



TRANSPORTATION COMMISSION – MINUTES

City Hall Council Chambers
1000 San Pablo Avenue, Albany, CA
October 26, 2023

MINUTES OF THE REGULAR MEETING THURSDAY, OCTOBER 26, 2023, 7:00 PM

1. CALL TO ORDER / ROLL CALL / LAND ACKNOWLEDGEMENT

Present: Barnes, Chomsky, Javandel, McCroskey, Peng (arrived at 7:12 PM), Vigil-McClanahan, Von Nydeggen
Absent: None
Staff Present: Justin Fried, Transportation and Sustainability Manager
Michelle Plouse, Community Development Analyst

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

Estrella Sainburg introduced herself as the newest member of the Parks, Recreation & Open Space Commission (PROSC) and hoped to foster collaboration between the Transportation Commission (TC) and PROSC.

Carrie Schulman noted the narrow sidewalk along Jackson Street near Ocean View Elementary School. People use the dirt path adjacent to the sidewalk until it rains, when people crowd onto the sidewalk. She reported obtaining the school principal's support and proposed the City pave the dirt path.

3. PRESENTATIONS

3-1. Monthly Police Data on Collisions and Citations

Fried reported data for September 2023.

The following PUBLIC COMMENTS were offered by Peter Campbell:

- Concern regarding the decline in moving citations from 2016 to present, and encouragement for greater enforcement.

Fried shared the Albany Police Department's (APD) previous comments regarding additional funding for traffic enforcement prior to 2016 and changes in enforcement practices since 2016.

The Commission made the following comments:

- A suggestion for Mr. Campbell to address the Policing Commission.
- The TC may consider traffic calming measures.



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- A suggestion to utilize line graphs for historical data and bar graphs for more recent data.

4. CONSENT CALENDAR

4-1. Transportation Commission Meeting Minutes of September 28, 2023.

Recommendation: That the Transportation Commission approve the meeting minutes for the special meeting of September 28, 2023.

The Commission made the following comments:

- A request for Item 5-1 to reflect the TC's discussion and lack of consensus regarding a slip lane.
- A request for the minutes to reflect the continuation of Items 5-2 and 5-4.

Chomsky/Barnes: Moved to approve the minutes of the September 28, 2023 meeting as revised.

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

Noes: None

Abstain: None

Absent: None

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

5-1. Kains & Adams Bikeway Pilot Project Evaluation – The Kains and Adams Bikeway Pilot Project changed segments of Kains Avenue and Adams Street from one-way to internal two-way traffic with permitted two-way through movement by bicyclists. Staff will present an evaluation of the pilot project and potential changes for consideration at the conclusion of the pilot.

Recommendation: That the Commission recommend a project concept to City Council and that the City Council direct staff to prepare project designs for implementation.

CEQA: The proposed project is Categorically Exempt from California Environmental Quality Act (CEQA) pursuant to Section 15301 "Existing Facilities" and Section 15304 "Minor Alterations to Land" of the CEQA Guidelines.

Fried presented the staff report.



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The Commission requested the following clarifications:

- Options 1 and 2 would align with Alameda County Transportation Commission's (ACTC) parallel bike routes project; Option 3 would have significant issues coordinating with the project.
- Without a dedicated bike lane, bicycle and vehicle traffic have to be two way.
- The 2017 study included alternatives that reduced parking; the one alternative that did not reduce parking required a contraflow bicycle lane directly adjacent to the parking lane, but that raised visibility issues.
- On a two-way street, a bicyclist traveling in the center of a vehicle lane in the contraflow direction would be more visible to motorists pulling from a parking space.
- The Albany Fire Department (AFD) prefers one-way streets because they can maneuver through them faster; AFD did not have issues with the proposed configuration.
- Prior to the project, entering the intersection northbound on Kains was an illegal maneuver.
- A median refuge is a possibility; installing several medians would make navigation around them difficult; medians may not be feasible for all intersections.
- Under Option 2, AFD expressed concern that vehicles meeting an emergency vehicle would not have room to pull out of the way.
- Notice of the meeting was sent to residents along Kains and Adams.
- Berkeley does not enforce laws against contraflow parking.
- The pilot project does not include a contraflow bicycle lane because it would have been adjacent to the main traffic lane and not protected. Eliminating parking was not an option.
- The pilot project removed some curbside parking where needed to provide room for cyclists to navigate around barriers.

The following PUBLIC COMMENTS were offered by the Klein family, Clay Larson, Christina Osborn, Steve Price, Nick Pilch, Estrella Sainburg, Amy Smolens, Peter Campbell, Ellen Davis Zapata, Robert Prince, Maxwell Gara, Sarah Yang, David Treatman, Elaine Stelton, Matt Schneiderman, Bryan Marten, Carrie Schulman, Jonah Bush, Gergi Ziba, Nick Peterson:

- Two-way traffic on Kains and Adams does not increase bicyclist safety.
- Contraflow parking is safer than two-way traffic; support for Option 1.
- The pilot project is a failure; Option 1 does not address safety concerns; Option 2 ignores the reasons for Kains and Adams being one-way streets; Option 3 is not justified by the number of bicyclists using Adams.
- The pilot project was poorly designed and inadequately implemented and confuses drivers; support for Kains and Adams being one-way streets.
- Bicycling on Kains is comfortable with the pilot project; conflicts between bicyclists and vehicles leaving parking spaces will likely be infrequent.



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- The issue with the pilot project is residents' lack of awareness; signage either is inadequate or has not been installed; motorists parked contraflow can see oncoming bicyclists.
- The pilot project is working.
- Traffic counts are inconclusive given that they were conducted before residents understood the circulation, signage was complete, and navigation apps were updated; support for Option 1 with improvements. Perhaps staff could send notices to tenants rather than landlords to increase awareness.
- The trial period has not really begun because signage has not been installed and residents are not aware of the project.
- Support for the current project with removal of the barricade at Marin Avenue.
- Support for Option 1 with no changes until the ACTC project is complete.
- Support for the pilot project with stop signs or traffic circles at intersections and speed bumps.
- Opposition to Option 2; support for one-way vehicle traffic on Adams.
- Opposition to Options 1 and 2 because the street is not sufficiently wide.
- Residents need more information about the pilot project.
- Support for one-way vehicle traffic.
- Support for Option 1 with improved signage.
- A suggestion for more stop signs; support for Option 2 with a barricade at Washington and Kains; opposition to Option 3.
- Support for Option 1 with additional signage.
- The pilot project increases bicyclists' sense of safety; support for Option 1.
- Support for continuing the pilot project with improvements.

Fried reiterated the reasons for staff presenting the pilot project prior to the expiration of the trial period. Notices are sent to the property as well as the property owner.

The Commission made the following comments:

- Option 1 allows two-way bicycle traffic and reduces vehicle traffic; a desire to reduce or eliminate the City's liability if contraflow parking is illegal.
- Contraflow parking is not dangerous; support for changing state law prohibiting contraflow parking or APD not enforcing it.
- Support for Option 1 with better signage, paint, and a short notice to residents. Diverters at cross streets are acceptable.
- Fire trucks cannot travel within an 8-foot-wide travel lane because they are 10 feet wide.
- Motorists parked contraflow and behind another vehicle must pull out slowly to avoid a collision, just as they do when backing from angle parking.
- With the potential for increased housing on San Pablo and in the Albany Bowl project, bicycle facilities can relieve the need for more parking.



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- The Council approved the pilot project but not contraflow parking, assuming motorists would park legally. If the TC supports Option 1, APD may enforce parking violations.
- The City could be liable if an injury occurs due to contraflow parking. Contraflow parking is dangerous for bicyclists.
- Options 2 and 3 are better than Option 1, with a preference for Option 3.
- Option 2 with bollards replacing medians at some intersections could provide a high-quality bikeway, reduce vehicle traffic, and make the street appear to be two way.
- Opposition to Option 3.
- Intermittent yellow dots painted in the street could suggest a centerline for traffic.

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

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

Noes: None

Abstain: None

Absent: None

The Commission made the following additional comments:

- Support for Option 2 with median diverters because it supports parking legally and increases the number of routes for residents to travel to their homes.
- Bollards should not be removed until medians have been installed.
- A usable bikeway needs bulbouts or stop signs at intersections to increase visibility and reduce vehicle speed.
- Support for bulbouts or stop signs.
- Interest in continuing the pilot project so that traffic counts can be conducted in April.
- Support for Option 1 with pavement arrows at intersections, signage, and consideration of stop signs and barriers.
- Medians and increased visibility at intersections for Option 2 need to be designed and vetted with the public; a preference for stop signs as a short-term improvement.
- There may not be sufficient space for medians to serve as bicycle refuges.
- If the TC supports Option 1, it should not refer to contraflow parking.
- The public not mentioning vehicle speed in their comments could be a sign that the pilot project has reduced vehicle speed.

McCroskey/Javandel: Moved to recommend the City Council continue the pilot project through May 2024 so that the Transportation Commission and staff can develop enhanced signage and pavement markings, consider alternatives, and review additional data.



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Ayes: Chomsky, Javandel, McCroskey, Peng, Vigil-McClanahan, Von Nydeggen
Noes: Barnes
Abstain: None
Absent: None

5-2. 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 announced the continuation of this item.

5-3. Update on Street Tree Management Plan – Staff will provide an update on preparation for a Street Tree Management Plan.

Recommendation: For discussion only.

Plouse presented the staff report.

The Commission requested the following clarifications:

- The lighting study will inform the Street Tree Management Plan (STMP). Staff will consider street tree maintenance with sidewalk repairs.

6. ANNOUNCEMENTS

Fried reported the AC Transit Board of Directors will hear a presentation regarding draft service plan scenarios on November 1, 2023. AC Transit staff will present information to the City Council on November 6, 2023 and hold a virtual workshop on December 7, 2023. Public comments may be submitted from November 1 through December 13, 2023.

Commissioner Javandel announced Assembly Bill (AB) 413, prohibiting parking within 20 feet of a crosswalk, was signed into law.

Fried noted the TC will need to review the City policy for parking near intersections.

7. FUTURE AGENDA ITEMS

Chair Chomsky indicated a future item for vehicle injury collision data.

Fried advised that future agenda items include streetlighting and a status update for Council.

8. NEXT MEETING – Thursday, December 7, 2023, 7:00 PM



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9. ADJOURNMENT

The meeting adjourned at approximately 9:53 PM.