that the City Council approve amendments to the Transportation Element of the General Plan and amendments to Chapters 20.20 and 20.28 of the Zoning Ordinance to modify off-street parking requirements.

Bond presented the staff report.

The Commission requested the following clarifications:

- The San Pablo Avenue Specific Plan contains the same parking limits for multifamily dwellings as the proposed amendments.
- Restaurant parklets are not counted in the calculation of restaurant parking.
- Generally, a project is not allowed to demolish a building to create a parking lot under the amendments.
- Existing parking that is higher than the proposed maximum will be considered legal non-conforming.



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- The construction of a new structure will trigger the new parking requirements, and projects can request exceptions to requirements.
- A conventional grocery store will have problems meeting the proposed parking maximums.
- Medical offices will be considered a commercial use-other and required to provide a maximum of 1 space per 400 square feet.
- The Planning and Zoning Commission (P&Z) will hear applications for an exception to parking maximums.
- The route 72 rapid stop is located at Solano and San Pablo, and AB 2097 applies to the half-mile radius around the stop.
- Enforcement of time-limited parking on Solano Avenue encourages parking turnover.
- Staff will likely institute a condition of approval for unbundled parking and record a deed restriction with the property owner.
- If developers attempt to circumvent the intent of unbundled parking, staff will attempt to find a solution.
- The proposed amendments will apply to future development, not existing development.
- If a development provides zero parking, it will not need to provide any EV spaces to meet the City's requirement for 20% of spaces to contain electric vehicle (EV) chargers.
- Applicants pay the City a fee for a waiver of parking requirements. The fee covers the costs of processing the waiver application.
- Some omissions from the proposed amendments, such as bike parking and transportation passes, require further study.
- The City does not have the ability to apply the amendments to parcels that were developed in accordance with the regulations in existence at the time of development. The City could incentivize compliance with these amendments by existing developments.
- The amendments will not affect the Albany Bowl project.
- Cities must comply with the 0.5 parking space within a half-mile radius of transit stops in order to be eligible for One Bay Area grants.
- Parking in most Albany neighborhoods is 60-70% occupied.

The Commission made the following comments:

- Support for the proposed amendments so that parking requirements are applied equitably across the City.
- AB 2097 makes AC Transit the de facto zoning agency for the City.
- A tenant could pay for bundled parking and sublease the parking space. In this way, the property owner is paid for parking, and the tenant recoups the cost.
- Parts of Albany are over-parked such that the ideal minimum number of parking spaces is not zero.



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- Many low-income workers need vehicles to drive from job site to job site.
- Disabled people may rely on vehicles more than others.
- The memorandum does not consider parking for guests.
- Compliance with AB 2097 is mandatory, but citizens do not have to like it.
- General support for parking minimums rather than parking maximums.
- Reducing off-street parking means more competition for parking, parklets, bike lanes, landscaping, and green infrastructure for water treatment; does not affect gas versus electric vehicle use or ownership; will require parking management in the future; incentivizes bike usage but reduces the opportunity to build bike infrastructure; and may necessitate a separate regulation for EV chargers.
- A proposal to comply with AB 2097 only to the extent needed to be eligible for grants.
- Understanding the impact of the amendments is difficult without understanding the rates of change in land usage and population.
- The proposed policy change supports less driving and more active transportation.
- A suggestion to recommend approval of the amendments except on designated bike routes.

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

Ayes: Barnes, Chomsky, Javandel, McCroskey, Nydeggen, Peng, Vigil-McClanahan

Noes: None

Abstain: None

Absent: None

Motion carried.

Nick Pilch, Planning & Zoning Commission Chairperson, reported P&Z did not support unanimously the application of parking maximums citywide. Those in support believed it would reduce the administrative burden on staff and conform with climate action and housing production goals.

Javandel/McCroskey: Moved to recommend that the City Council approve the proposed amendments except the maximum parking requirements to the Transportation Element of the General Plan and amendments to Chapters 20.20 and 20.28 of the Zoning Ordinance to modify off-street parking requirements.

Ayes: Chomsky, Javandel, McCroskey, Peng, Vigil-McClanahan, Von Nydeggen

Noes: Barnes

Abstain: None

Absent: None

Motion carried.

The Commission made further comments as follows:

- The parking maximums encourage alternative transportation and carbon reduction, which the Commission has not addressed.



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McCroskey/Peng: Moved to recommend that the City Council approve the parking maximums as recommended by the Planning and Zoning Commission.

Ayes: McCroskey, Peng, Vigil-McClanahan

Noes: Barnes, Chomsky, Javandel, Von Nydeggen

Abstain: None

Absent: None

Motion failed.

The Commission made additional comments as follows:

- A suggestion to exempt bike routes.
- A dedicated bike lane would encourage more active transportation.

Javandel/Peng: Moved to recommend that the City Council approve parking maximum requirements as recommended by the Planning and Zoning Commission except on designated bike routes and remove parking maximum requirements from streets named as designated bike routes in the future.

Ayes: Javandel, Peng, Vigil-McClanahan, Von Nydeggen

Noes: Barnes, Chomsky, McCroskey

Abstain: None

Absent: None

Motion carried.

5-2. Formation of a Subcommittee Related to Zero Emission Transportation –

This item is in response to a request from the Zero Emission Transportation Subcommittee of the Climate Action Committee which is focused on strategies to reduce carbon emissions from transportation. Staff will present rules related to subcommittees of multiple advisory bodies discussing topics of joint interest.

Recommendation: That the Commission consider the formation of an ad-hoc subcommittee.

Fried presented the staff report.

The Commission requested the following clarifications:

- The subcommittee could be composed of three Commissioners and would meet with the Zero Emission Transportation Subcommittee.
- A quorum of members is not required because the two subcommittees will not take action on topics.
- The Commission could designate an individual Commissioner rather than form a subcommittee.

The Commission made the following comments:



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- A subcommittee of three Commissioners would be advantageous if one or two could not attend a meeting of the subcommittees.
- The Commission needs to state clearly the deliverables and deadline for a subcommittee.
- The Climate Action Committee would like to contribute to and discuss the Commission's future planning without holding joint meetings.
- The proposal is to align the Commission's planning processes with the City's climate action goals in terms of reducing vehicle miles traveled (VMT) and providing enhanced EV charging.
- Opposition to including reduction of VMT in the mission of a subcommittee because VMT reduction is a very long-term goal.
- A more useful function of a subcommittee may be to share the Commission's knowledge and expertise with the Zero Emission Transportation Subcommittee as VMT and EV charging are underlying components of the Commission's mission.
- Commissioners may meet with the Zero Emission Transportation Subcommittee at any time as individuals rather than representatives of the Commission.

Javandel/Barnes: Moved to appoint Commissioner McCroskey as liaison to the Climate Action Committee's Zero Emission Transportation Subcommittee.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Nydeggen, Peng, Vigil-McClanahan

Noes: None

Abstain: None

Absent: None

Motion carried.

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

Ayes: Barnes, Chomsky, Javandel, McCroskey, Nydeggen, Peng, Vigil-McClanahan

Noes: None

Abstain: None

Absent: None

Motion carried.

5-3. Review of 2021 and 2022 Vehicle Injury Collision Data – Staff will present an analysis of 2021 and 2022 vehicle injury collision data.

Recommendation: For discussion only

Chair Chomsky continued the item due to the late hour.

6. ANNOUNCEMENTS

Fried reported information regarding AC Transit's realignment will be discussed at an AC Transit meeting on July 26, 2023. The Council approved the red curb policy as the



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Commission recommended. Alameda County Transportation Commission (ACTC) will present its San Pablo Avenue multimodal project to the Council on July 17, 2023.

The Commission requested the following clarifications:

- The Council has not discussed the controversy regarding the Washington Avenue crossing.

7. FUTURE AGENDA ITEMS

Fried advised that updates regarding sidewalk maintenance and street lighting are on the agenda for the July meeting.

The Commission requested the following clarifications:

- Phase 2 of the Brighton Avenue traffic calming project will occur after a major sewer project is complete.

8. NEXT MEETING – Thursday, July 27, 2023, 7:00 p.m.

9. ADJOURNMENT

The meeting adjourned at approximately 10:04 p.m.